

The Turbos

Porsche's chariot of fire

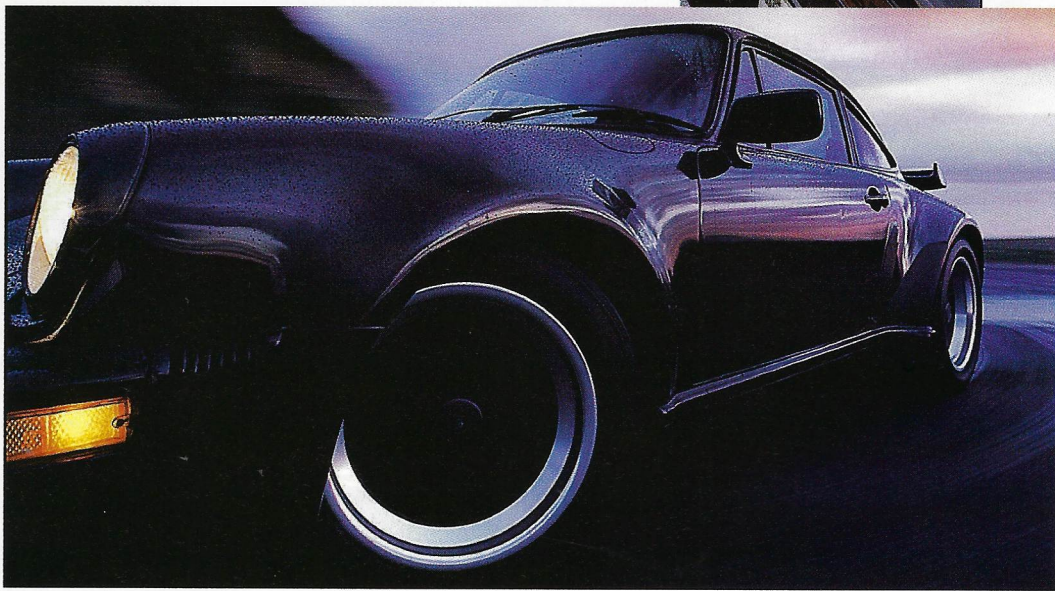
by Mitchell Sam Rossi Photos by Les Bidrawn



In 1974, when the automotive industry was trying to redeem itself by cobbling together economic people-movers for its customers, Porsche took a drastically different road and unveiled the 911 Turbo at the Paris Auto Show.

The 930, as it was known internally, was a curvaceous, mono-winged chariot that immediately changed the perception of what a sports car should be. In the categories of luxury, sophistication and breathtaking performance, the 930 defined the term "supercar."

Yet, as revolutionary as the car seemed, there were several factors that made introducing a road-going, high-pressured 911 not only conceivable but inevitable. In the early 1970s, the unstoppable 917-10s and 917-30s had been banished from Can-Am racing, leaving Weissach's engineers with a wealth of turbo know-how and nowhere to employ it. There was a sense in the company that a production-based 911 competing against prototype racers would enhance the company's sales numbers, although the normally aspirated 911 RSRs continued to dominate their respective classes. More simply, Porsche's management



• Porsche redefined the term "supercar" when it showed the world the first 911-based turbocharged model in 1974. This first-generation Turbo was available in the U.S. from 1975-80.

wanted it.

Arriving in the U.S. in 1976, the Porsche 911 Turbo was not the first turbocharged automobile for the masses. That distinction belongs to the Chevrolet Corvair Corsa of the mid-'60s and the 1974 BMW 2002 Turbo. But where Chevrolet and BMW built a small number of force-fed cars, Porsche went on to produce an icon.

Like the Carrera RS, the Turbo's production numbers were initially limited to 500, the minimum necessary for the FIA's approval for Group 4 and Group 5 competition. And like the famed RS, the over-

Turbo Timeline

1974

- The 911 Turbo is introduced at the Paris Auto Show.

1975

- The standard 911 Turbo uses a 3.0-liter motor and single turbocharger. U.S. cars generate 245 bhp and 253 lb-ft of torque, while the rest of the world enjoys 260 bhp and 253 lb-ft.
- Front 7x15 and rear 8x15 Fuchs wheels are standard with 185/70VR and 215/60VR tires.
- Brakes are the same as on the standard 911.

1976

- Pirelli P7 tires become standard at 205/55VR and 225/50VR.
- 16-in. Fuchs become optional.

1977

- Cars equipped with the Sportomatic transmission receive power brake booster.
- A small boost gauge is inserted into the tachometer.
- 7x16- and 8x16-in. Fuchs wheels become standard.
- Front anti-roll bar is increased from 18mm to 20mm.

