

**1994 911 TURBO S "FLACHBAU"**

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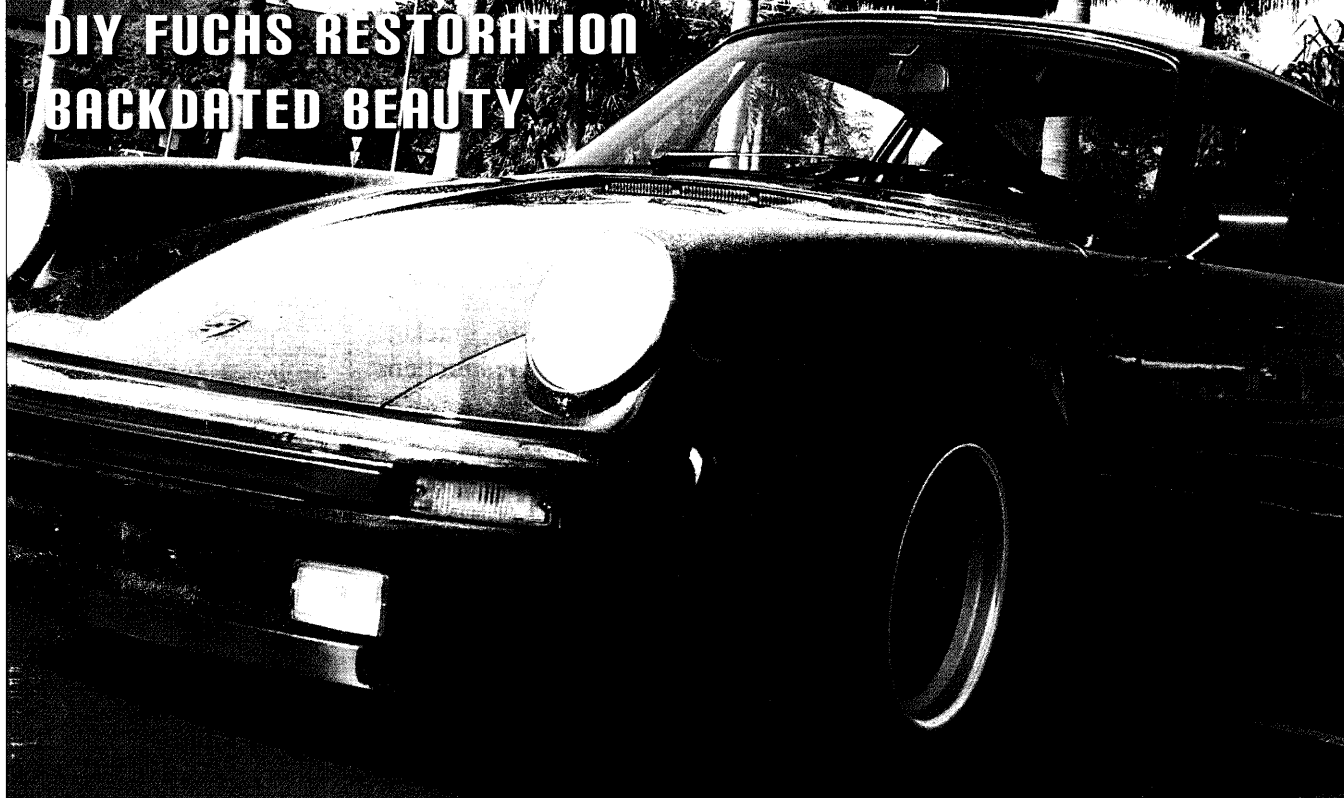
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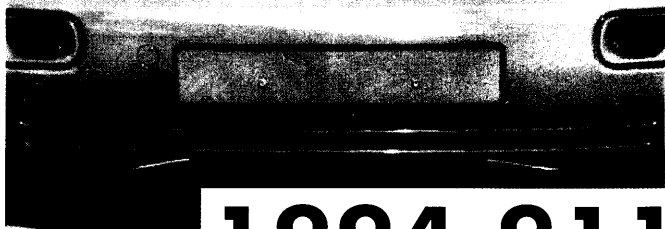
