



911 CARRERA GTS

IN A WORLD

OF ITS OWN

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One insight can be proven in very different and unusual places—namely, that it is always a pleasure to drive a 911. Even in the desert. Palm Springs delights visitors with many surprises, and the 911 Carrera GTS thrills drivers with new power.



ACCELERATING
INTO AN UP-TEMPO
MOOD WITH GTS

Endless empty roads lead directly from Palm Springs into the desert. The California sun puts top models of all types in a bewitching light.

Cruise better, feel better, live better. There is a connection in there somewhere. The 408 horsepower (300 kW) at the rear of the car give reason to assume the dynamics are there as well. The day begins to a six-cylinder beat, with the sound from the sports exhaust system euphorically greeting the sun. We are driving for pleasure and against the current. Palm Springs is open to every direction. Roads make six-lane crossings before disappearing up over the hills of San Geronio outside the town. Houda, our guide, steers the 911 Carrera GTS Cabriolet with Porsche double-clutch transmission (PDK) with authority down the endlessly broad Palm Canyon Drive, deriving every bit of pleasure from the wind and the expanse. A real joy—but is it really real? Everyone is in danger of being seduced by a place where the sun is always blinding. The sparkling blue California sky over Coachella Valley turns even the deepest winter months into a mild summer, because the desert banishes the cold to the night.

“The palm of God” is what the Spanish explorers once called these parts of the desert with hot springs. Civilization later brought a marvelous transformation to this town situated 118 miles east of Los Angeles. Porsche and Palm Springs have much in common—both are constantly being discovered anew, both offer ample space for emotions and have impressive contours, and for both the past is always a part of the future. Inviting us to explore all these matters in depth, a long road stretches before us.



Straight stretch:

It is a stone's throw from Hollywood to Palm Springs



FACING THE SUN WITH 408 HP AT THE REAR

Moving moments in California's Coachella Valley: Houda, our 911 model and guide, gets to know her new friend—the 911 Carrera GTS and the twentieth member of the 911 family.



WITH WIND AND WEATHER: THE AIM IS TO CRUISE

The wind farms around Palm Springs reveal the power of natural forces in the desert. With its strong engine torque, the 911 Carrera GTS with PDK rides the far-flung network of roads like a storm.

To remain cool and relaxed, a certain amount of experience is needed, and the 911 has no shortage of that. One might say it has been perfected down to the last detail, yet also laced with surprises, because after all nobody should be bored. Porsche's "GTS" appellation is not granted casually, even to a Carrera. It is bestowed upon noble types with sensational performance. And the reasons can be documented. "Gran Turismo" stands for a striking history of victorious long-distance races. Starting back in the 1950s, Porsche used the knowledge gained from GT racing to develop its series of comfortable, real sports cars. A legendary example is the Porsche 904 GTS, which drove from win to win in its fabulous synthetic body. The Carrera GT super sports car also truly earns the appellation, which is practically a Porsche requirement. The "S" for "sport" makes everything that much more dynamic.

The 911 Carrera GTS, which is already the twentieth member of the 911 family, is the most powerful of all the Carrera models. Its 3.8-liter six-cylinder boxer engine with 408 horsepower (300 kW) achieves a proud torque of 420 Nm between 4,200 and 5,600 rpm, making it a superior travel companion. In tuning the car, the engineers followed the ambitious objectives of Porsche Intelligent Performance in order to give the GTS the greatest possible fuel efficiency on the road. Despite an extra 23 horsepower, the engine has the same consumption and CO₂ emissions



Yesterday, today, tomorrow:
Desert Modernism, interpreted with élan

values as the Carrera S. It's a development with a bright future, and Houda is already head over heels in love behind the wheel.

The 911 zooms up Cahuilla Hills, which offer a superb destination from which to survey the vast expanse. The road leads up onto a plateau with an enormous rock pointing to the sky. But the better view is down into the valley, into a beautiful new world: fascinating, foreign, and unreal. It is no wonder people are attracted to this place. Retirees seek refuge from the cold winters. Hollywood stars often set out east to escape public life and scrutiny in Los Angeles. Bob Hope felt at home here, as did Cary Grant. Barry Manilow dreamt of "Copacabana" here, and Sonny Bono—Cher's ex, and singer and politician—even served as mayor.

