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Porsche 944 turbo drag race

Porsche Boxster Spyder and Cayman GT4 are used gems 10 Automotive Highlights from 2020 Cool Cars, which you can import in 2021 2020 CarBuzz Award winner announced sports cars that look just as good as the concept The Fiat 124 Abarth is now a used convertible bargain 13 Future Cars We Can't Wait To See On The Road Our Favorite Automotive Easter Eggs The new king of the 911 hill packs up to 560 hp to reach 60 mph in 2.9 seconds and circumnavigate the Nürburgring in under 7:30. Just don't go looking for a clutch pedal. Forty years ago, Porsche presented the first 911 Turbo at the Frankfurt Motor Show. On this anniversary, the German carmaker returns to the same show four decades later with the latest edition of the race. The new 911 Turbo and Turbo S now has a new all-wheel drive (unlike the Carrera 4) and the all-wheel steering of the GT3. But it trumps both its 3.8-liter twin-turbo flat six, which produces 520 horsepower in the Turbo and the Turbo S 560. With so much muscle power, which is transferred exclusively to each of the 20-wheels by a seven-speed dual-clutch transmission, the 911 Turbo with the Sport Chrono package shoots to 60 in 3.1 seconds, which is already a tenth faster than the previous Turbo S. But the new Turbo S drops two more ticks, except for just 2.9 seconds. Porsche also cites a top speed of 198 km/h for both and says that the new 911 Turbo S can round the Nürburgring below 7:30. Both versions feature a new adaptive aerodynamic system, LED headlights, wider bodywork and a stop/start system to reduce fuel consumption by 16%. The Turbo S continues to upgrade with an active suspension system, active engine mounts and carbon-ceramic brakes and pushes the case even further. The new performance flagship for the 911 series hits in September with a list price of €162,055 for the turbo and €195,256 for the Turbo S. Buyers will have to wait until the end of the year to bid for the turbo for 148,300 US dollars and for the Turbo S (plus 950 US dollars) 181,100 US dollars. Expect a convertible version to follow, as well as a new GT2 model that will tear down the all-wheel drive and tighten the package even further. Porsche From the January 1986 issue of Car and Driver.Set your time control for 1979. Forget everything you have experienced in the last six years. Let yourself be back, back, all the way back to a time when a high-performance automobile in America stood and shoulders stood over the rest. Six years ago, it looked bleak for car fans. Feed emission standards and a pair of fuel crises had just put pressure on the lives of hot cars – with one notable exception. The Porsche 930 Turbo was a towering colossus-like over the sea of gas-swallowing econoboxes and roaring diesels. Blech arched like Arnold Schwarzenegger's chest. His engine had turbo lungs. It accelerated as if there was a Saturn booster on its It became the altar where car nuts were worshipped, and no one with a few drops of 30-weight in his veins would ever forget it. The 930 Turbo promised a better future through turbocharging. But at the end of the 1979 model year, it was withdrawn from the US market. The main cause of the decline was the effort and complexity of maintaining the power level while adapting the air-cooled engine to the stricter emission regulations. His fondness for gasoline (it delivered only 12 mpg on the EPA city test), his high price, and his low sales volume were the nails in the coffin. America would have to cope with the normally sucked-in 911s, or not at all. RICHARD GEORGE This was not an easy message to take. Sure, the turbo was out of reach except for a few wealthy buyers. His death should not have meant anything to the rest of us, but he did. The Porsche 930 Turbo exceeded the range of everyday cars and parts and proposed retail prices. It defined and dominated an era in automotive history. It was inevitable that a car as coveted as the 930 would continue to find its way through the grey market. It never went out of production, so a ready-made delivery was available for those with fat wallets; we have tested a number of such cars ourselves. In order to thwart the grey market traffic, Porsche went so far as to offer the lavish body of the 930 and revised chassis parts as a big-buck option on the 911 Carrera.As of this moment, all these substitutes for the real thing are hereby declared obsolete. Porsche Cars North America is once again importing the strongest member of its rear engine family, this time under the name 911 Turbo. RICHARD GEORGE The reasons for the manufacturer's change of heart are simple and