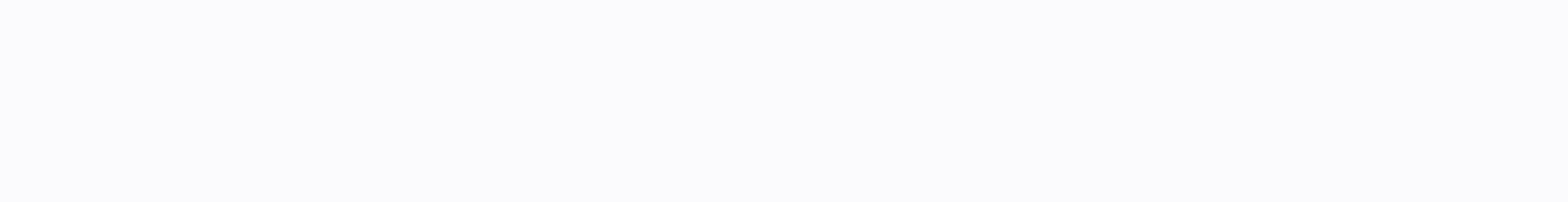


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## Porsche 997 turbo drag race



The new king of 911 Hill packs as much as 560 minutes to reach 60 mph in 2.9 seconds and complete the Nürburgring in less than 7:30. Do not look for the clutch pedal. More than 40 years ago, Porsche revealed its first 911 turbo at the Frankfurt Auto Show. On that anniversary, the German car company will return to the same show four years later to showcase the latest iteration of the breed. The new 911 Turbo and Turbo S announced today incorporate a new all-wheel drive system (different from the Carrera 4) and the GT3's all-wheel steering system. However, the 3.8-litre twin-turbocharged Flat 6 produced 520-man power from turbo and 560-man power from turbo S. Delivered alone via a seven-speed dual-clutch transmission on a 20-inch wheel, the 911 Turbo recorded the Sport Chrono Package rocket in 60 seconds in 3.1 seconds, already a tenth faster than the previous Turbo S. However, the new Turbo S drops two ticks when it goes down to 2.9 seconds. Porsche also cites both 198mph top speeds, and says the new 911 Turbo S can lap the Nürburgring in less than 7:30. Both versions incorporate a new adaptive aerodynamic system, LED headlights, a wide body body and a stop/start system to reduce fuel consumption by 16%. The Turbo S is further upgraded with an active suspension system, active engine mount and carbon ceramic brakes to push the envelope to the extreme. The new performance flagship of the 911 family will cost German dealers a list price of 162,055 euros in September and €195,256 for Turbo S. U.S. buyers will have to wait until the end of the year, with ponies for \$148,300 for turbos and turbo S (plus \$950). As well as the convertible version, we expect a new GT2 model that ditches all-wheel drive and further enhances the package. Porsche launched another powerful Salvo in the horsepower war, the 2021 Porsche 911 Turbo and Turbo S are poised to ante with up to 640 horsepower. High-performance sports cars such as the 577-man Mercedes-AMG GT R, the 602-man Audi R8 and the 631-m Lamborghini Huracán Evo all compete with the 911 Turbo, but none of them have the same heritage and history. In coupe and cabriolet body style, they will likely offer standard and optional equipment similar to the lower 911 models and will be powered by a twin-turbocharged 3.7-liter Flat Six engine - else?- on the rear. Porsche has said it will launch a high-performance 911 model in the second half of 2020. What's new in 2021? The 2021 911 Turbo and Turbo S models based on the 992nd Generation Porsche 911 in 2020 are both new. The Turbo S Coupe is said to hit 60mph in 2.6 seconds (adding 0.1 ticks to the Cabriolet version), complete the quarter mile in 10.5 seconds and have a top speed of 205mph. To price and buy any one, unlock a full of 640 horsepower of 3.7 liter 6 cylinders, you will have to spring turbo Model. While the drop-top cabriolet version is tempting, we will take a coupe for purity of purpose. In addition to tremendous power and standard performance upgrades, all Turbo S comes with an 18-way adjustable sports seat, a 10.9-inch touchscreen infotainment system, boss surround sound stereo, carbon fiber interior trim and Porsche's Sport Chrono package. The engine, transmission and performance mounted on the rear of the Turbo and Turbo S are twin turbocharged 3.7-litre flat six engines that make up to 640 m of the two variants. Porsche claims 2.6 seconds of 0-60 mph for the Turbo S. We had the opportunity to board with a Porsche development test engineer in Europe, where we had this blistering acceleration in the passenger's seat, but we haven't slipped behind the wheel yet. All-wheel drive is standard and the eight-speed dual-clutch automatic transmission processes the shift. View photos of Jessica Lynn Walkerka and drivers fuel economy and real MPGfuel economic estimates from the EPA are 15 mpg cities and 20 mpg highways. We are not able to carry out our 75 mph highway