



Singer
VEHICLE DESIGN

RESTORED · REIMAGINED · **REBORN**

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Philosophy

Singer Vehicle Design was founded in 2009 to explore the creative possibilities within the vibrant world of the classic automobile.

We are dedicated to the passionate study, preservation and optimization of the world's most respected high performance vehicles.

Since 2009, our focus – indeed, obsession – has been the development of a meticulously restored and optimized air-cooled Porsche 911. Our lofty objective: to distill, enhance and recombine the strands of greatness that have long marked the Porsche 911 as iconic.

To this historical DNA, we add modern techniques and unique perspectives. In true collaboration with our clients, the result is a singular jewel-like form. A love letter to a golden air-cooled era restored, reimagined and reborn over more than four thousand hours.

Long live the 911.



One More Than 10

In the 1970s, Rob Dickinson was in the backseat of his father's India Red VW Beetle, hammering along a French autoroute outside Narbonne. He watched a new Porsche 911 close, pass and howl away. The 911 got under his skin.

Much later, in the early 2000s, he hot-rodded a 1969 Porsche 911E and found that many people liked what he'd done.

In 2008, there was a Porsche 911 minus some of its bodywork, a rented corner of a workshop, some sketches and a vision to re-imagine the 911 utterly without compromise. To distill the elemental strands that made the car iconic, display a flagrant disregard for "good enough" and turn the dial on everything important up to eleven.

This was the beginning of Singer Vehicle Design.

In 2009, an orange 911 restored by Singer was shown at the Baja Cantina during Monterey Historics. By 2013, cars were appearing in the world's most prestigious automotive publications and shows.

By 2015, Singer was displaying its first Targa commission in the Cartier Style et Luxe Concours d'Elegance at Goodwood Festival of Speed, on the lawn at Quail – A Motorsports Gathering in Carmel and at Salon Privé in the grounds of Blenheim Palace.

One More Than 10 is the spirit that guides our work. Because in the words of Spinal Tap, "It's one louder."



Photo Credit: Peter Vincent

RESTORED · REIMAGINED · REBORN

Combining our own unique perspective and our clients' sources of inspiration, each vehicle is truly a unique and bespoke commission.

However, there are three elements that remain at the heart of every machine.





RESTORED

Strength, vitality and purity of purpose
are restored to every component.

We take our client's tired 911 and breath new life into
its structure and soul in readiness for a thrilling second
act.





REIMAGINED

The delicacy of the '63 original, the race-bred chic of the '70s, the solidity of the '80s and the sophistication of the '90s models, are reimagined in a singular jewel-like form.





REBORN

The air-cooled 911, with every dial 'turned up to eleven' is reborn to its rightful position in the modern automotive hierarchy.





Four Thousand Hours

What if the DNA of the finest air-cooled 911 was isolated, recombined and enhanced?

Compact, communicative, simple, lightweight, shockingly fast, sophisticated where necessary, beautifully built and breathtakingly stylish: these are the targets we set for ourselves with each commission. The opportunity to optimize and respectfully enhance every detail that has contributed to the 911's greatness and iconic status is a privilege.

There are no shortcuts. Every last detail is considered and finessed. The air-cooled, flat-six engine, the transmission, the suspension, the steering, the wheels, the brakes, the lighting, the interior and the aerodynamics all receive state-of-the-art enhancements that consume more than 4,000 man

hours. All this of course, in addition to an exquisite new carbon fiber body-shell - itself the result of two years meticulous development to perfect stance, form and function. These highest standards of execution and finish reflect our company's quest for excellence in all areas.

"Everything is important" has become our mantra.



Engine Assembly



Carbon Fiber Fabrication



Engine Management Sub-Assembly Construction



Roll Bar Fabrication



Engine Assembly



Paint



Carbon Fiber Dry-Fitment



Engine Dyno



Interior Fabrication



Color Sanding

Ultimate Choice

Our specification and restoration choices reflect our vision of an optimized air-cooled machine aimed at enthusiasts all over the world.