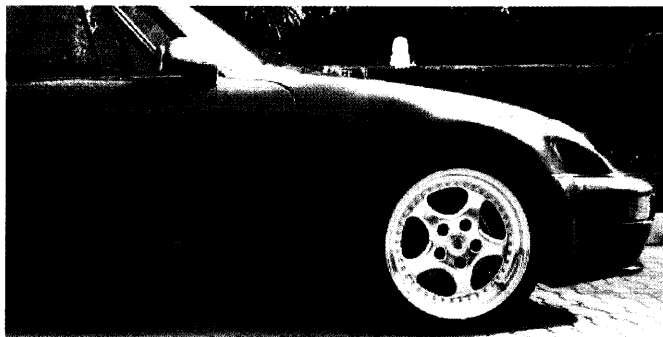
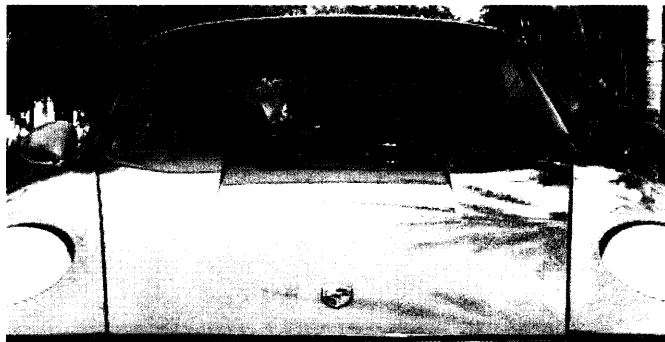
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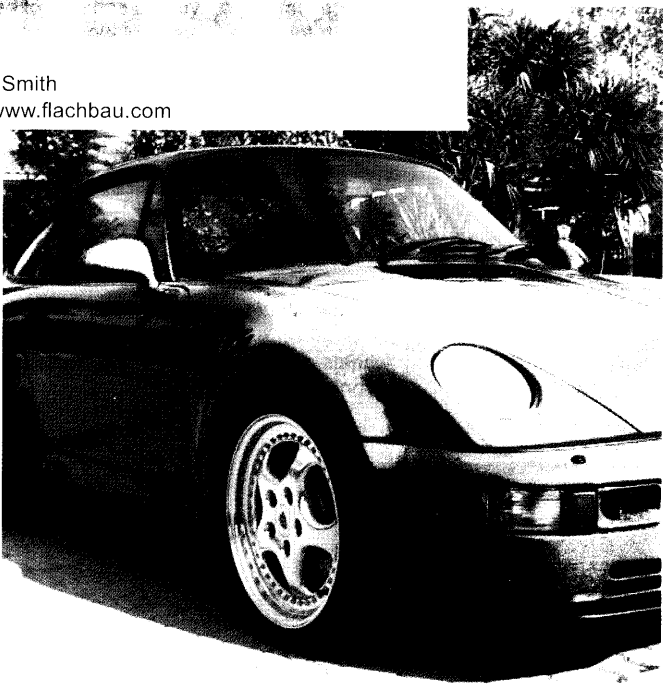
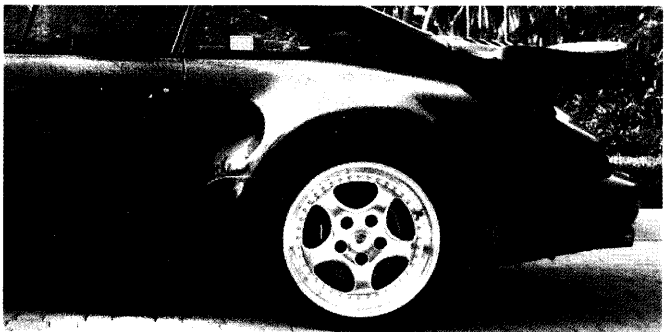