uncomplicated. Porsche has finally recognized the full importance of the North American market, where more than half of its cars are sold. As a result, we are no longer being deprived of the best things that have hitherto been reserved for Europe. The game plan foresees that Porsche offers all its model series here and tries to balance the power levels worldwide. Last year we received the four-valve pro cylinder 928 before the German market got it. The 944 Turbo performs the same performance everywhere. The 911 Turbo is the third step in this direction. The import of the 911 Turbo is also the best way for Porsche to blunt the grey market and channel profits from US sales into its own coffers. Why buy a privately federated European 911 Turbo for which parts could be hard to get if you can have a factory-fresh, EPA-approved model with the full dealer guarantee? Most of the deal is that a solid gold supercar has returned to our center. It's as if Ferrari or Ford had revived the Cobra. But is all the story around the mythical 930 Turbo grounded in reality, or have our warm warm time and distance? Is the new 911 Turbo still the King Kong superride of our demented dreams, or has automotive science passed it? Seeing a new 911 Turbo means staring straight back to 1979. Only the sharpest eye will notice that the rear tyres now fill the massive, torched fenders a little more completely. Engineers have attacked the 930's nasty tendency to wag its tail during hard turns by specifying 245/45VR-16 Dunlop SP Sport D40 rear tires instead of the old car's 225/50VR-16 rubber. The larger tyres are mounted on 9.0-inch wheels that are one centimeter wider than before. Precious few cars could last six years without as much as a facelift, but the 911 Turbo did just that. This car has a sexier body than Madonna, and the years haven't blunted its charm a joke. We tried the 911 Turbo in the L.A. area, which has the highest per capita number of winged and torched 911 s in the Western Hemisphere, but our red animal still thrilled the masses. You still find this a fascinating car, and many more people man you would expect went out of the way to let us know that. Inside, the turbo could be all 911 of the last year, but for a few minor details. A small boost meter is installed in the speedometer in the six o'clock position. Check the standard plastic button and you will see that the gear pattern stops in fourth place. (Turbos have never been equipped with five-speed speeds by the factory.) Apart from that, the Turbo is just a well-dressed 911. Soft, sweet-smelling leather is piled up in the cockpit, including the dash top. A full load of extras, from the air to the sunroof, is standard – just as you'd expect in a car that comes to a nice, round 46,000 dollars. But that's it. Since we last saw this model, no surprises or great advances have occurred. Also under the whaletail you will not find any major changes. The air-cooled flat six of the 911 Turbo is basically the same one that enchanted us so much in 1979. The turbo- and undercooled engine still displaces 3.3 liters, and details such as bore, stroke and compression ratio remain unchanged. However, the bottom line – the horsepower coming from the end of the crankshaft – is thicker than ever. Porsche's databases are six years richer in emissions control knowledge and have been well used in the 911 Turbo. Optimization includes a three-way catalytic converter, an oxygen sensor and electronic support for Bosch's mechanical fuel injection system. In 1979, Porsche took care of the difficulties of adapting its air-cooled engine to federal emissions standards, the engineers have met it and add an impressive 29 hp to the bargain. They also managed to improve fuel consumption by 33 percent, although the 911 Turbo 16 mpg is still not good enough to get it through the Gas-Guzzler Law. This scratch with the helmsman adds a penalty of 500 dollars to the basic price of the car. However, if 1979 1979 a great year for turbocharger 911, 1986 should be even better, right? Twenty-nine more horses, thicker tyres and six years of chassis development could only make things dreamy. There is certainly no shortage of promises when you start the process. On a cool morning, the clock of the 911 Turbo will heat you faster than the heating. This engine sounds serious: lumpy and hoarse, with occasional skewers! for a good measure. There is no need to hunt the 911 in the city. Enough torque is on hand to relax in dense L.A. traffic without fishing for boost. But look at the first time you decide to scoot away from a light. The first gear is as steep as the north face of the Eiger – it is good for 50 mph – and there is no heavy low blow. A cheerleader in a clapped-out Mustang II will have no trouble beating you across a crossroads while checking her makeup. In that, it is exactly what we have been done to. Then the boost comes in when the speeds go over 4500 rpm, the exhaust hisses like a very angry 3000-pound cat, and Whoosh! You rattle the windows of the Mustang as you blow by. On the highway, which is closed in a clot of 65 km/h traffic, the turbo feels dead at the feet. Rolling in the fourth gear, with the engine just overtaking, it is a good five-number before the boost needle moves away from the pin. Drop down to third and it's still a three-number before the rockets fire and you can blast through a hole in the next lane. It's not fun. Their average Volvo 740 Turbo would now have ten car lengths in the fast lane. In truth, the second gear, which reaches up to 86 mph, is the way to deal with the highway – but it's kind of embarrassing, not to mention noisy, heaping at 4500 rpm just to have the horsepower on the deminste. We remember that the 930 with bags full of boost delay, but was it really that bad? Has the turbo technology left this car – a Porsche – so hopeless? Our track tests showed that something was probably wrong with our test car. His clutch definitely slipped, and we suspect that a waste gate problem stopped the engine from building quickly. This car also suffered a tossed A/C drive belt and an unruly driver's door during our tests, so it was not the best example of Porsche quality we have seen. Further studies were needed, so we swapped our flaming red 911 Turbo for a deep blue-metallic number (yes, you can see two different cars in the photos) and headed back to the test track. This time, there was certainly nothing wrong. Large horsepower, large rear tyres and a large preload in the our second test car allowed us to blow out the hole like a cannon shot. With a sweaty 0-to-60 mph run of 4.6 seconds and a clock speed of 13.1 seconds at 105 mph through the quarter mile, the 911 Turbo is this season's acceleration ace – provided you're ready to resort to rough, wheel-turning drag-race starts. On the way, however, these numbers fade alongside turbo-boost lag arthritis. Even even Healthier of our two test cars took forever to turn its turbo to liftoff speed. Once it was up and running, it was a lot strong, but it just didn't acidify us as the old 930 used to. Then again, there is more in our memories of the 930 than pure speed. It was also known as one of the most difficult handlers around. A hard drive was a job for experts. If you put the force aggressively in a corner, he would push his nose up, and the 930 would try to run straight over his front tires. Lift the gas just a few millimeters under these conditions and the 930 would swing sideways so fast, it would jump your heart. Not so the new 911 Turbo. On the tormented curves of California's Ortega Highway, he's real. In the last six years, we have obviously learned some manners. Antics that you would have spun out before they barely faded. The brakes are excellent. It's still hard work to drive very, very fast, but it's much more forgiving now. If you compare this experience with our last 930 outing in 1979, it is clear that things have changed. The 930 was deadly in the corners and brilliant on the straights, and the 911 Turbo is mellow in both areas. That goes through the time barrier, the performance of the 911 Turbo just didn't come to mind – and we think we know why. In 1979, there really was no other car in America that offered anywhere near the 930s kind of speed. Today, however, we are in the midst of a PS boom. We have 157-mph 944 turbos, 154-mph 928s, 151-mph Corvettes, 140-mph Camaros – hell, even Saab is in the 140-plus club these days. In view of these facts, we cannot draw any conclusion other than that the manuscript for the 911 Turbo is on the wall. Precious few cars can sprout with it, but the march of technology has produced a whole host of turbo cars with much better manners. This is undoubtedly the reason why Porsche is working a four-valve per-cylinder version of this car and why the ingenious 959 prototype is equipped with a sophisticated double turbocharger setup. But that's today -- the here and now. When we take a cold, hard look at the annoying return of the 911 Turbo, we have the feeling that the dear memory may have been left undisturbed. This content is created and managed by a third party and imported to this page to allow users to provide their e-mail addresses. For more information about this and similar content, see piano io piano io

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