This vision is merely a launching point, a broad canvas for individual self-expression and fine tailoring - and should there be special wishes or requests that go further than the choices listed here - we are happy to explore them.

Such a degree of personalization ensures that each machine can be as sportingly focused, luxuriously flamboyant, or as simple and understated as desired.

Indeed, we expect every restored and modified machine to represent and reflect the unique tastes and perspectives of its owner whether targeted at regular use on the road or ultimate performance on road and track.

We imagine most customers will specify a program that lies somewhere in the middle of these two extremes, resulting in a machine that reflects their ideal combination of sporting intent and daily usability.



An Iconic Heart

The legendary air-cooled flat-six is comprehensively reimaged and rebuilt for each commission by our celebrated partners Ed Pink Racing Engines in North Hollywood. Clients select an engine with the output and character designed to match the dynamics of their car. Each is based on the 964 3.6L case original to their car.

The standard engine is a blue-printed version of the stock 3.6L flat-six, completely rebuilt to Singer's exacting standards. Though less extravagant than its larger capacity siblings, power is increased at 270HP and when coupled to the 400-pound (180kg) weight reduction, performance is significantly enhanced.

The next step up is the Cosworth-developed 3.8L engine. A raft of upgrades to fueling, crank, pistons, cylinders, oil pump and plenum help this engine make 350HP with tremendous torque.

Our ultimate 4.0L engine was born from the blueprint of our 3.8L Cosworth engine and has been meticulously developed by the engineers at Ed Pink Racing Engines to create what we feel is the ultimate incarnation of the normally aspirated, air-cooled flat-six. It employs an exhaustive list of bespoke parts: crankshaft, oil pump, pistons, cylinders, connecting rods, cams, cylinder heads, throttle bodies and intake system. This engine is imbued with heroic levels of torque – around 315LB/ft, and thrilling peak power of close to 400HP. Performance is extreme with 60mph and 100mph arriving in sub 3.3 seconds and 8.2 seconds, respectively.