1978

- The motor displacement is increased to 3.3 liters.
- Power increases to 265 bhp and 291 lb-ft of torque for U.S. models, and 300 bhp and 304 lb-ft of torque for rest of the world.
- The first intercoolers are adopted to the induction system.
- 917-style four-piston brakes and cross-drilled, ventilated rotors are introduced.
- The whale tail gives way to the teatray rear spoiler.

1980

- Last factory-delivered Turbos enter the U.S.

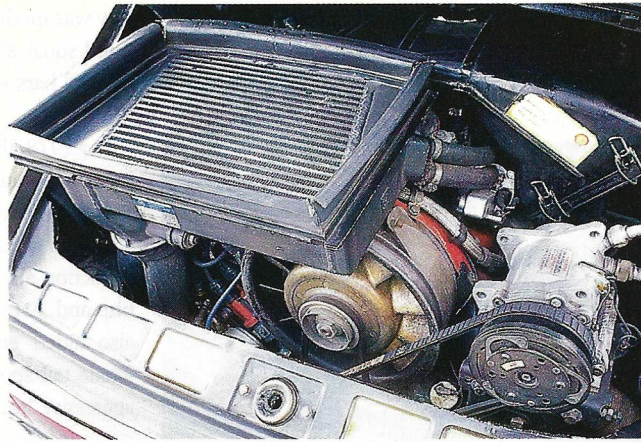
1986

- The 911 Turbo is reintroduced to the U.S. market.
- New exhaust system—catalytic converter and oxygen sensor fuel-control system.
- U.S. model generates 282 bhp and 287 lb-ft of torque.
- Dual tailpipes continue (introduced to the European 930 in 1983).
- First year the flared wheel arches were one-piece stamped fenders

whelming response for the 930 proved Porsche had another winner in its stable.

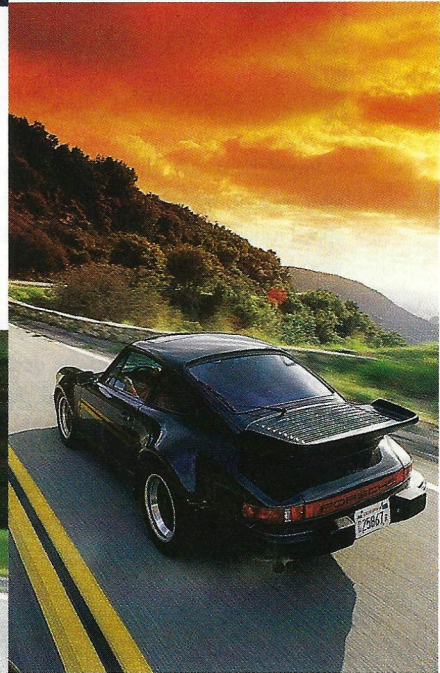
Borrowing the race-proven silhouette of the 3.0 RSR, the profile of the 911 Turbo was dramatic testimony of the car's potential. Huge front and rear wheel arches signified the need for a wide stance as the car was catapulted down the highway by its 245-bhp, turbo-incited 3.0-liter flat-six engine, while the broad "whale tail" spoiler sprouting from the rear deck betrayed what it took to hold the 930 to the ground.

The interior of the Turbo was identical to the 911, although, as Porsche's flagship model, premium luxury was the rule. Such standards included leather upholstery, special deep pile carpeting, electrically operated windows, heated mirrors and headlight washers. There was a four-speaker stereo/cassette system and air conditioning with automatic climate control. In 1977, a small boost gauge was added to the tachometer to relay to the driver the turbo's increasing pressure.



- The 3.0-liter blown flat six yielded 245 bhp and could take the car from rest to 60 mph in just over 6.0 sec.

- The fixed-wing rear end has become synonymous with Porsche performance. It was definitely needed to keep the rear end from wandering at high speeds.



- The first Turbo was notable for a lag between throttle application and turbo response, making cornering a deft exercise in the application of power.

(formerly the fenders were welded on to narrow body pieces).

- Rear wheel size increases to 9x16-in. Fuchs with 245/45VR tires.

1987

- Targa and Cabriolet models become available.

1989

- The Turbo finally gets a five-speed in the form of a Getrag-built G50 transmission.

1990

- The 911 Turbo is not produced.

1991

- The new model is based on the finely sculpted 964.
- Upgraded 3.3 liter produces 320 bhp and 332 lb-ft of torque.
- ABS anti-locking brake system is added.

1993

- Enhanced braking system with specially painted red brake calipers.

