

## Test drive Report



“911 Turbo” stirs up the chemical in a car enthusiast’s brain, that defines “beauty”. Well, it stands out anywhere, just like a super carved and chiseled shiny gem stands out from other rounded stones on a nature crafted river bank. The 911 that I got to drive was a 2000 roll out with 18” alloys with just right amount of chrome, which carry the 1.54 tonner, stunner beauty.

This German curvy can make the big boys cry with its performance tuned 6-cylinder Boxer Twin Turbo 3.6 litre motor. The turbo rockets to 60 mph in 4.2 seconds which so keeps up with the tradition of improvising performance just about every time there is any revision with the car. A must mention is the option of performance parts coming factory-fitted to the limited edition 911. A series of factory driver tested and tuned parts, offers the performance hungry Porsche members yet another reason to splurge for eternal content.



**Monte Carlo Track**

## The cockpit.



We got a Big Bore throttle body, and intercooler fitted 911 with slick tyres for a three lap run at Monte Carlo track. The throttle response was really something that brought a wider smile than the one I got when I just started her up. Before we

knew anything else, the engine rev marker showed us we were at perky 7000 already! Further, the standard quick shifter just explained its role by proving true `just_snap_and_gear_change_is_faster_than_that!` A couple of turns, and I got my connection with this magnificent one. I effortlessly carved through the “racing line” and the sheer lateral force the tyres were taking without even a whisper, really got me speechless (again!). the low end torque was some thing that would just clear your satisfaction levels. Later I learned that the model I drove was fitted with high speed gear box which as the name suggests was meant for top speed testing purpose. Even if that particular fact was not known, I would still never think of labeling the low end torque anywhere below satisfactory.



Then, with the next right hand 100 degree turn, I had the car oversteer a tad bit, which was quite damped out by the traction control. I pushed her a **push harder!** bit harder the next turn, had the wheels talking a little, and a mighty porsche\_oversteer followed, which I just managed to counter steer. But then the roads being narrower, I let go of the gas a little, till the end of the lap. The next lap was with the stop watch. I had a chief test driver from Porsche team sitting besides me who was accounting the speed read and other car readings. He also gave me track readings, the right gear to be in, the speed

PERFORMANCE DATA	
engine type	6 cylinder "Boxer" with Twin Turbo
displacement	3600cc
horsepower (SAE)	420bhp @ 6000rpm
torque	406lb-ft @ 2700rpm
maximum engine speed	6750 rpm
compression ratio	9.4:1
acceleration (0-60 mph)	4.2

CHASSIS & DRIVETRAIN	
layout	Rear-engine / All-Wheel-drive
brakes-front	Cross-Drilled Disks
back	Cross-Drilled Disks
wheels-front	8 x 18in
back	11 x 18in
tires-front	205/50 ZR 17
rear	255/40 ZR 17

that could be carried into and out of a turn, and such detail. With his help, I guess I was doing better on the track. I was 3 seconds slower than the respectable track timing (for a chief test driver that is!). This I managed to achieve with pushing to limits on almost all turns (except a couple of acute turns). The last lap was a flying lap on cruise speed 70 mph. We were back to the factory arena after the runs.



Then there were the test drivers who filled the arena with rubber, smoke and engine rev sounds. The skilled drivers from the factory team were on routine tests, the 180's 360's and skid pads. Officials say, Porsche is all set to introduce new variants in the GT range. As to when they will manufacture and sell in India as their hub, they are quite positive about entering Indian and South-Asian markets in a couple of years.



It is so different from what started of as a journey of 911's back in 60's. a caravan of rear engine driven beautiful machines that would want to oversteer on every corner, every turn on the road. Difficult was the word that described the car\_control\_characteristics and Pleasure was the word to describe the ride. Indeed this has been proven through the years and even today it

**(above) countersteering to glory,  
(below) going sideways!**

stands as true as ever. Porsche is not for a toddler or some amateur, but for an individual well greased with the love for the ride, the respect and the feel with the car.

I should mention though, that, the Porscheness of the car can be observed everywhere. The 911 legacy that started in the 60's has moved on through the times and is just continuing with the technology too. It just lives up to the expectation that is truly a tradition in Porsche.