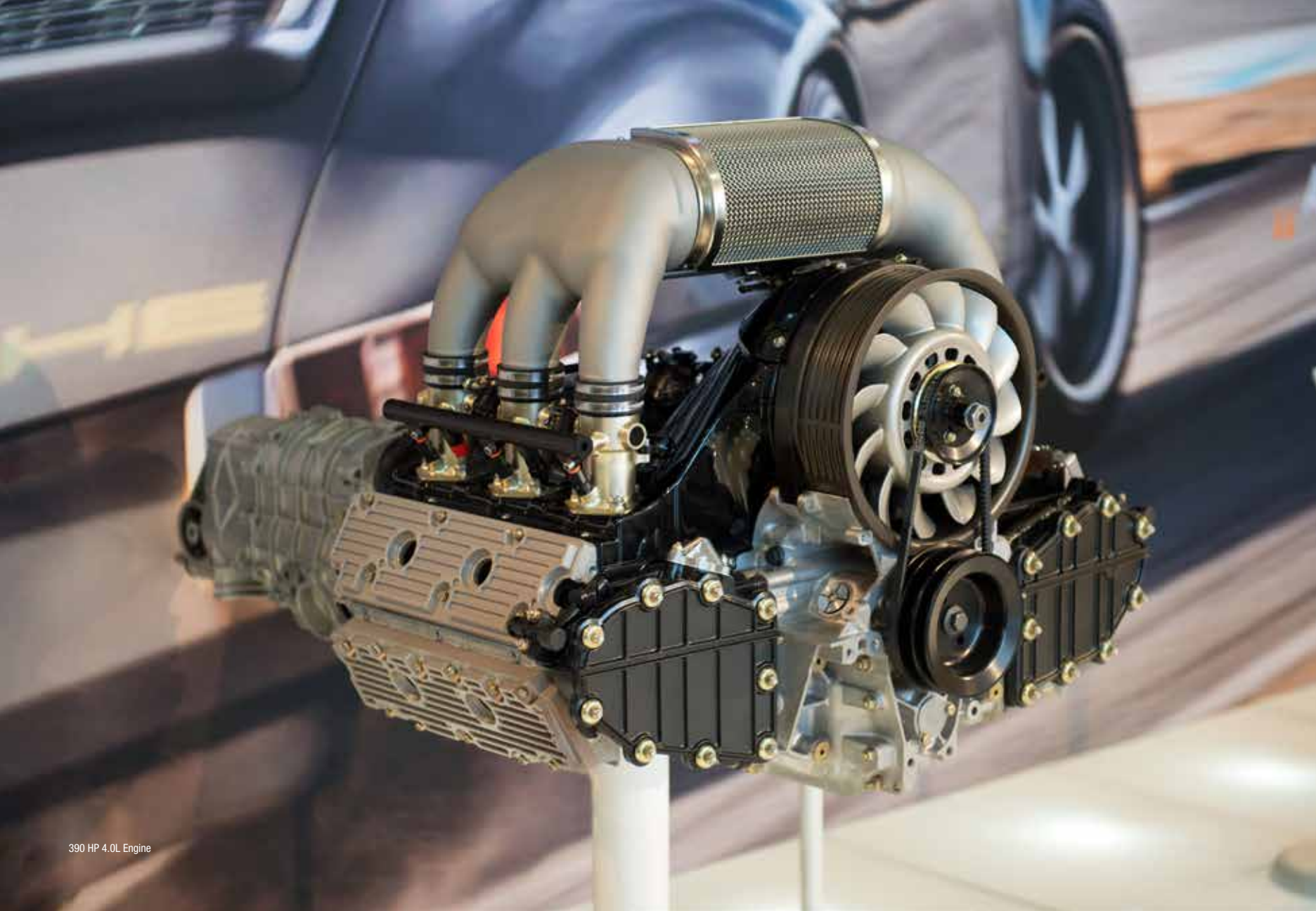
350 HP 3.8L Engine



4.0L Fuel Injection Throttle Bodies



4.0L Engine Grille



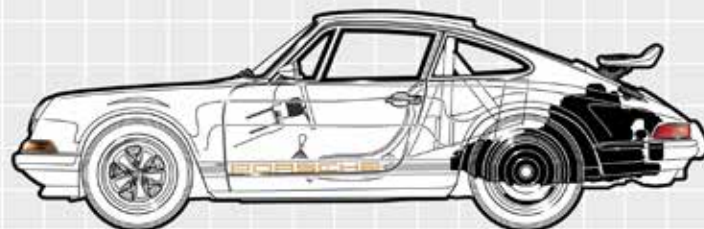
390 HP 4.0L Engine



OFFICIAL PERFORMANCE TEST REPORT

1990 PORSCHE 911

SINGER VEHICLE DESIGN



TESTED BY: JIM BROWN
 SUBMITTED BY: JIM BROWN
 PHOTOGRAPHED BY: JIM BROWN

Performance

Meticulous enhancement of the legendary flat-six and every element of driving dynamics add up to extraordinary performance gains.

When *Road & Track Magazine* tested a 4.0L car at the demanding Laguna Seca race track, they recorded data representing the bleeding edge of modern automotive ability. We are proud to share the amazing results that were achieved.

A zero to sixty time of 3.3 seconds.

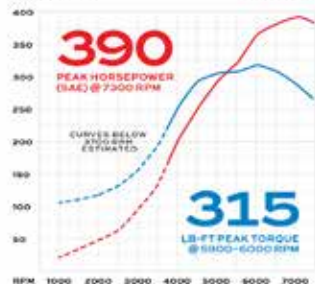
A lap time that was the ninth fastest ever for a road car.

Singer restores cars to perform in every sense of the word. The same vehicle will transport its owner effortlessly over touring distances in air-conditioned comfort, sit on a concours lawn, string together astonishing lap-times or let it all hang-out as the pictures here demonstrate. And with Singer's bespoke four-wheel drive system, the car will handle treacherous winters as capably as it will carve through California's canyons.