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# 1994 911 TURBO S

By Mark Smith  
Photos courtesy of [www.flachbau.com](http://www.flachbau.com)



Built in 1993 at the end of the 3.6 Turbo production, and with very little fanfare, Porsche offered its dealers worldwide a chance to order what were to be the last of the hand built production cars purposely built by Porsche's VRS Department (also known as Exclusive or Special Works). Customers could order these cars, which were to be loosely based on the stillborn 965 concept, by placing a \$20,000USD deposit on a car they had only seen in a photograph. The base price was with gas guzzler tax, just a tad over \$160,000USD - A princely sum in 1994 and even today.

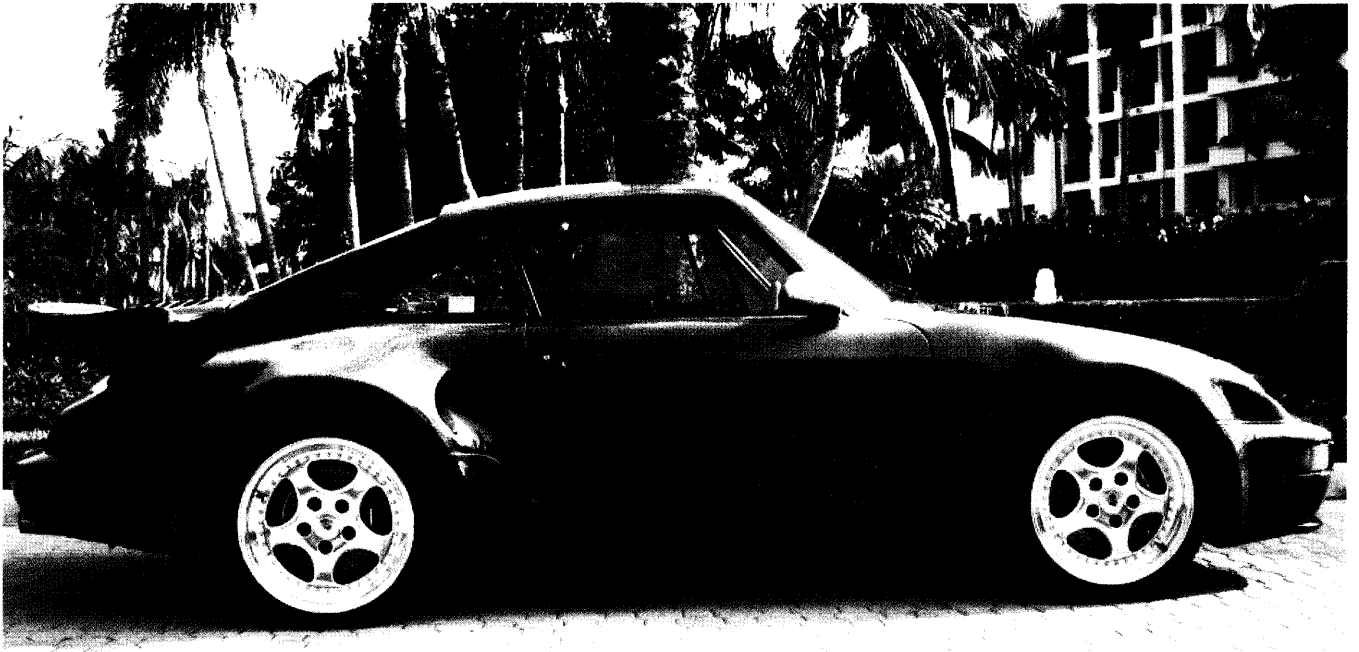
It's one of the rarest production Porsches

ever. In the end just 76 "Flachbaus" were built for worldwide delivery. The primary feature of the special edition was the \$60,179USD Turbo "S" Flachnose Package. This consisted of the 968 derived Flatnose for the U.S. and ROW and the 930S derived Flatnose for Japan. In addition, it included the X88 Turbo 'S' motor with 385 BHP, X92 Exclusive front spoiler, X93 Exclusive rear spoiler and X99 Exclusive rear fender vents. All of the 'X' options could be ordered on any 3.6 Turbo but the Flatnose option was only available as part of this package.