1994

- The engine displacement grows to 3.6 liters.
- Horsepower is now at 360 with 383 lb-ft of torque.

- The car rides on 18-in. modular wheels.
- Rear anti-sway bar dimension is 22mm.

1996

- Introduction of the 993-based Turbo 3.6-liter engine with twin turbochargers, all-wheel-drive system and a six-speed transmission.
- Power registers 408 bhp and 398 lb-ft of torque.
- Wheel size now at 8x18 and 10x18 front and rear, respectively.

1997

- The 993 Turbo becomes the last air-cooled turbocharged Porsche.

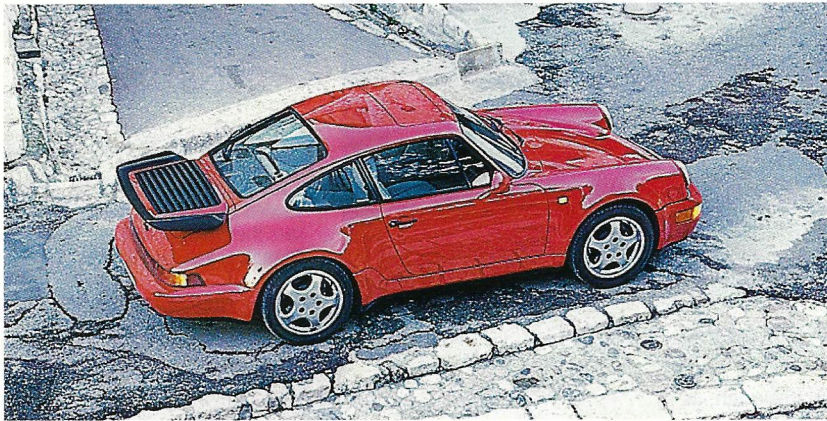
2001

- The 996 Turbo, Porsche's supercar for the new millennium, is introduced. It is unquestionably the fastest, most advanced 911 ever produced.

2002

- New engine enhancement option offers customers a chance to add 35 horses to their 996 Turbo, bringing the engine output to 450 thoroughbreds with 457 lb-ft of thrust.

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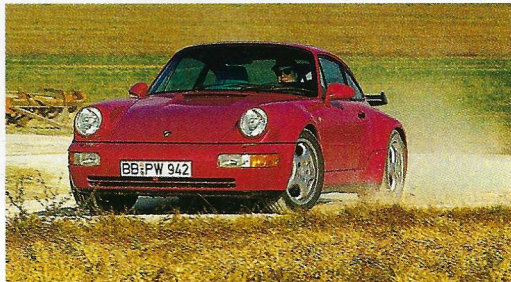
From the outset, the 911 Turbo was a car both feared and lusted after. Zero to 60 mph was run in a click over 6 sec., and it had a top speed touching the century and a half mark. And for those lucky few who had actually taken the reins of Porsche's terrestrial rocketship, the term "turbo lag" had a special and often terrifying meaning.

Because its horsepower and 253 lb-ft of torque were spread over a broad power curve, Porsche deduced a four-speed transmission was all the 911 Turbo required. And while the prestige of a five-speed might have looked nice in the sales brochures, such a gearbox wasn't offered until 1989.

The first Turbos rode on 7x15- and 8x15-in. Fuchs alloy wheels with centers painted completely black. To fill the fenders, the rims were pushed outward with wheel spacers. The next year, low-profile Pirelli P7 tires became standard and 16-in. Fuchs were added to the options list.

One not-so-minor oversight of the first model was the braking system. Porsche assumed its standard 911 fare, aluminum S-type calipers up front and cast iron M-type in the rear, could subdue the car's velocity. This was hardly the case, and in 1978, when the 930 was equipped with an even more powerful motor, it also received four-puck aluminum calipers over cross-drilled rotors. These were derived from the infamous 917 racer.

Suspension remained similar to the classic 911 design with torsion bars fore and aft,



- In 1987, Porsche expanded its Turbo offerings with Targa and Cabriolet models.

although the geometry was modified to reduce the car's tendency to dive under braking and squat during acceleration. The 930's original front and rear anti-roll bars were only 18mm, but these dimensions grew over time.