fuel economy test, but we will update this story with the test results when we do. With all 911 models, the interior, Comfort and Cargoath will technically be four-seater, but the rear seats will not be available to adults. The cabin reflects that of the entry-level 911 Carrera model, but will also reflect many standard technical features such as racial trim, more expensive options and reconfigurable digital gauge displays. The 911 comes with two carry-on bags and a rear seat bag with a front faldoupe model with a front faldoupe compartment that creates a large flat cargo space. The test was able to carry six carry-on cases behind the front seat. Photo In addition to Jessica Lynn Walkerka and driver infotainment and connectivity driver front digital gauges, the 911 Turbo and Turbo S are built into the same large touchscreen infotainment system for 911s and under with Porsche's intuitive software interface. Bose's premium audio system is standard, and we expect the Burmester stereo, along with Wi-Fi hotspots, SiriusXM satellite radio and Apple CarPlay features, to be optional as well. Android auto Has so far been omitted from the list of features for all models of Porsche. Neither the National Highway Traffic Safety Bureau (NHTSA) nor the Insurance Institute for Highway Safety Insurance (IIHS) have carried out crash tests on porsche 911 with safety and driver assistance capabilities. We know that the 911 Carrera can be ordered with several advanced driver assistance features and we expect these items to also benefit turbo and turbo S models. Warranty and maintenance coverage Porsche's warranty coverage is very standard for segments, and the first maintenance visit is free of charge. However, rivals such as the Jaguar F-type SVR It covers up to five years of maintenance, making it even more valued. The limited warranty guarantees a 4-year or 50,000-mile powertrain warranty of 4 years or 50,000 miles of free maintenance for one year or more than 10,000 miles, and porsche's yield does not make up a large part of Porsche, but the 911 Turbo S does. The last Turbo S we tested, the 2018 model, weighed nearly 3600 pounds and hit 60 mph in 2.6 seconds. Of course, ordinary humans won't know the difference between acceleration, and in the grand scheme of superfast cars, it's just a test of noise. However, it becomes statistically significant as Porsche drops its chips from the 0-60 mph time of the 911 Turbo S, with a constantly shrinking number of 0.1 seconds. The next-generation 992 911 Turbo S won't be officially announced until spring 2020, but it's a constant reminder that a few days for the job is better than others, recently riding coupe and cabriolet test miles in the mountains of France and Italy. Among the highlights were interviews with engineers, mountain pass kills, and unforgettable launch control demonstrations. Photo Seeing a Porsche is now off to a fast start, said Christian Kunkel, Porsche's head of development testing. His words, German, completely underestimated the seriousness of what we experienced. Because when he released the vehicle's brake pedal, we were already immediately and powerfully reminded that shaving a tenth of a second off a car's 0-60 mph time, which erases the markings in less than three seconds, was an amazing achievement. It is also a face-bending achievement. A simple formula, ReallySo, how is this achieved in the heavy 911? It's simple, really. Porsche relied on the great problem solver made famous by Mark Donohue. At 580-grip, the previous 991.2 Turbo S wasn't very good, but rivals like McLaren and Ferrari showed off the same power as the U.S., so Stuttgart had to turn the handle a little further. And they turned it all the way to 641 horsepower. This is an early number and can still change as the car gets closer to production, but the fact that it operates with 650 metres of cool horsepower tells us that it's likely to stick around. Torque also climbs from 553 pounds to 590 pounds. It's only natural that the new turbo has a bigger turbo. Both