The Package model for 'U.S.A. only' was a variation and was a Flachbau without

the Flatnose and designated a 1994 Turbo S Model (option code '36S') but without option code X85 (Turbo 'Flatnose Package'). The package car was identified by the combination of the '36S' option plus the 'X88' option engine, the 'X92' option Exclusive front spoilers, the 'X93' option Exclusive rear spoiler, and the 'X99' option air inlets in rear left and right side panels for engine cooling. With only 17 cars built, it is one of the rarest Porsches ever made.

The build process for these cars was to pull a Turbo chassis and a drive train off the line and ship them off to the VRS Department. There the front clip was modified to accommodate the Flatnose and



the country appropriate front end was hand grafted on. The engine was hand modified to Turbo S specs. Rear vents were hand welded in. And then the rest of the car was hand assembled including the running of a one piece wiring harness and the layering of eight coats of paint.

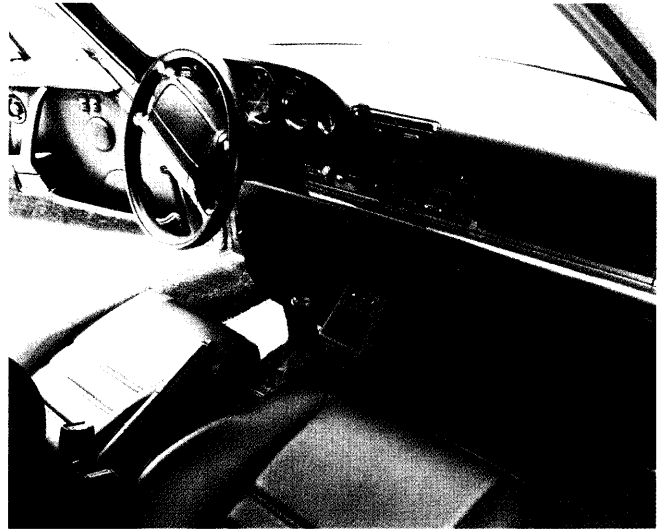
Prior to its introduction rumors circulated about its power output. It was to deliver as much as 500HP to the rear wheels despite understated factory claims of only 385HP.

But it seems that much of this clamor was probably driven by dealers trying sell cars which in some cases would ultimately price out at nearly \$190,000USD – and it was further fueled by a 1994 Excellence magazine article on the car which made similar, but unfounded claims. With not too much disappointment I can tell you that power output is clearly much closer to the factory figure. But it is in the way that power is delivered that any possible

disappointment in this is erased.

As the last of the air cooled single turbo cars it delivers its power with surprisingly little turbo lag yet with decided punch. A 997 Turbo may be much faster, but the Flachbau will produce a wider smile and a white knuckled passenger. It's one thing to be going 150mph without really feeling it and it is a whole other to have felt getting there every step of the way. It is a no parachute, rock solid car, that when





properly managed can be every bit as fast as a modern supercar through your favorite canyon – no simple feat.

Despite the exorbitant price tag it's not clear if Porsche ever made a profit on these rare cars. For most of the years since its production little if anything has ever been discussed by Porsche about even the existence of this rare and unique hand built model. When I started trying to locate one of these cars only a handful of people even knew they existed. I always

longed for the 930S Slantnose Turbo that was THE wall poster of the eighties. But in 1994 that longing turned to lust with the release of the 3.6 Turbo S Flatnose or "Flachbau." I knew I had to own one and by 1996 I did. But it was not a simple journey. Finding one by 1996 had become nearly a lost cause, most were hidden away. Only in when Porsche released the 911 History DVD in 2004, did it formally recognize the 1994 Turbo S Flatnose outside of technical bulletins and publicly confirm its worldwide

production numbers.

Today the 1994 Turbo S is a rare, fast, kick in the pants, yet decidedly old school, super car. Whether you love or hate its Flatnose and bug-eyed headlights, you cannot deny its pedigree. Anyone who has ever owned will tell you that it is one of their all time favorite cars. And that a big part of its enduring allure is that they just don't make them like that anymore. 