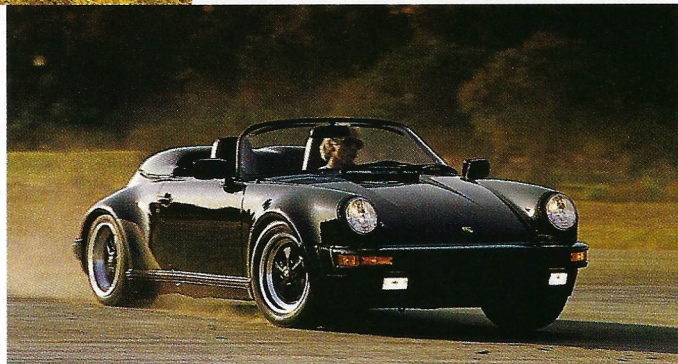
For 1978, the boxer engine was enlarged to 3.3 liters and equipped with an air-to-air intercooler. Located between the turbo and the intake manifold, this radiator-like unit drastically cooled the induction air, resulting in a power jump to 265 bhp and 291 lb-ft of torque. The new intercooler also aided engine longevity but required the whale tail spoiler to be redesigned into the less aggressive "tea-tray" tail. The speedometer needle

- It wasn't until 1986 that the Turbo returned to America. Advances in engine management helped make it legal for U.S. roads. All Turbo models received a five-speed gearbox in 1989.



- Based on the enlarged 3.2 of the standard Carrera, the second-gen Turbo produced 282 bhp and 287 lb-ft of torque.

- Larger 9x16-in. rear wheels helped tame the Turbo's tail-happy ways.



Porsche Turbo Resource List

Anziano's Bad Boys Cars
(714) 979-7040
www.anzianos.com

AutoThory Performance Engineering (A.P.E.)
(703) 323-0919
www.autothory.com

B&B Fabrication, Inc.
(602) 581-7600
www.bbtriflo.com

BEGI—Bell Experimental Group Inc.
(830) 438-2890
www.bellengineering.net/

Brumos Porsche
(904) 725-9155
www.brumosporche.com

By Design
(888) 993-2911
www.e-bydesign.com

Cargraphic
www.cargraphic.de
In the U.S.
Cutting Edge Automotive Tech
(800) 815-3751
www.cargraphic.com

DTM Autohaus
(626) 588-2678
www.dtmautohaus.com

Evolution Motorsports
(480) 317-9911
www.evomotorsports.com

Fabspeed.com
(215) 646-4945
(215) 646-9828
www.fabspeed.com

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could now cross the 160 mph mark if the pilot was willing to press the right pedal and tempt fate.

From 1980 to 1986, the U.S. was deprived of the 911 Turbo. Auto historians will remember this sober era as a time when Porsche was contemplating the demise of the 911. With this lingering possibility, the factory saw little benefit in continuing two categories of 930s, one for America's strict emissions and safety standards and another for the rest of the world.

Throughout these desolate years, a number of "gray-market" cars were brought into the States and modified to meet our rigorous motor vehicle laws. Today, these cars carry an unwanted stigma and are less valuable than Turbos originally destined for U.S. roads.

Fortunately, wise men governed over the corporate offices, and the 911 did not disappear from the automotive world. Nor did the Turbo, which returned to America in 1986. While absent, the engine gained a catalytic converter and oxygen sensor, pushing the car's drop-kick power to 282 bhp with 287 lb-ft of torque.

For the first time, the fender flares were stamped into the quarter pieces instead of being welded to standard 911 sheetmetal. Under the rear arches, the Turbo now wore 9x16-in. Fuchs wrapped in 245/45VR rubber.

Nineteen eighty-seven was a banner year for the 911 Turbo; Porsche now offered its ultimate

gran turismo in both Targa and Cabriolet forms. What better way to enjoy the landscape-blurring speeds of the 930 than with the roof open and the wind tearing your hair away? Throughout their production, the alluring turbo-boosted Targas and Cabriolets have always commanded greater prices than their solid-top counterparts.

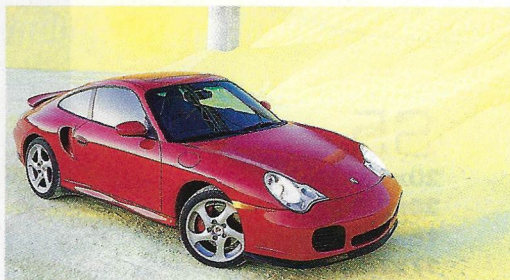
In 1989, the 930 remained relatively unchanged from the previous year except for the notable addition of the five-speed G50 transmission. The gearbox was a fortified version of the five-speed already in service with the normally aspirated Carrera 3.2.

Because of the model change from the Carrera to the new 911, Porsche decided not to offer the

• The Turbo's third generation, introduced in 1996, was based on the 993, and the 3.6-liter six was Porsche's last aircooled turbocharged engine in the 911 range.