SPECIFICATIONS

ENGINE

LAYOUT	rear, longitudinal
CONFIGURATION	F-6
INDUCTION	naturally aspirated
MATERIAL	aluminum block and heads
VALVETRAIN	SOHC, 12 valves
DISPLACEMENT	3940 cc
BORE x STROKE	102.0 x 80.4 mm
COMPRESSION RATIO	11.2:1
REDLINE	7300 rpm
FUEL DELIVERY	port injection



TRANSMISSION

DRIVEN WHEELS	rear	
TYPE	G-speed manual	
FINAL-DRIVE RATIO	4.00:1, limited-slip differential	
GEAR	RATIO	MAX SPEED (MPH)
1	3.82:1	36 mph (7300)
2	2.05:1	67 mph (7300)
3	1.41:1	98 mph (7300)
4	1.12:1	123 mph (7300)
5	0.92:1	150 mph (7300)
6	0.78:1	176 mph (7300)

STEERING

ASSIST	hydraulic
RATIO	16.5:1
TURNS, LOCK-TO-LOCK	2.8
TURNING CIRCLE	38.5 ft

SUSPENSION

FRONT/REAR	strut-type/trailing arm
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BRAKES & TIRES

FRONT	12.7-in vented rotors, 4-piston fixed calipers
REAR	13.8-in vented rotors, 4-piston fixed calipers
TIRES	Michelin Pilot Sport PS2
SIZE	F 225/45R-17 R 265/40R-17

BODY & CHASSIS

CONSTRUCTION	unit
MATERIALS	steel and carbon fiber
LENGTH	163.0 in
WIDTH	69.0 in
HEIGHT	49.3 in
WHEELBASE	89.4 in
TRACK F/R	57.8/59.3 in
DOORS/SEATS	2/4
CARGO CAPACITY	7.5 ft ³
DRAW COEFFICIENT x FRONTAL AREA	—

WEIGHT

CURB WEIGHT	2743 lb
DISTRIBUTION FRONT/REAR	40/60%
WEIGHT-TO-POWER	7.0 lb/hp

FUEL

CAPACITY	19 gallons
RECOMMENDED FUEL GRADE	premium

TEST NOTES

- For the Laguna Seca lapping session, the Singer crew replaced the Michelin PS2 road tires with Hoosier R7 slicks.
- Light weight and rear bias make for stunning acceleration figures: The test car's 0-60 time matches the 2015 Corvette Z06's, and the Porsche is only 0.2 second slower in the quarter-mile.
- The slick, 993-era gearbox allowed our test driver to make consistent quarter-second upshifts.
- We stopped from 60 mph 22 feet shorter than in our 1990 Carrera 2 test; from 80 mph, a whopping 40 feet shorter. Credit bigger brakes and modern rubber.

TEST RESULTS

3.3
0-60 MPH, SECONDS

11.7
0-1/4-MILE, SECONDS @ 119.2 MPH

176
TOP SPEED, MPH (MFR)



ROADHOLDING, 300-FT SKIDPAD

ACCELERATION

1 FOOT (ROLLOUT)	0.3 sec
60 FEET	1.6 sec
ROLLING START, 0-60 MPH	3.7 sec
1/4-MILE	11.7 sec @ 119.2 mph
0-10 MPH	0.2 sec
0-20	0.7
0-30	1.1
0-40	1.8
0-50	2.5
0-60	3.3
0-70	4.3
0-80	5.5
0-90	6.6
0-100	8.2
0-110	9.8
0-120	11.9
0-130	14.4
0-140	17.4
0-150	21.8

TOP SPEED (REDLINE-LIMITED, MFR) **176 mph**

BRAKING

60-0 MPH	114 ft
80-0 MPH	196 ft
FADE	none

HANDLING

ROADHOLDING	0.93 g
BALANCE	mild understeer



Driving Dynamics

The way the car ‘goes down the road’ has always been the holy grail for Singer. To that end, driving dynamics have been the subject of meticulous attention.

Gearbox

Clients may select either five or six speed transmissions as part of a two or four wheel-drive configuration. In each case, Singer has optimized shift quality using a short-shift system and careful attention to the weight of the gear lever and weight of the gear knob itself. Should the customer require it, Singer can offer custom gear ratios to suit the need.

