

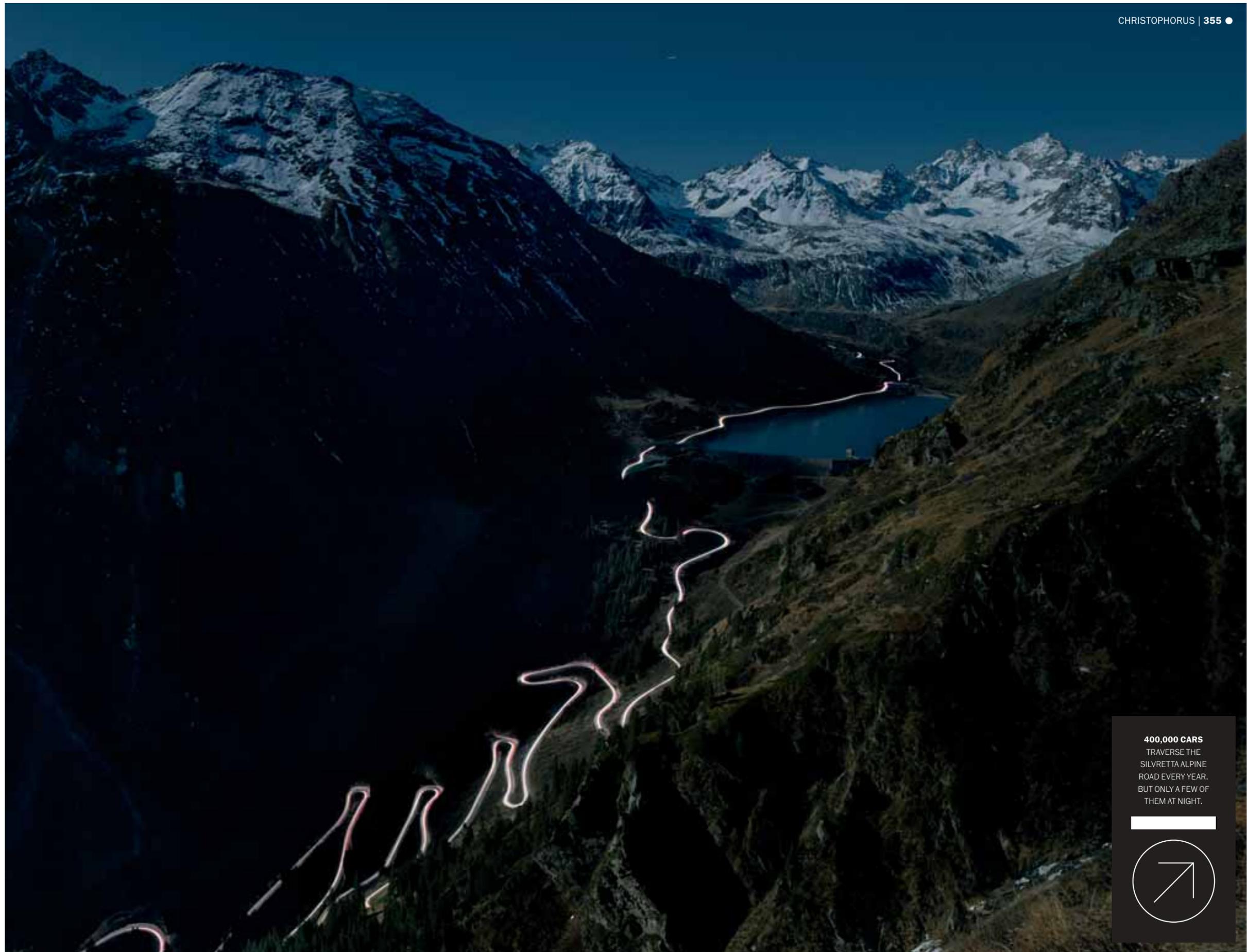
SHADOW BOXER

It's the perfect plan: we'll spirit the 911 Carrera GTS Cabriolet away, up into the mountains of Austria.

Or to be precise, up the 22.3-km Silvretta Alpine Road.

But by the light of the silvery moon, the truth is soon revealed: the 911 has spirited us away instead.

By Elmar Brümmer
Photos by Rafael Krötz



400,000 CARS

TRAVERSE THE SILVRETTA ALPINE ROAD EVERY YEAR. BUT ONLY A FEW OF THEM AT NIGHT.





TAKING BENDS TO THE
EXTREME: **34 TURNS**
TO MAKE YOUR ASCENT
UP TO THE VALLEY.
THE TOLL: 14 EUROS.