• Hollow-spoke 18-in. wheels now sat at all four corners of the 408-bhp supercoupe.



• Porsche's supercar for the new millennium, the 996-based twin-turbocharged coupe now sports a watercooled 3.6-liter flat six rated at 415 bhp and 413 lb-ft of torque.



• Bi-plane rear spoiler rises automatically at speeds above 75 mph for the necessary downforce to keep the Turbo ultra-stable.

Porsche Turbo Resource List

Fast Forward Performance
(248) 207-8371
www.fastforwardperformance.com

G&W Motorwerke
(540) 942-5285
www.gandw.com

Gemballa Automobiltechnik GmbH & CO. KG
49-(0)7152/979-9011
www.gemballa.com

Gemballa North America
(310) 457-1709
www.gemballausa.com

German Parts & Restoration
(800) 321-5432

(805) 549-8994
www.gprparts.com

GIAC—Garrett Integrated Automotive Corp.
www.GIACusa.com

GHL Motorsports Llc
(877) 930-0911
(480) 655-0935 (local)
www.ghlmotorsports.com

GT Performance
(410) 538-3400
www.gtperformanceinc.com

GT Racing Products
(800) 797-2911
www.gt-racing.com

Guard Transmissions
(888) 894-3277

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Turbo in 1990. When it did return, the new Turbo was embodied in the sleek, wind-slipping mold of the 964.

Although still equipped with a 3.3-liter power unit, there was a new turbocharger that responded better at lower speeds and reduced the car's acceleration lag. To further aid the blower, the intercooler was enlarged and upgraded.

Like the standard 964, the Turbo made use of the new coilover

suspension, power-assisted steering and an ABS anti-locking system that helped the driver put the squeeze on larger brake rotors. The 1991 Turbo rode on 7x17- and 9x17-in. Cup Design wheels wrapped in 205/50ZR and 255/45ZR tires.

In 1993, the 964-based Turbo rumbled off the showroom floor equipped with a 3.6-liter flat six that delivered 360 bhp at 5500 rpm and 383 lb-ft at 4200 rpm. It could push Stuttgart's best to a top speed of 174 mph.

With this type of performance under the pilot's right foot, driveability was an important factor. The suspension was both lowered and stiffened. The improved braking system was identifiable by

Limited Production Turbos

The Slant Nose

The limited-edition Slant Nose 911 Turbo, also called the 930S, became available to the U.S. market in 1987, although they had been built as special-order cars since 1982. Sculpted with flattened front fenders and pop-up headlights, the

930's classic appearance is less than popular with some aficionados.

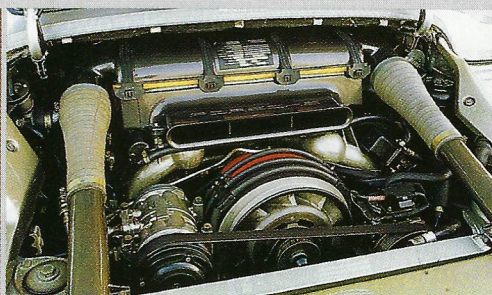
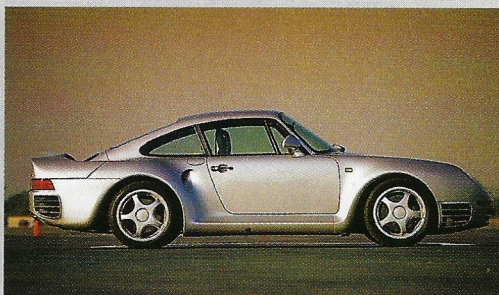
The 959

If Zeus needed a four-wheel chariot, it would be Porsche's 959. It is the grandfather of the current 996 Turbo, and perhaps the savior of the 911 species. Allowed to push the 911 doctrine to its limits, Weissach was able to see just how much farther the envelope could be stretched.

In 1987, the 959 was simply the state of the art in automotive technolo-

even the car's wiring harness was lightened. The imposed diet trimmed nearly 420 lb from the normal 3,260-lb car.

The S then received a 381-bhp 3.3-liter motor, stiffened suspension and substantial 8x18 and 10x18 three-piece wheels with



• Not the hardcore Porscheophile's cup of tea, the slant-nose 911 Turbo, known also as the 930S, was first officially sold in the U.S. in 1987. Rarity guarantees high value on the used market.

• Perhaps the most notorious Porsche never to be sold (officially) in America, the 959 was a showcase of Porsche engineering's talents, circa 1987. Full-time all-wheel drive, a six-speed transmission, a Kevlar body, active suspension and a 430,000DM sticker. Including pilot cars and prototypes, 229 of the type 959 were built.