Suspension and Damping

Both KW and Ohlins damping options are available. Singer exhaustively hones suspension set-up on the canyon roads of California for the sweet-spot of handling and ride balance.



Getrag™ G50 6 Speed



Getrag™ G50 6 Speed Gears



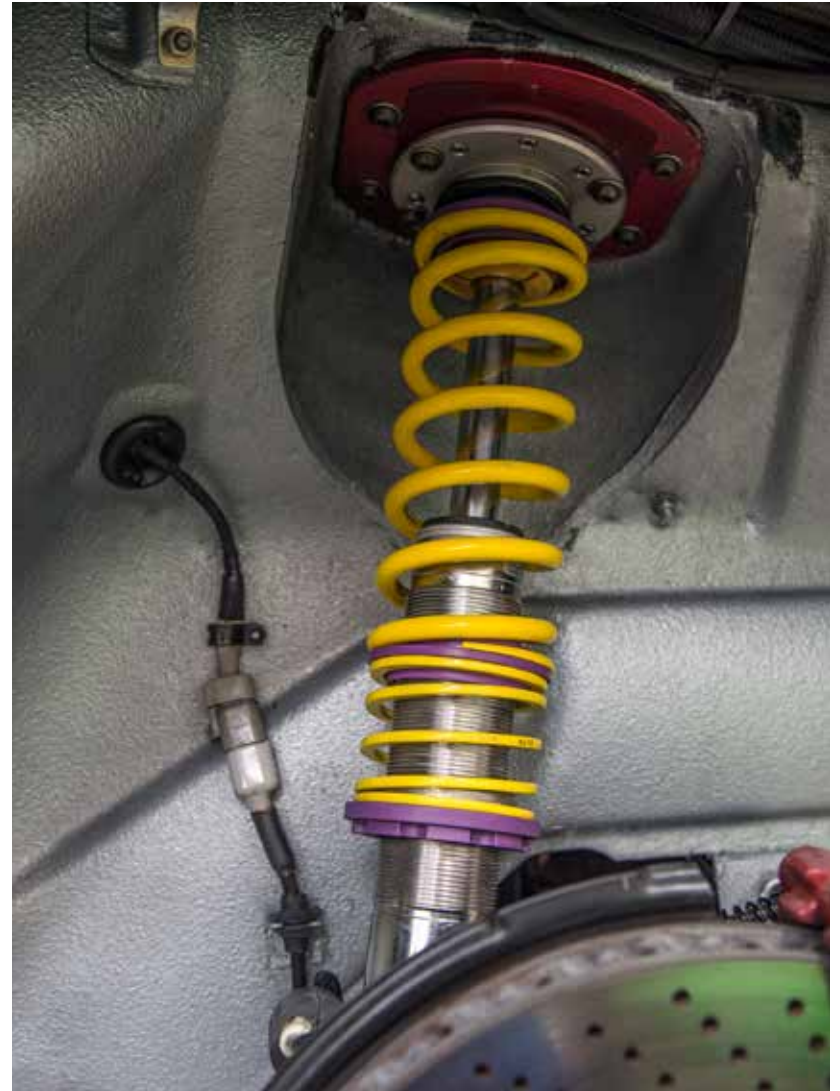
Getrag™ G50 6 Speed with Four Wheel Drive



Getrag™ G50 6 Speed Gearbox



Ohlins™ Sport Adjustable Suspension



KW™ Adjustable Suspension

Form and Function

Above the surface aesthetics and below the surface engineering merit equal weight for Singer. Regardless of how deeply you cut, the cars 'bleed' molecular levels of attention to detail.

Wheels, Tires and Brakes

Singer fits all its restorations with 17 inch, forged, three-piece Fuchs style wheels. Bespoke finishes are to customer specification. The use of 17 inch wheels allows the fitment of the 'big brake' system from the 993 Turbo or carbon ceramic braking as well as access to modern tire technology. Form and function hand-in-hand.

Oil and Fuel Filling

For those wishing to evoke Porsche's racing heritage, the signature center fuel-fill, made from nickel plated aluminium and linked to a race-spec, fuel cell may be specified. A similar cap for oil filling, located externally on the rear quarter panel, evokes the '67 911R and '72 911.



