

CLASSIC DRIVER

[Porsche 911 Turbo Generations: The art of peer pressure](#)

Lead

While the 911 celebrates its 50th year, the Turbo version has put in an equally commendable four decades of service. We take a look at each of the previous five generations, and pick an example of each currently for sale in the marketplace.

Model Range 930 (1975 - 1989): Porsche Turbo 3.3



Using turbo technology developed in the 1000bhp+ [917/30 Can-Am racing car](#), the first 911 Turbo blasted its way onto the scene in 1975 (having been revealed as a concept in 1973) and immediately took pride of place at the top of the 911 range. It brought with it wider wheels, flared arches and a sizeable spoiler; all of which remain traits of the Turbo today.

In 1978 the engine was enlarged from 3.0 to 3.3 litres; other changes included the addition of an intercooler, upgrading the brakes, and changing the spoiler from 'whale-tail' to 'tea-tray' design. A few years later, [Porsche's Special Order Division](#) offered the Turbo with the 'flatnose' front end of the 935 racing car - cars with original factory conversions nowadays command a significant premium.

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Model Range 964 (1990 - 1994): Porsche 911 Turbo 3.6 X-88



After a brief hiatus, 1990 saw the Turbo return in 964 form. Initially, the 3.3-litre engine from the 930 was used, but in the car's penultimate year it was given the 3.6-litre from the imminent 993. When 964 production ceased, a small number of spare chassis were sent to the Special Order Division; some of these in-demand models were equipped with the 3.6-litre engine under order option X-88.

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Model Range 993 (1995 - 1999): Porsche 911 Turbo S



The third-generation Turbo was launched in 1995, and encompassed technology originating from the 959 supercar - namely the use of two turbochargers and a permanent all-wheel-drive system. As with some of the later 964 Turbos, an 'S' derivative was subsequently offered; just 183 were produced, all benefitting from a hike in power (to 444bhp in non-American markets) and differentiated by their yellow brake calipers, 959-style rear arch scoop, four-pipe exhaust system and larger spoiler.

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Model Range 996 (2000 - 2006): Porsche 911 Turbo Cabriolet



The 996 Turbo debuted in 2000, complete with its controversial 'fried-egg' headlights. It continued the four-wheel-drive, twin-turbo setup pioneered by the 993, and also borrowed further styling cues from the 959 - most obvious in the air vent treatment on the rear bumper. More notable still was the switch from being air-cooled to water-cooled; in fact, the 996 Turbo's engine was derived from that seen in the [911 GT1 car](#).

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Model Range 997 (2007 - 2013): Porsche 911 Turbo



Though the 997 Turbo appeared to share much with the 996 (the same twin-turbo 3.6-litre flat six was used), in reality they were very different beasts. Variable turbine geometry (still in use on the [new 991 Turbo](#)) meant quick responses and high power were no longer mutually exclusive, while a new four-wheel-drive system (using knowledge gained during the Cayenne's development) dealt out the 473bhp available in a more efficient and predictable manner. In Turbo S form, the 997 was capable of the 0-62mph sprint in well under three seconds.

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