

Fast Freeze: The New 911 Turbo

Premiere

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The rear wing is its trademark. Its power is legendary. Its technology trumps the competition. And it is moving even further to the fore: the 911 Turbo, Generation Seven. A completely new engine sets a new bar in sports-car power and efficiency.

A car that thrills at first sight.



To the Arctic Circle and beyond—a good 125 miles farther north we reach the Lofoten Islands, just off Norway’s coast. Even here, the end is not in sight for the new Porsche 911 Turbo. Its allure reaches far beyond this picturesque archipelago. It’s even more agile, powerful, and, yes, fuel-efficient than ever before.

And it will keep on pushing boundaries.

Data:

Six-cylinder boxer bi-turbo engine (3.8 liters)

368 kW (500 hp)

312 km/h (194 mph) top speed

0 to 100 km/h (62 mph) in 3.4 seconds*

11.4 l/100 km (with PDK)

* With PDK and Sport Chrono Package Turbo



Exotic Guest in an Exotic Place

It's a somewhat out-of-the way location: Norway's Lofoten archipelago lies well above the Arctic Circle. The 25,000 inhabitants of the 80 islands depend mostly on fishing and tourism for a living. The major islands are interconnected by bridges or tunnels—just the place to take a spin in the new 911 Turbo.



Staying cool isn't easy. Even so far north. This is simply the hottest 911 since a six-cylinder boxer rear engine has been turning a drive shaft. Its name denotes its noble lineage within the 911 series: Turbo. Five seductive-sounding letters that promise incredible acceleration and handling. This is the seventh Turbo generation. This new Porsche will make its public debut at the International Motor Show in Frankfurt (IAA). But first the new 911 Turbo took a few warm-up laps on the Lofoten Islands. Above the Arctic Circle, just off Norway's Atlantic coast, this 911 provided some first impressions: enduring beauty and, as always, new discoveries.

What's new? Among other things, the most important item: its heart, the engine, has been totally redesigned. The new engine features direct fuel injection and turbochargers with variable turbine geometry. And now, for the first time, the Turbo can be combined with the Porsche double-clutch transmission (PDK). This new seven-speed transmission, already offered in other Porsche models, helps make the 911 Turbo even more appealing and efficient.

With the PDK, CO₂ emissions are reduced by up to 18 percent compared to the new Turbo's predecessor, placing it in a unique position in its market segment. Depending on the vehicle's configuration, it gets by on just 11.4 to 11.7 liters of fuel per 100 kilometers (EU5 Standard; estimated 20.63 to 20.10 US mpg). What's more, as a rare achievement in this segment, the new 911 Turbo bests the efficiency requirements of the Gas Guzzler Tax in the United States—an additional tax on the sale of cars that

have poor fuel economy—by an even wider margin than its predecessor. All other key metrics of the Turbo have changed on the plus side: the 3.8-liter bi-turbo engine delivers 500 horsepower. The top track speed is 312 km/h (194 mph). With PDK and the Sport Chrono Package Turbo, the new 911 Turbo's acceleration is even more breathtaking than before. With Launch Control activated, this 911 sprints from zero to 100 km/h (62 mph) in an incredible 3.4 seconds.

The handling dynamics have also been enhanced. Further development of the electronically controlled all-wheel drive and of the Porsche Stability Management (PSM) is supported by the new, optionally available Porsche Torque Vectoring (PTV). The PTV system improves agility as well as steering precision, and boosts driving enjoyment. ◀

The new 911 Turbo engine is both more powerful and more efficient than the previous model, emitting up to nearly 18 percent less CO₂ than the previous model. Its 500 horsepower makes for thrilling acceleration.