RS Nickel Wheel Finish



Painted Wheel Centers



RS/R Matte Nickel Wheel finish



Special Wishes Wheel Finish



Carbon Ceramic Rotors with Big Brembo™ Calipers in Special Color



External Center Fill Gas Cap with Fuel Safety Cell



Singer Brembo™ Big Brake Upgrade



External Oil Cap Located in Rear Fender



Rear Bumperettes in Nickel Plate



Rear Bumperettes in Body Color



Raised Gold Decklid Lettering

Material Science

Choice of materials is of critical importance in bringing to life our clients' vision for their ultimate air-cooled 911 - as it is for meeting Singer's exacting standards for fit and finish. The original design of the 911: spare, minimalist, functional yet elegant remains intact.

The intended character of a particular car will influence certain material choices, each referencing classic 911 cues from the late '60s and early '70s.

Exterior Trim

Touring Trim brings nickel plated composite lower rocker panels, bumper trim and bumperettes, with inlaid rubber. Together with raised gold decklid lettering, this signals a GT road car aesthetic.

Owners may instead opt for the rear bumperettes to be nickel plated or painted body color, as seen in lightweight racing machines of the early '70s. Adding racing side strips and lettering to the lower rockers and doors or vinyl decklid lettering further underlines sporting intent.



Sport Trim



Ghosted Racing Side Stripes – Sport Trim



Rear Bumperettes in Nickel Plate – Touring Trim



Rocker Panel – Touring Trim



Front Bumper – Touring Trim



Bumper and Rocker Touring Trim



Sport Trim with Racing Side Stripes



Bumper and Rocker Touring Trim





Fine Tailoring

Everything encapsulated by a commission's exterior character can be complemented by the interior details. Perhaps woven leather seat inlays with orange accents to coordinate with the brake calipers? Maybe Touring seats to compliment the exterior trim, or a hand-stitched roll bar to match the motorsports inspired painted side stripes. All of these details can be mixed and matched to manifest the client's unique vision for their machine.

Seats

Touring, Sport (deeper bolsters) and lightweight carbon fiber track oriented seats may be selected. Even the slightest details like brass or nickel plated seat grommets allow clients to fine-tune their driving environment.

Roll and Harness Bars

Exclusively designed and hand built, these features further enhance any interior style. Whether selected on its own or in combination with the harness bar, the roll bar provides both a sporty look and elegant detail.



Singer Edition Carbon Fiber Track Seat (with Nickel Seat Grommets)



Singer Edition Recaro™ Sport Seat



Singer Edition Recaro™ Touring Seat (with Brass Seat Grommets)



Carbon Fiber Removable Rear Seat Backrests



Harness Bar with Folding Rear Seat Backrests



Roll Bar



Rear Seat Backrest Delete



Harness Bar with Carbon Fiber Removable Rear Seat Backrests



Folding Rear Seat Backrests



Harness Bar with Rear Seat Backrest Delete



Rear Seats without Roll Bar

Ultimate Collaboration

Eighteen million. Before you even factor in the infinite variety of paint choice, eighteen million is roughly how many different ways Singer's restoration repertoire can be combined.

Interior Surfaces

Leather, carpet or painted carbon finishes may be selected for the interior. Each presents a variation on the theme of gentlemen's racecar for the road. Aniline-dyed, Italian leather is Singer's signature upholstery. Embossed, perforated or even custom woven leather options are presented as the ultimate in client choice.

Dash and Instruments

Dash treatment evokes the early 911 dashboards up to 1973. Clients may select dials inspired by the original mid-'60s 911 gauges in green-on-black, among several other looks. Singer's updated HVAC system provides a level climate control that an early 911 was not always able to claim.



Carpeted Interior Paneling



Leatherweave with Suede



Leather Interior Paneling



Leatherweave



Painted Interior Paneling



Perforated



Embossed



Full Suede Weave



Special Leatherweave



Standard Tachometer and Gauges



Special Wishes Tachometer



Special Wishes Gauges



Becker® Mexico Standard Stereo



Porsche Classic® Navigation Stereo



Hi-Fi Stereo upgrade with Subwoofer

The Cars

The Porsche 911 has long married indefatigable performance with purity of form.