• In many experts' eyes, this 1997 930S was the best of the best. The 425-bhp aircooled twin-turbo was the ultimate engine of its type.

930S was reminiscent of the factory's 935 racing machines. They sported rocker panel fairings and, on the rear fender, intake vents with horizontal slats.

Beyond their sheetmetal, the 930S enjoyed additional interior amenities over the standard Turbo. As only a few dozen were built each year, their rarity is reflected in their high market price. On the other hand, the drastic departure in the

gy—full-time all-wheel drive with a six-speed transmission linked to a 400-bhp multi-stage bi-turbo engine able to vault its sensuous form to nearly 200 mph. Unfortunately, the ultimate 911 was never officially welcomed into the States. If there was ever a Porsche that fulfilled the adage, "If you have to ask, you can't afford it," the 959 would be the one.

Pirelli P Zero tires sized at 235/40ZR and 265/35ZR front and rear, respectively. Performance and rarity garnish this 930S with some of the highest resale prices of all the 911 Turbos.

The Second-Generation 930S

Unlike the flat-fendered S, the 3.3-liter 930S of 1992 retained the 911's more familiar contours. With an extremely limited run of 80 cars, it was to the standard Turbo what the 2.7 RS was to the 911S—a study in horsepower and weight reduction. The radio and rear seats were deleted. The electric side windows were replaced by the antediluvian crank type, and

The 993 Turbo S

In 1997, the limited-edition 993 Turbo S topped the power podium with 425 bhp and 400 lb-ft of grunt. It carried a specially appointed inte-

Porsche Turbo Resource List

H&R Springs North America
(888) 827-8881
www.hrsprings.com

M.A. Shaw
(714) 730-6917
www.mashaw.com

Kokeln RacingProducts
(949) 609-0250; www.kokeln.com

Mille Miglia
61-2/9326-0325
www.millemiglia.com.au

MSDS
(818) 50-POWER (507-6937)
www.msdsinc.com

Pelican Parts
(888) 280-7799
www.pelicanparts.com

Performance Products
(818) 779-7578
www.PerformanceProducts.com

Porsche Cars NA Inc.—Equipment
www3.us.porsche.com/national/
models/911teq/default.htm

Porsche Owners Club
(760) 948-7300
www.porscheclub.com

Porsche Club of America
(703) 451-9000
www.pca.org

Powerhaus
(480) 948-4788
www.powerhaus.com

Protomotive Inc.
(909) 926-2694
www.netquest.net/~knighton/

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large, brightly painted red four-piston aluminum calipers.

Compared to the original 930, the Turbo 3.6 was a technological marvel. But the next example of the 911 Turbo legacy would make the 3.6 little more than a footnote in the marque's ongoing rush toward perfection.

Based on Porsche's latest 993 model, the 1995 flagship was again powered by a boxer engine displacing 3.6 liters. The air induction, however, was now fed by two whirling turbochargers. These units were smaller than the previous turbos and could spool to their optimum rpm faster, thus minimizing the infamous turbo lag that followed a driver's stab at the accelerator.

Twin turbochargers, along with separate intercoolers, an increased compression ratio and a variety of other motor enhancements, gave

Purchasing and Pricing

As with any Porsche, it is best to have a reputable mechanic inspect a potential purchase for structural and mechanical integrity. Be aware that not all Porsche technicians work on turbo motors.

An important factor to keep in mind when shopping for a 930 or one of its descendants is that the cars had a tendency to run hot, therefore high mileage cars will have more internal engine wear than a normally aspirated 911.

It must also be stated that 911 Turbo owners were often more inclined to drive their cars aggressively. After all, what fun is having all that power underfoot if one never stabs the accelerator? The difficulty in buying a used 930 is determining just how often the impulse occurred.

The prices were estimated from an unscientific search through various Websites, newspapers and magazine classifications. Production numbers are for total U.S. cars manufactured unless otherwise noted. The range is from poor to great daily drivers and does not include show-condition cars, special or limited-production cars or ones with significant enhancements.

the 993 Turbo a staggering 408 bhp at 5700 rpm with 398 lb-ft of torque delivered at a mere 4500 rpm. The performance data was no less earth shattering—top speed was estimated at 180 mph. From a standstill, the Turbo would reach 60 mph in under 4.5 sec.

While the powerplant was impressive, it was the drivetrain that made automotive journalists scour the thesaurus to redefine "ultimate" and "supercar." The 993 Turbo clawed the pavement with a full-time, all-wheel-drive system linked to a six-speed transmission. Porsche also added its traction control, the Automatic Brake Differential system.

