

Premiere

A Real Sports Fan

The art of seduction is right up the new 911 GT2's alley. It knows what it can do. And its driver has to know what it wants—to make this sporty relationship a success. Whether on the road or on the track—this car could be just the right thing for you.

By
Thomas Schulz

Photos by
Martin Grega and David Breun



It's one of those rare days that start beautifully and then keep getting better. A reporter is sitting in the new Porsche 911 GT2 and thinking he knows from experience how a 911 like this moves. And then his right foot descends onto the accelerator. Less than four seconds later, the speedometer relegates the 100-kilometer mark to insignificance. He takes a short breath, and it's telling him "200," yet the 530-horsepower engine is still not satisfied. Trees dart past like bar codes on a scanner. The steering remains unswervingly precise. And to be honest, it's not the reporter who's steering the 911 GT2; it's the other way around.

The sporty suspension system—standard equipment—is poised and ready, and the Porsche Stability Management (PSM) helps protect both man and machine from spins and slides. That gives the driver the freedom to roll down the side window in the tunnel, just for a sound check. And between you and me: there's something to the saying that the most important speed in a Porsche is the speed of sound. When you brake, you can sense the pads of the Porsche Ceramic Composite Brake (PCCB) gripping pitilessly into the gigantic plates. A real sports fan, this GT2. It's not just another 911. In many respects, it's a newly developed sports car—newly developed over the course of three years' time. A street-legal race car.

Evening is here, earlier than the reporter had hoped. One last time, he leans back into the sports seat, so flat and yet so pleasantly bolstered, like a well-fitted jacket. How did I get around before this? As it cools down, the GT2 crackles like an open fire. And the edge of the horizon is shimmering in gold. Technology be praised!

Digressions on Technology: The Idea that Sparks

With intricate skill and efficient engine technology, the Porsche engineers have created the most powerful production 911 ever: the new 911 GT2 with 530 hp (390 kW). The 50 hp over the 911 Turbo is primarily the result of the new expansion-type intake manifold. In both naturally aspirated and forced-induction (turbocharged or supercharged) engines, air oscillations occur in the intake system: the air is compressed and expanded. When compressed, the air is heated; when it expands, it cools down. In the GT2, the geometry of the intake system has, for the first time, been designed so that during the expansion phase, the gasoline-air mixture is conveyed to the combustion chambers at lower temperatures. Due to the reduced temperatures, an output-optimized ignition of the mixture is possible. The finely optimized turbochargers and the efficient intercoolers ensure a high degree of cylinder filling. The turbochargers of the GT2 have slightly larger compressor wheels; maximum charge-air pressure is 1.4 bar (20.3 PSI). Together with the special engine software, these measures allow a great increase in engine output while preserving superb drivability. And there's another effect: fuel consumption drops by up to fifteen percent at maximum output, as compared to a turbocharger with a conventional intake system. ▶

Fast-track initiative: Sometimes it's all right for the car to control the driver—as long as it's a GT2



In the 911 GT2, the power is transferred exclusively via the rear wheels. Gear ratios in the proven six-speed manual transmission have been optimized for the engine's torque curve. The short-travel shifter helps the driver shift more quickly. Another innovation: the titanium-alloy tailpipes and mufflers reduce back pressure while cutting the weight of the exhaust system by nine kilograms (20 lbs.) compared with the standard 911 Turbo.

On Track

It's no secret that the new 911 GT2 is primarily designed for racing-oriented customers. This is also apparent from the chassis architecture, which has been lowered by 25 millimeters—one inch—as compared to the 911 Carrera. Improved front-axle kinematics also provide enhanced straight-run driving and higher driving stability. For the first time in a GT2 model, Porsche Active Suspension Management (PASM) with actively adjustable

shock absorbers has been used, an engineering trick that helps ensure sporty road performance and the very best handling qualities, even on public roads. In addition to this standard setting for everyday driving, the 911 GT2 driver who finds himself at the racetrack can select Sports Mode with a push of the PASM button, which provides even firmer control. The variable chassis setting of the 911 GT2 is intended especially for racing use. It allows both the valve-spring retainers on the stabilizers and the height, camber, and tracking to be configured individually for driving on nonpublic roads.

In Control

Porsche Stability Management (PSM) in the 911 GT2 regulates all driving-safety functions: the lateral dynamic control, or Stability Control (SC), the longitudinal dynamic control, or Traction Control (TC), and the anti-lock braking system (ABS). A new feature of the GT2—and a very interesting one for sports drivers—is the ability to switch off individual functions. At the press of a button, the SC functions can be deactivated; another press, and SC and TC are turned off. The influence of the control systems on the car's handling can thus be customized by the driver to suit driving conditions. The ABS remains in a state of permanent readiness—providing the ultimate safety backup.

The Launch Assistant for maximum acceleration has been installed for the first time in the 911 GT2. The basic function seems simple at first glance: without pushing a button or flipping a switch, the driver in the stationary vehicle floors the clutch and then the accelerator. In a split second, he gets to 5,000 rpm and a charge-air pressure of 0.9 bar (13 PSI), and takes his foot off the clutch. The Launch Assistant regulates the acceleration process automatically via the engine management, providing optimum traction performance. One nice side effect: it avoids excessive clutch wear. ◀

911 GT2

Engine:	Six-cylinder water-cooled aluminum boxer engine
Engine output:	390 kW (530 hp) at 6,500 rpm
Max. torque:	680 Nm (501 lb.-ft.) at 2,200–4,500 rpm
Maximum engine speed:	6,750 rpm
Air resistance coefficient:	Cd = 0.32
Cubic capacity:	3,600 cc
Weight:	Curb weight: 1,440 kg (3,175 lbs.) Permissible total weight: 1,750 kg (3,858 lbs.)
Maximum speed:	329 km/h (204 mph)
Acceleration:	0 to 100 km/h (62 mph) in 3.7 sec. 0 to 160 km/h (100 mph) in 7.4 sec.



Computer tomography of a road athlete:
This car's power is off the charts