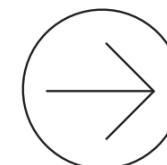


Amplified by the nine loudspeakers in the Sound Package Plus, the voice of Austria's rock and pop icon Falco (1957–1998) echoes throughout the valley, presenting the Montafon ski region with an open-air concert at Bielerhöhe Pass. Stereo? That's so yesterday. Echo upon echo, re-echo upon re-echo in Dolby Surround: "Out of the dark comes a voice, telling you, 'Into the light...'" From one thousand meters up to a good two thousand—and at the speed of light. Or at least that's how it looks from the perspective of the photographer's time exposure. The images from our evening test-drive along the Silvretta Alpine Road are actual photographs, not computer creations. And we have a witness: the moon.

CAR UNDER A STAR



THE GTS GOES FROM ZERO TO 100 KM/H **IN JUST 4.8 SECONDS;** THE SHUTTER SPEED CAN BE AS SLOW AS 30 MINUTES.



NIGHT LIGHTS

... keep aesthetics on track. This 911 GTS from the 997 model series is a force to be reckoned with; it commands each of the 34 turns. The stars above become a blur as the night is further illuminated by our flashing brake lights. Even at a gradient of 12 percent, the tremendous dynamism intrinsic to the GTS is compelling during this midnight run at 300 kW (408 hp).

911 CARRERA GTS CABRIOLET (TYPE 997)

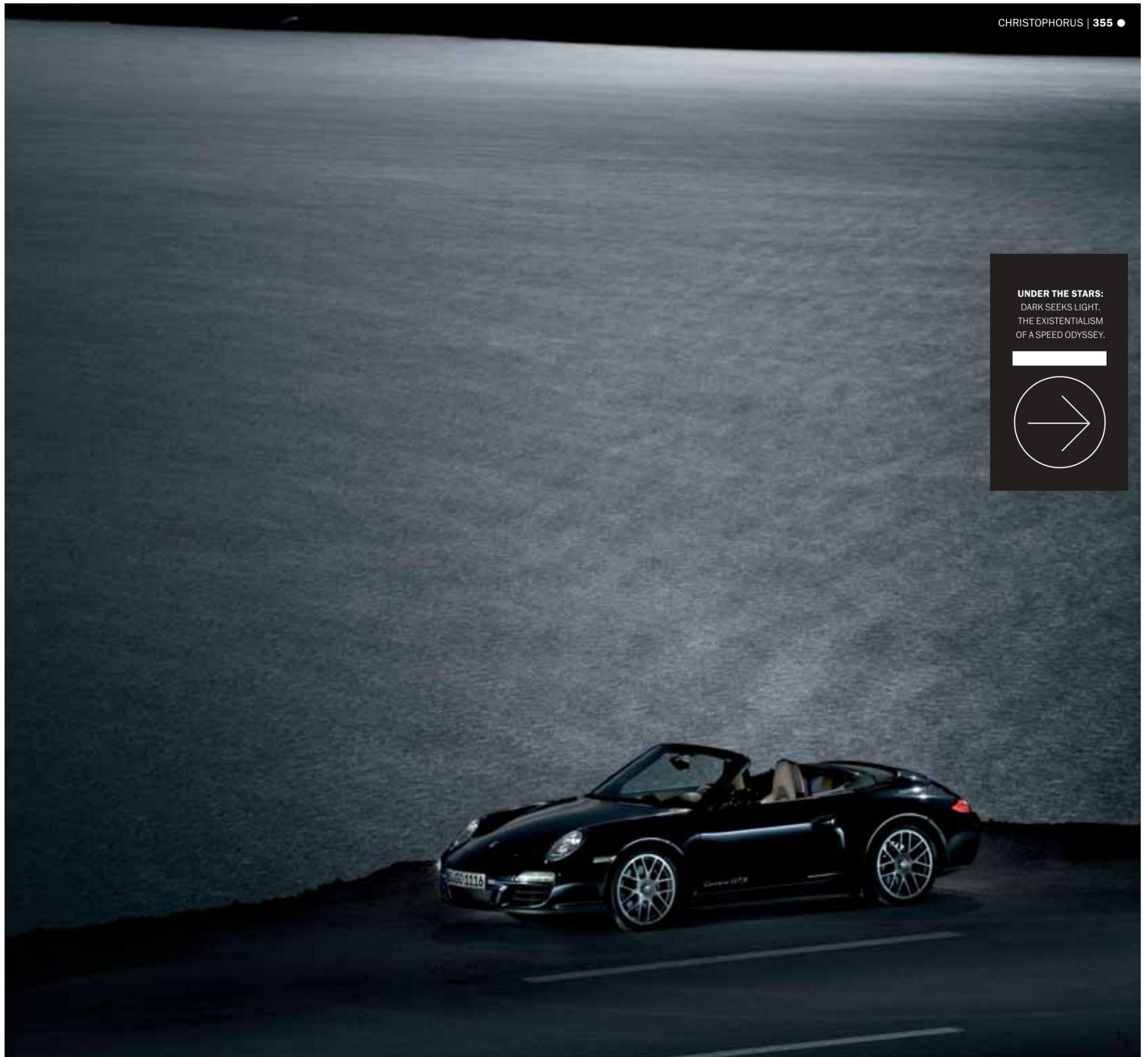
Engine: Six-cylinder boxer
Displacement: 3,800 cc
Power: 408 hp (300 kW)
Maximum torque: 420 Nm at 4,200–5,600 rpm
0–100 km/h: 4.8 (4.6*) sec.
Top track speed: 306 (304*) km/h (190/189* mph)
CO₂ emissions: 254 (242*) g/km
Fuel consumption
 City: 16.2 (15.5*) l/100 km
 Highway: 7.7 (7.3*) l/100 km
 Combined: 10.8 (10.3*) l/100 km
 * with Porsche double-clutch transmission (PDK)

