



Porsche 911 Turbo S - 997 2011



Porsche has re-introduced the Turbo S after a five year absence. Duly taking the crown at the top of the model line, the new Turbo S beats the latest GT2 to 100 kph by 0.4 seconds, a substantial achievement. Porsche have been focusing development lately not only on performance but equally on efficiency. The new S showcases that development by squeezing 30 extra horsepower out of the twin turbo flat six without any increase to fuel consumption.

All 911 Turbos are special, in the case of an S derivative, just that bit more so across the board. Items that are optional on the base Turbo become standard on the S. In this case standard kit includes;

- Launch control
- Dynamic Engine Mounts
- Porsche Torque Vectoring (PTV) including a mechanical differential lock on the rear axle.

- 7- speed Porsche - Doppelkupplungsgetriebe (PDK) dual clutch gearbox.
- Porsche Traction Management (PTM) all-wheel drive.
- Dynamic Bending Lights
- 19-inch wheels in RS Spyder design with centre locking nut.
- Porsche Ceramic Composite Brakes (PCCB).

That is a whole lot of TLAs and FLAs beginning with P, what they add up to is one dynamic driving experience.

At the heart of all Porsche Turbos though is the flat six boxer and in this tune it is outputting 530 hp (390 kW) and a mighty 700 Newton-metres (516 lb-ft) of torque. Driving thought the 7-speed PDK, with PTV and PTM assisting the Turbo S reaches 100 kph in just 3.3 seconds and 200 km/h in 10.8 seconds. Luckily it has PCCB to bring it down

Porsche 911 Turbo S - 997 2011

- Twin Turbo Boxer 6
- 3800 cc 231.89 in³
- 372.9 kw 530 hp
- 620 nm 457.3 ft lbs
- 0-100 - 3.3 seconds
- 315 km/h 195 mph

from its 315 km/h (195 mph) terminal velocity.

The Turbo S will be available in Coupe and Cabriolet versions from May 2010. For those that only the best will do ..., they will need to hand over €173,241 for the Coupe and €184,546 for the Cabriolet. (inc 19% VAT)

Rod Halligan





Porsche 911 Turbo S (997)

Year 2010 (2011)
Price at launch €173,241 Coupe

ENGINE

Configuration Flat 6 boxer
Layout Rear Longitudinal
Induction Borg Warner Variable Turbine Geometry (VTG) Twin Turbochargers
Valvetrain DOHC, 4 Valves
Fuel feed Bosch Motronic DME 7.8 Fuel injection
Displacement 3800 cc 231.89 in³
Bore 102 mm 4.0 in
Stroke 77.5 mm 3.1 in
Power 372.9 kw 530 hp @ 6000 rpm
Torque 620 nm 457.3 ft lbs
Specific output 139.47 bhp per litre

BODY

Unitary steel carbon fibre and kevlar body.

DRIVE

All Wheel Drive
Transmission 6-Speed Manual or 7-Speed PDK Automatic 220/163mm Double Clutch

SUSPENSION / STEERING

Porsche Stability Management (PSM)

Front MacPherson Struts Lower Control Arms, Coil Springs, Inboard Dampers, Anti-Roll Bar
Rear Multi-link, Coil Springs, Inboard Dampers
Steering Rack & Pinion Power Assist

BRAKES

Front Brakes Ventilated Discs 6-Piston Aluminum Monobloc Calipers, ABS 34 x 350 mm 1.3 x 13.8 in
Rear Brakes Ventilated Discs ABS Brembro 4-Piston Calipers,

PERFORMANCE

Top speed 315 km/h 195 mph
0-60 kph 3.3 seconds
0-200 kph 10.8