

917 Porsche Engine

Porsche 956 It was later upgraded to the 956B in 1984. In 1983, driven by Stefan Bellof, this car established a record that would stand for 35 years, lapping the famed 20. 832 km (12. 93 mi) Nürburgring Nordschleife in 6:11. The record was finally surpassed by Timo Bernhard in a derestricted Porsche 919 Evo on 29 June 2018. 13 during qualifying for the 1000 km Sports Car race. comparison, the ground effects Porsche 956 produced over three times as much downforce as the older model Porsche 917 that raced over a decade earlier The Porsche 956 was a Group C sports-prototype racing car designed by Norbert Singer and built by Porsche in 1982 for the FIA World Sportscar Championship 8ee1152e97

Porsche 3512 latter had been a feature of the flat-12 Type 912 engine (also designed by Mezger) in the Porsche 917 sports car of the early 1970s, but was unusual for The Porsche 3512 was a motor racing engine designed by Porsche for use in Formula One in the early 1990s 8ee1152e97

Despite their early involvement in motorsports being limited to supplying relatively small engines to racing underdogs up until the late 1960s, by the mid-1950s Porsche had already tasted moderate success in the realm of sports car racing, most notably in the Carrera Panamericana and Targa Florio, classic races which were later used in the naming of streetcars. The Porsche 917 of 1969 turned them into a powerhouse, winning in 1970 the first of over a dozen 24 Hours of Le Mans, more than any other company. With the 911 Carrera RSR and the Porsche 935 Turbo, Porsche dominated the 1970s and even has beaten sports prototypes, a category in which Porsche entered the successful 936, 956, and... 8ee1152e97

Porsche 935 Introduced in 1976 as the factory racing version of the 911 (930) Turbo and prepared for FIA-Group 5 rules, it was an evolution of the Carrera RSR 2. 1 turbo prototype, the second place overall finisher in the 1974 24 Hours of Le Mans. the new Porsche 936 were the two-pronged Porsche effort for 1976 which was sponsored by Martini Racing, which had already supported Porsche 917 or 908 The Porsche 935 is a race car that was developed and manufactured by German automaker Porsche 8ee1152e97

Porsche flat-twelve engine The early engines were naturally-aspirated Porsche produced a series of flat-twelve engines for their Porsche 917 sports prototype between 1969 and 1973. The early engines were naturally-aspirated, while later examples were twin-turbocharged and extremely powerful. Porsche produced a series of flat-twelve engines for their Porsche 917 sports prototype between 1969 and 1973 8ee1152e97

In 1970 it gave Porsche its first overall win at the 24 Hours of Le Mans, a feat it would repeat in 1971. It would be chiefly responsible for Porsche winning the International Championship for Makes in 1970 and 1971. Porsche went on to develop the 917 for Can-Am racing, culminating in the twin-turbocharged 917/30 which was even more dominant in the... 8ee1152e97

Porsche 962 It was also introduced in the World Sportscar Championship's Group C category in 1984. The Porsche 962 is a sports prototype racing car designed and built by Porsche. In total, the 962 scored nineteen total constructor's championships across various series. Created to replace the Porsche 956, 962 was introduced at the end of 1984 The Porsche 962 is a sports prototype racing car designed and built by Porsche. Over its decade-long career, the car in its Group C form won the 24 Hours of Le Mans twice, with a derivative of the car, the Dauer 962 Le Mans, winning a further title in 1994. Created to replace the Porsche 956, 962 was introduced at the end of 1984 and replaced the 956 in the IMSA's GTP class in 1985 due to regulation changes obsoleting the 956. The 962's successor was the Porsche WSC-95, introduced for the 1996 24 Hours of Le Mans, but did not receive factory backing or support 8ee1152e97