911 CARRERA GTS (TYPE 997)

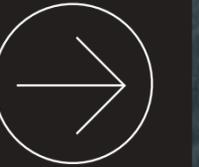
Engine: Six-cylinder boxer
Displacement: 3,800 cc
Power: 408 hp (300 kW)
Maximum torque: 420 Nm at 4,200–5,600 rpm
0–100 km/h: 4.6 (4.4*) sec.
Top track speed: 306 (304*) km/h (190/189* mph)
CO₂ emissions: 250 (240*) g/km
Fuel consumption
 City: 15.9 (15.3*) l/100 km
 Highway: 7.6 (7.2*) l/100 km
 Combined: 10.6 (10.2*) l/100 km
 * with Porsche double-clutch transmission (PDK)

BLACK BEAUTY

A modern treasure on the shores of Silver Lake. The soft top goes down, the camera's aperture opens, a pan shot is taken. The water sparkles like liquid aluminum. What a contrast to the black 911 and the extraordinary, blue-tinged shimmer of the mountain peaks. The photoflash freezes this moment in time.



UNDER THE STARS:
DARK SEEKS LIGHT.
THE EXISTENTIALISM
OF A SPEED ODYSSEY.





A STEEP ASCENT

The message sent out from the depths of the 911 is unmistakable. The sound is particularly saturated on a night as clear as this, but it sings out with exceptional nonchalance as well. And, coupled with the commanding power of 300 kW (408 hp), this message also conveys a feeling of hunger, an appetite for more. This so typical, yet so out-of-the-ordinary 911 handles gentle bends with the greatest of ease and tackles steep ascents with equal aplomb.

A good run. That's exactly what the 911 Carrera GTS is looking for, exactly what it needs—and exactly what it finds along the Silvertta Alpine Road. Of course, the 34 curves and short straightaways mean the GTS cannot quite accelerate all the way up to its top speed of 306 km/h (190 mph). But during those short bursts, its accelerative power, in combination with the vibration-free quality and balance of the engine, tells you there is far more for you to enjoy. The abbreviation GTS, which also appears below on the driver's door, offers a clue to its sublime character. That GTS feeling is most evident whenever spur-of-the-moment acceleration is required of this exceptional sports car in the 997 model series. A torque curve

that starts earlier and the enhanced performance transform what would be a hike up the mountain into an easy and rapid ascent. The engine's power and responsiveness blend perfectly into the landscape; it's a feeling that even emanates from the clearer delineation of the wheel arches and the more massively built wheels on the rear axle. Indeed, the Silvertta's bends positively demand this greater size and weight.

Right on track. The choice between double-clutch transmission and manual transmission is ultimately a question of what you prefer; PASM orchestrates the chassis with confidence. And the 911 provides its own perfect musical accompaniment on its mountainous journey. You can choose the exhaust system response you like at the touch of a button on the center console. In this region, the proper acoustic emphasis could definitely be described as a bellow.

Is it childish to chase after the cone of light cast by your own headlights on winding roads? Well, if it is, it's all because of the spell cast by GTS. It is a car that turns your soul.

RED WHITE RED

Oh, what a feeling: over the mountains and far away. For safety reasons, this is feasible only during the summer months—as a rule, this road is open from May through September only. Red, white, and red. Not only the colors of the Austrian flag, but also the colors in the traces of light we leave in our wake. And Falco calls out to Montafon and across to Tyrol: "I can feel you/ Entice me/Spirit me away/Tonight, for the very last time/Surrendering to your power."

www.silvertta-bielerhoehe.at/sommer.htm
www.montafon.at

THE NIGHT ENVELOPS
 THE SWEEP OF OUR
 THOUGHTS. THE **GTS**
 MEETS THEM WITH
 CONSUMMATE CLARITY.