Today a glance at the development plan is enough to show who is making the pilgrimage to this mecca of relaxation. For a population of around 45,000 people, the town has over one hundred golf courses. And real artists have lent the town historic value. In the mid-20th century, imaginative architects such as William F. Cody, Albert Frey, and William Krisel were drawn to the desert. Inspired by this remarkable place, they designed homes that were purchased with alacrity by members of high society. These dwellings attracted buyers with their unconventional geometry, their at times bizarrely extending roofs, and their huge windows, cool stone, and spacious pools. "Desert Modernism" has become an established term in architectural history. But it ultimately also describes a way of life that combines a connection to nature with openness and coolness. The people who live in these homes are a little bit different. But could not one say the same about people who drive Porsches? We speed up again. Camino Road, La Jolla, Twin Palm Road. There is hardly any time left for Frank Sinatra. In the late 1940s he had William Krisel build the Twin Palm Estate. The premises include a hall of sorts in harmony with the sun, for the shadows cast by the building mark out the keyboard of a piano on the ground. The pool, too, reflects musicality by winding in the form of an enormous grand piano.

Imagination is also at play at number 1350 Via Ladera Circle. This "House of Tomorrow" looks like a UFO perched on a slope. In the mid-1960s, Elvis Presley paid \$21,000 annually to rent it. With his fiancée Priscilla, he fled from the paparazzi to this futuristic fortress. He wanted to get married in the house, whose living-room sofa stretched along the front win-

dow for 20 meters (66 feet). The reporters got wind of his plans, so Elvis and Priscilla set out under cover of night for Las Vegas where they exchanged vows, and then barricaded themselves back in Palm Springs for their honeymoon. Thus the House of Tomorrow became Elvis's Honeymoon Hideaway.

He must have liked it. The striking Elvis Presley Estate at 845 West Chino Canyon is the only house Elvis ever owned in Palm Springs. In 1970 he moved into it with Priscilla and daughter Lisa Marie. The large white chimney still displays a black metal likeness of the superstar. The fact that this house is not as well known as Honeymoon Hideaway is probably due to the strictness of the architectural overseers. The Palm Springs Modern Committee (PS ModCom) does not include the Presley Estate among the 75 examples of Desert Modernism in the town. The committee was founded in 1999 to prevent the demolition of the historical firehouse, which was to make way for a parking garage. Sometimes banal earthly concerns dare to rise up against this idyllic spot in the desert—and are ruthlessly resisted.

Since then, at any rate, form has again been rigorously maintained. The engineers of 911 models live by this principle, and 911 drivers experience it firsthand. But the engineers have broken an iron rule to serve the aims of the Carrera GTS. Equipped with a purely rear-wheel drive, the back part of the vehicle body was granted an additional 44 millimeters (1.7 inches) of breadth—a feature otherwise reserved for the all-wheel models. This provided the occa-



Reaching the pinnacle:
The rock at the top of Cahuilla Hills

sion to broaden the track width by 32 millimeters (1.25 inches) and add powerful 19-inch wheels. Reminiscent of racing, the RS Spyder wheels with central mounting are perhaps the most enticing of the many GTS visual highlights. Optimized aerodynamically, the GTS has a slightly more sports-oriented appearance than the other Carreras through its special side skirts and front spoiler lip, which have all been accentuated by an underside painted black. But above all, each of these features has a real effect. Now, on the way out of the city, the GTS demonstrates its maturity in an impressive manner. We sit perfectly, thanks to the sports seats. And the car feels superb to the touch, thanks to the three-spoke Sport Design steering wheel. It also enjoys a powerful connection with the road. One more new insight: driving a 911 has always been the most beautiful type of locomotion. But driving a 911 in the desert...

The roads here are empty and endless. The powerful high-tech blades of the wind farms fly by. They use the coastal gusts from the Pacific that press through the San Bernardino Mountains. Everything stays in motion. Almost everything. "Are we finished for today?" asks Houda, flashing us a smile that invariably contains a hint of danger. She steps on the gas and leaves us standing, as the 911's boxer engine sings with longing. Then the car is gone, hidden behind a cloud of dust. Houda simply cannot get enough and wants a little more. And she is right. Let it run, Houda. And bring back a few more stories. It's not every day that one has the chance to drive through a beautiful new world in a Carrera GTS.



Driving under blue skies:
A common motif in the California desert

911 CARRERA GTS CABRIOLET

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

GOOD-MOOD OASIS

Palm Springs seems so far but is yet so near—at least to Los Angeles. Highway 10 takes visitors over 190 kilometers (118 miles) directly through the San Bernardino Mountains to this paradise of golfing and relaxation. If you come by plane you'll have your first "aha" moment right after landing, for even the airport resembles a vacation complex.



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