

2021 PORSCHE 911 TURBO S (991.2)

Porsche is a company that is known for doing things correctly and with stereotypical precision. That is probably the reason why most models it has produced were a perfect balance between performance, handling, practicality and reliability. In normal language that means “a good car”. Now, Porsche’s most widely known and successful model, the 911; has been doing the above time after time with each subsequent generational model being more successful than its predecessor. In part, that had a great deal to do with a very special iteration of the 911 that was introduced in 1975. The Porsche Turbo (930). Porsche’s winning formula was taken and experimented with by drastically increasing the performance variable in the 911 equation. Forced induction by means of a single turbocharger was added. What was then a bold move turned into one of the company’s most desired models and has remained so till today. A “good car” was turned into a “great car” and the rest is history.

With that painfully historic introduction out of the way, today’s focus is then on the critically acclaimed newest generation of the 911 Turbo, more specifically, the 2021 Porsche 911 Turbo S (991.2); and what a focus this is indeed.

It’s no surprise that a specific model such as the 911 turbo has captured the hearts of countless P-car enthusiasts, what’s not to love? Huge power, sporty chassis, perfect handling and looks to match. All this is perfectly engineered to remain both relevant and traditional. What the latest 911 turbo does is basically take all of this and turn it up a few notches to incredible.

Performance

The 911’s powerplant is a 3.8L, twin turbocharged flat six that is good for 640 HP, around 60 more than its latest predecessor; or in layman’s terms, more than enough. This is mated to a very clever 8-speed PDK

transmission with reinforced clutches, a modified final rear-axle ratio and launch control as standard. The result is a staggering 590 lb.ft of torque which will perform the international ego metric of the 0-100 km/hr sprint in a laughable 2.3 seconds. For comparison sake, this matches the Bugatti Chiron; at a small fraction of the cost.

Some new refinements include iron-coated cylinder liners, larger variable geometry turbos with symmetrical piping to assist with airflow; and an optional sports exhaust system to cater to the driver’s hearing needs. Charge air cooling for the larger turbos is also introduced by incorporating new flaps within the air intake system.

Styling, Handling & Aerodynamics

Everyone will be pleased that with such a drastic increase in performance, the traditional bodylines have been retained, albeit with slight modernisations and improvements for the 2021 model year. It’s always refreshing to recognise a traditional body shape in a latest model specification. Couple this with Porsche’s impressive colour palette with signature personalisation, and a masterpiece is easily created. A personal recommendation is the GT Silver Metallic, in line with traditions.

In terms of aerodynamics, let’s just say that with extraordinary circumstances (power), come extraordinary measures; or in this case, counter-measures. Leave it to Germany’s finest to solve the conundrum that is caused by trying to utilise and successfully place onto a road, 640 HP by a normal driver on a normal road. The result? Some of the cleverest aerodynamics employed in Porsche’s history with a multi-stage adjustable front splitter that works in conjunction with an active rear wing and infinitely variable flaps within the 911’s widened rear arches. There are also variable louvers within the front arches to assist with

the increased downforce that such a powerful road car requires. It's newly refined adjustable suspension also works together with this new aero and can compute 200 different damping calculations per second, and execute them accordingly. Its braking system has also received some sensible improvements in the form of massive 10-piston front callipers coupled to enlarged vented carbon-ceramic discs, measuring 422 mm in diameter. An additional stopping force comes from the active rear wing which also performs duties as an air brake. The outcome of this is an incredible theoretical stopping distance from 100 km/hr in just 29 meters.

Interior & Comfort

Upon entering inside, the classic 911 signature is retained with a subtle modern interpretation which in this day and age is mandatory. Right in front of the driver's centre view is a familiar analogue tachometer, surrounded by 7.0 inch customisable digital displays to relay all required information and expected entertainment. The rest of the interior is a balance of finest materials, efficiency, comfort and functionality that only Porsche can apply in their traditional, effortless manner. All personalisation from Porsches roster of extras are possible which only adorn the interior with more of the finest leathers, and carbon fiber that is only fitting in this application.

In terms of comfort, a very surprisingly subtle, yet firm and focussed ride quality awaits the driver, something that is rather unusual with these types of machines. Even in the softest suspension setting there is no evidence of sloppiness around corners, without the stiff and jarring control that is usual in sportscars of this calibre. In the firmest setting, coupled with the optional PASM specification and ride height drop of 10 mm; the 911 is transformed into the luxurious track weapon it is intended to be. In skilled hands, the latest 911 should give the Nürburgring production lap time a good shaking.

In closing, what Porsche has managed to achieve is to once again produce an iteration of one of its most successful models and shown the world why it is critical to balance traditions with modernisations and engineering. What the latest 911 Turbo is then, is the fundamental definition of what a "great car" should be; with all the German common sense as to how it's done best.

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