Like its normally aspirated sibling, the Turbo's rear suspension had been completely redesigned. The semi-trailing-arm arrangement that had been used since the 911's inception was exchanged for a sophisticated, sub-frame multi-link system. During brisk cor-

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two turbochargers hung over a 3.6-liter engine that delivered 430 pulse-stopping horses to the rear wheels only. While a mere 50 of the road versions were built, its competition

rior and a few distinctive exterior distinctions such as a low-drag bi-wing tail and rear fender vents. This Turbo S was the best of the best, and its enhanced 3.6-liter motor was the swan song of the aircooled flat six.

Cash register price for this prize? \$150,000! One can only hope that the customers who signed checks to join this exclusive club were not too bitter when the basic model 2001 996 Turbo arrived with a nearly identical data sheet for about \$30K less.

The GT-2

The first rendition of this race car in sheep's clothing was in 1995. Built strictly for the European market, the 993-based GT-2 was barely street legal.

Under its bulging, bolt-on fender arches rolled 9x18 and 11x18 wheels wrapped in 235/40ZR and 285/35ZR rubber. A fixed bi-wing tail with twin inlets to feed

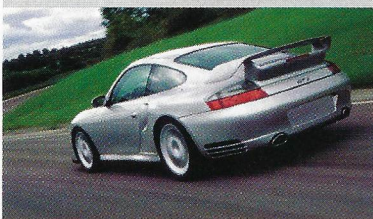
sibling gained fame by conquering the 1996 FIA GT-2 Championship.

The 2002 interpretation of the GT-2 is no race car. It is, however, built for one purpose, to go fast...very, very fast. Where the 993 GT-2 was a civilized competitor, the 996 version is a stripped-down version of the standard 996 Turbo. And actually, not despoiled by all that much. There is no automatic bi-wing, no all-wheel drive or back seats. But then, who wants to be in back while being launched from 0 to 62 mph in 4 sec.? Exclusion of the AWD system can be seen as a good thing, at least by the most foolhardy.

Rated at 456 bhp and with a manufacturer's estimated top speed of 195 mph, it is the most aggressive Porsche 911 Turbo ever unleashed on public roads. To keep in touch with terra firma, the GT-2 engulfs its advanced ceramic composite brakes under 8.5x18 and 12x18 hollow-spoke wheels and 235/18VR and 315/30VR tires.

Although production of the model is limited, the numbers are based on yearly output and not on an overall tally. But you better start saving your pennies now if you're thinking of buying a used GT-2. At an off-the-show-room price of \$180,000, chances are its price will still rival that of a modest condominium.

—MSR



• Essentially a stripped-down version of the standard 911 Turbo, the GT-2 has appeared in 993-based form in 1995 and then again this year, with a new 996-based version more race car than street performer. Engine upgrades raise power to 456 bhp—delivered through the rear wheels only.

Porsche Turbo Resource List

PSI Motorsport
32-(0)87/325-632
www.psi-motorsport.com

Rook Sport System USA
(866) 99-ROOCK (997-6625)
www.roock.de

Quaife America
(949) 240-4000

www.quaifeamerica.com

Ruf Automobile GmbH
49-(0)8265/911 911
www.ruf-automobile.de
In the U.S. and Canada
Stefania Corp
(973) 785-2150
www.rufautomobile.com
Weissach
(604) 738-3911
www.weissach.com

Speedsport Tuning
(203) 847-9339
www.speedsporttuning.net

SpeedWare Motorsports
(425) 869-5680
www.speedwaremotorsports.com

Strosek Auto Design GmbH
49-(0)880 /14-91
www.strosek.de

In the U.S. (Strosek)
Fred Opert Racing
(201) 327-1111
www.fredopetracing.com/strosek.htm

TechArt Automobil Design GmbH
49-(0)7152/9339-0
www.techart.de

In the U.S.
CEC—Claus Ettensberger Corp.
(800) 766-0064
www.cecwheels.com

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nering, the LSA (lightweight-stable-agile) axle induced outer wheel toe-in, thus diminishing the car's tendency to oversteer.

True to turbo form, the 993's fenders were pulled until they could accommodate massive five-spoke 8x18-in. cast alloy wheels wrapped by 225/40ZR rubber up front and 10x18-in. rims with 285/30ZR tires in back. The signature tea-tray rear wing was not forgotten by the stylist's pen but was revised by having the leading edge dip gently.

To bring this thunderbolt to a stop, Porsche slipped larger ventilated, cross-drilled rotors under the same four-piston calipers that had harnessed the Turbo 3.6. The package was further improved by the factory's latest ABS 5 anti-lock braking system.