the turbine and compressor housing are upsize on the 992 Turbo S's single-scroll variable geometry BorgWarner turbocharger. The twin-turbocharged 3.8-litre flat-six primary motivational hardware remains largely unchanged except for iron cylinder liners, cast iron exhaust manifolds and piezoelect fuel injectors. However, significant adjustments have been made to the engine's breathing capacity. It's only natural that the new turbo has a bigger turbo. Turbines and The housing is upsize on the BorgWarner variable geometry turbocharger of the 992 Turbo S. The peak boost is 17.4 psi. The 992's intercooler is transferred from behind the rear wheel to just above the engine. The redesigned catalytic converter improves flow by reducing back pressure. In addition, downstream is an optional sport exhaust that can change the volume and sound of the system, which is the first of the 911 turbos. Photo Porsches generate more heat as well as more power, and the 992 has undergone a rigorous development cycle to prove it can reject additional heat loads. With a frontal lobe area larger than 991.2, the 992 showed sufficient cooling flow through a front-mounted heat exchanger, but you probably found this for the 911. According to Frank Walliser, vice president of the 911 and 718 model lines, 15 parts failed thermal stress tests of 992 during development. There were a number of strategies going on in the cars we experienced, which were done perfectly to manage the heat. New heat shielding, updated materials, an additional path for cooling air above the most popular components and two electric fans to move air over the engine are part of the 992 Turbo S's heat management strategy. Deploying power-down all-wheel drives remains standard, and the eight-speed dual-clutch automatic is the only transmission. The gearbox uses the same ratio as the 911 Carrera, but the final drive ratio has been modified to achieve the Turbo S's 205mph top speed. There are electronically controlled limited slip rear differentials and hydraulically controlled limited slip center differentials. The front differential is open. Photo Porsche Porsche's active suspension management and two damping modes (normal and sport) are basic for the 992 Turbo S, with rear-wheel steering also available. The optional sport suspension mode lowers vehicles by 0.8 inches compared to the 991 Turbo and 0.4 inches compared to the default 992 Turbo S settings. All 992 Turbo S 911s are 16.5 inches in front (you get a carbon ceramic brake lotter that's 0.4 inches larger than the 991.2-inch). The 15.4-inch rear rotor is the same as the previous 911 turbo. Porsche's new 10-stone caliper is used on the front where the previous 911 Turbo S employed an 8- Preston unit. It staggered 20- and 21-inch wheels, half an inch wider than before replacing the 20-inch inches that were in the four corners of the previous turbo. The new car's Michelin Pilot Sport 4S tyres are slightly wider than the 911 Turbo S with the front 255/35R-20 and rear 315/30R-21 lights. The 991.2 Turbo S remains a true identity, with all of Porsche's latest results in an intense, fast and comfortable package. Of course, the new Turbo S, the 992nd generation 911, is bigger than the outgoing car. It is 2.1 inches wider than the 992 Carrera, which is 0.8 inches wider in the rear fender than the previous Turbo. It is wider than the rear wing. The 991.2 Turbo S. Adjustable front splitter remains part of the Aero package, but adds 0.4 inches of movement compared to the 991 Turbo, which generates 220 pounds of downforce at 205 mph. The new 911 Turbo S remains a true identity, with all of Porsche's latest results in an intense, fast and comfortable package. With no car executive in the car, Wallace is most proud of his new car for its power and performance without driving it. He clearly accepted that porsche's performance could represent a significant improvement from the 911, but was heavier in the knowledge that it could be a small increase. 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