Our commissions are no different. Clients across the globe use their cars' performance to race hard on the track in Central America, enjoy the roads of Northern California's wine country, navigate Hong Kong's bustle, spear through the desert in Bahrain and take their children to school in London. They attract only as much attention as their owners choose to weave into their character.

France, Nebraska, Dubai, Moscow... the final destinations of our restorations have famously been employed to give each machine its unique new character and identity - reborn classics for the new millennium, celebrated and admired around the globe.

In this section, we share some of the results of this wonderful collaboration with our clients - bespoke visions of their ultimate 911s - all of them very personal, all of them unique. We offer them here as inspiration to reimagine your own.



Connecticut

1991 Porsche 911 Coupé restored and reimagined by Singer Vehicle Design

Exterior:	Downton Blue
Stripes / Lettering:	Ghosted / Bahama Yellow
Interior:	Tobacco Brown Leatherweave
Engine:	3.8L

Details:

Seating:	Track Seats (front) Removable Backrests (rear)
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Transmission:	6 Speed
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Suspension:	Ohlins Suspension
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Fuel Fill:	Center Fuel Filler
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Oil Fill:	External Oil Filler
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Drive:	Left Hand Drive
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Montreal

1990 Porsche 911 Targa restored and reimagined by Singer Vehicle Design

Exterior:	Dark Gunmetal
Stripes / Lettering:	None - Touring Trim
Interior:	Orange Leatherweave
Engine:	4.0L

Details:

Seating:	Sport Seats (front) Folding Backrests (rear)
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Transmission:	6 Speed
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Suspension:	Ohlins Suspension
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Fuel Fill:	Side Fuel Filler
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Oil Fill:	Internal Oil Filler
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Drive:	Left Hand Drive
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Hong Kong 1

1991 Porsche 911 Coupé restored and reimagined by Singer Vehicle Design

Exterior:	Medio Grigio TK
Stripes / Lettering:	Ghosted / Black
Interior:	Black Perforated Leather
Engine:	3.8L

Details:

Seating:	8-way Sport Seats (front) Removable Backrests (rear)
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Transmission:	6 Speed
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Suspension:	Ohlins Suspension
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Fuel Fill:	Center Fuel Filler
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Oil Fill:	External Oil Filler
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Drive:	Right Hand Drive
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Special Wishes:	Matte Anodized Shift Knob Early 911 Gauge Set
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Manchester

1990 Porsche 911 Coupé restored and reimagined by Singer Vehicle Design

Exterior:	Wasabi
Stripes / Lettering:	None
Interior:	Special Leatherweave
Engine:	4.0L

Details:	
Seating:	Sport Seats (front) Backrest Delete (rear)

Transmission:	6 Speed
Suspension:	Ohlins Suspension
Fuel Fill:	Side Fuel Filler
Oil Fill:	Internal Oil Filler
Drive:	Right Hand Drive





Exterior Color Options

Singer uses the Sikkens specialized paint system, developed by AkzoNobel. All of the paints used in California are water-based and environmentally friendly.

Singer has developed a palette of over 70 bespoke exterior color options. Should our clients require it, we will of course also match paint to sample.

Paint is the first thing people see when they view the car, so Singer takes tremendous pride in making it world-class. The level of work that goes into the paint of each car is remarkable; nearly 1,100 hours are spent in body preparation and finishing—with results that are nothing short of spectacular.





Coupe

Targa

Sherrill

COMMISSION YOURS

To discuss our services in more detail, please connect with us by email or by phone.

Info@SingerVehicleDesign.com
1.818.504.7212



Black Blue

Sport

Touring







Photo Credit: Antonio Alvendia



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Singer Vehicle Design (SVD)
PO BOX 20260
Sun Valley, CA 92708

Info@SingerVehicleDesign.com

SingerVehicleDesign.com

1.818.504.7212

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