As was normal protocol for the turbocharged derivative of the 911, the interior was identical to the standard model, except for being delivered with nearly every factory option available. One notable addition to the 993 Turbo over its sibling was that the speedometer posted a reading of 200 mph.

Certainly, the 993 Turbo had to be the definitive, non-limited-production 911. All-wheel drive, twin turbochargers, broad shoulders and sleek sides. It was a back-alley scrapper in a Giorgio Armani suit, exuding elegance, grace and a large dash of anger. Then again, as the world had so often been reminded, the House of Porsche was not to be underestimated.

Unfortunately, as magnificent as the 993 Turbo seemed, it was also the end of an era. Weissach judged the flat-six boxer motor could no longer fulfill their demands for more horsepower and reliability while continuing to be cooled by the air. The 911 powerplant had to evolve.

The first watercooled 911 debuted in 1999 as the Porsche 996 Carrera, but it was not until 2001, 25 years after the arrival of the first 930, that the latest and most advanced rendition of the race-inspired 911 Turbo graced the America highway. For the first time, Porsche enthusiasts could see a direct link between the technological masterpiece that was the 959 and a full production *wunder-kar*.

Unlike previous models, the Turbo was distinguishable from its brethren by more than augmented wheel arches. Headlight design was substantially different as was the front bumper and forward intake vents. Rear fender air scoops, reminiscent of the slant-nose Turbo, reappeared. And, of course, there was the engine deck spoiler. While less drastic than the whale tail, the 996 wing automatically transformed itself into a competition-style, bi-wing spoiler at speeds in excess of 75 mph.

Under the tail, the now water-chilled 3.6-liter, twin-turbo motor employed double overhead camshafts with four valves per cylinder. Through a revised full-time all-wheel-drive system, it sent a once

unimaginable 415 horses and 413 lb-ft of torque through a six-speed transmission.

For the ultimate in high-powered indulgence, the 966 Turbo could be had with Porsche's Tiptronic S five-speed automatic transmission, allowing the driver to leave the shifting to the onboard computer or fiddle with Formula One-inspired steering wheel-mounted thumb switches.

Like its predecessor, the new Turbo's suspension continued to use the effective rear multi-link system and MacPherson front strut design. Tucked inside hollow-spoked 8x18- and 11x18-in. alloy wheels with

Porsche Turbo Production Numbers

Year	Model	Production	Price Range
1975	930	284	\$16,300-24,000
1976	930	1,174	\$16,300-24,000
1977	930	1,422	\$17,000-26,000
1978	930	1,257	\$17,500-26,000
1979	930	2,052	\$17,800-26,500
1986	930	2,670	\$23,000-33,000
1987	930	2,413	\$23,500-33,500
	930 Targa	156	\$21,000-33,000
	930 Cabriolet	325	\$25,000-39,000
1988	930	1,378	\$25,000-36,000
	930 Targa	277	\$23,000-36,500
	930 Cabriolet	833	\$28,000-43,000
1989	930	1,496	\$28,000-40,000
	930 Targa	224	\$25,000-39,000
	930 Cabriolet	844	\$31,000-48,000
1991	964	2,962	\$32,000-47,000
1992	964	1,145	\$35,000-52,000
1993	964	938	\$42,000-62,000
1996	933	1,291	\$62,000-99,000
1997	993	952*	\$68,000-105,000
2001	996	3,013*	\$115,000-120,000
2002	996	1,280*	\$118,000-138,000

* U.S. sale numbers from PCNA

225/40ZR and 295/30ZR rubber front and rear, respectively, the Turbo arrests its velocity with power-assisted monoblock aluminum four-piston calipers grabbing massive 13.0-in. cross-drilled rotors.

For this year's model, Porsche has included an optional engine performance package for the most daring of consumers. Add this to the window sticker, and the number of steeds under the rear deck bolts to 450. Torque is no less amazing, digging in at 457 lb-ft. Performance? With 35 bhp over the standard car, one can bet this option will push the Turbo into 190-mph territory.

How much more high-speed bliss will earthbound mortals receive? Only time will tell, but given Weissach's endless desire to reach automotive purity, it would be ill-advised to assume they have reached the summit of Porsche's Mount Olympus of turbocharged 911s. ❧

Porsche Turbo Resource List

Turbo Performance Center
(410) 799-7223
www.turboperformance.com

Windward Performance Products
(800) 642-1348
(802) 387-4500
www.windward-perf.com

Tweeks.com
(800) 500-1500
www.tweeks.com