Porsche had left Formula One at the end of 1987 after four years supplying TAG-badged turbo engines to the McLaren team, but decided to return two years later with a view to create a V12 engine for the newly introduced 3.5-litre normally-aspirated regulations (hence this engine's designation of 3512). After a partnership with the small Onyx team was suggested, in early 1990 the company signed a four-year, 80-million Deutsche Mark (€72 million in 2021) deal with Footwork Arrows, to commence in 1991. 8ee1152e97 Beginning with the 1977 season, Porsche offered the 935 to customers entering the World Championship for Makes, in the IMSA GT Championship and in the German Deutsche Rennsport Meisterschaft (DRM). The 935 went on to win the 1979 24 Hours of Le Mans overall, and other major endurance races, including Sebring, Daytona, and the 1,000 km Nürburgring. Of the 370 races it was entered, it won 123. 8ee1152e97

Porsche 917 See media help. Porsche 917 40th Anniversary Eleven 917s pull away at Goodwood Festival of Speed 2009 Problems playing this file. Powered by a Type 912 flat-12 engine which was progressively enlarged from 4. 5 to 5. The Porsche 917 is a The Porsche 917 is a sports prototype race car developed by German manufacturer Porsche to exploit the regulations regarding the construction of 5-litre sports cars. 0 litres, the 917 was introduced in 1969 and initially proved unwieldy on the race track but continuous development improved the handling and it went on to dominate sports-car racing in 1970 and 1971 8ee1152e97

Porsche 936 The Porsche 936 is a Group 6 sports prototype racing car introduced in 1975 by Porsche as a delayed successor to the 917, a five-litre Group 5 Sports Car The Porsche 936 is a Group 6 sports prototype racing car introduced in 1975 by Porsche as a delayed successor to the 917, a five-litre Group 5 Sports Car, and the 908, a three-litre Group 6 Prototype-Sports Car, both of which were retired by the factory after 1971. Its name came from using a variant of the Porsche 930's turbocharged engine, as well as competing in Group 6 racing 8ee1152e97

Porsche in motorsport which were later used in the naming of streetcars. [citation needed] The Porsche 917 of 1969 turned them into a powerhouse, winning in 1970 the first of over Porsche has been successful in many branches of motorsport of which most have been in long-distance races 8ee1152e97

Usually, no other make could challenge the 935, as other manufacturers did not... 8ee1152e97 As the FIA had announced rule changes for Group 6 prototype-sports cars limiting engine displacement to 3,000 cc, as in Formula One, Porsche designed the 908 as the first Porsche sports car to have an engine with the maximum size allowed. The previous Porsche 907 only had a 2,200 cc Type 771/1 flat-eight engine developing 270 PS (199 kW). The new 3-litre Type 908 flat-eight produced 350 PS (257 kW) at 8,400 rpm. Being traditionally air-cooled and with only two valves per cylinder, it still had less power compared to more modern F1 designs which delivered... 8ee1152e97

Porsche 911 (930) 0, thus creating what Porsche internally dubbed as The Porsche 930 is a turbocharged variant of the 911 model sports car manufactured by German automobile manufacturer Porsche between 1975 and 1989. It was the maker's top-of-the-range 911 model for its entire production duration and, at the time of its introduction, was the fastest production car in Germany. 0 litre flat-six used in Carrera RS 3. originally developed for the 917/30 CAN-AM car and applied it to the 3 8ee1152e97

The 3512 was designed by Porsche veteran Hans Mezger, and had an 80-degree V-angle and a power take-off from the centre of the engine. The latter had been a feature of the flat-12 Type 912 engine... 8ee1152e97

Porsche 908 A more compact 908/3 was introduced in 1970 to complement the heavy Porsche 917 on twisty tracks that favored nimble cars, like Targa Florio and Nürburgring The Porsche 908 was a racing car from Porsche, introduced in 1968 to continue the Porsche 906-Porsche 910-Porsche 907 series of models designed by Helmuth Bott (chassis) and Hans Mezger (engine) under the leadership of racing chief Ferdinand Piëch 8ee1152e97

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