

Premiere

# Beyond the Imagination

**With the new 911 GT2, Porsche is presenting the most powerful 911 of all time at this year's International Motor Show in Frankfurt.**

**The newest rendition of the 911 breaks new ground in both technology and performance.**



**Total performance**—yes, that's what has made every generation of the 911 stand out. But if you give Porsche developers a free hand, set no limits on imagination, and let engineers follow their passions to transform a 911 to the peak of performance potential, you empower them to create the GT2. This is a car made by and for expert drivers. If you are one of the above, make sure you head to the International Motor Show in Frankfurt (September 13–23) and visit the Porsche stand for a preview of this amazing new sports car. The large air intakes in the front end and the characteristic rear wing hint at the new level of performance potential in the GT2. The 911 GT2 is the fastest of all 911s, *and* it showcases plenty of new technology.

Unlike the standard 911 Turbo, the GT2 relies on rear-wheel drive and is exclusively equipped with a six-speed manual transmission. The new GT2 can sprint from a standstill to 100 km/h (62 mph) in just 3.7 seconds, and it can achieve a top track speed of 329 km/h (205 mph). This is just some of the basic data from a realm of sportiness where only true connoisseurs feel at home. On the other hand, the model's average fuel consumption is not at all exotic, but astonishingly normal. According to the New European Driving Cycle (NEDC), this powerhouse gets by on 12.5 liters per 100 kilometers (19 mpg), a value that, until a few years ago, was considered impossible to achieve in this perfor-

mance category. The new 911 GT2 engine is of course based on the 911 Turbo's six-cylinder engine and, like that engine, employs two turbochargers with variable turbine geometry (VTG). The 3.6-liter unit achieves its rated power of 530 hp (390 kW) at 6,500 rpm. It produces maximum torque of 680 newton-meters (501 lb.-ft.) between 2,200 and 4,500 rpm. With an unladen weight (DIN) of 1,440 kilograms (3,175 lbs.), its power-to-weight ratio is 2.72 kilograms per hp (6 lbs./bhp). ▶

**Noble and strong:**  
This powerful athlete also has inner strengths



**The look of speed:**  
Large air intakes on the front end and a prominent rear wing make the new 911 GT2 stand out





**A look of its own:  
Within the 911 family, the GT2 is unique  
even from the rear**

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In the new 911 GT2, the two turbochargers feature a larger compressor wheel and a flow-optimized turbine housing, increasing boost and adding 50 horsepower over and above the standard 911 Turbo. The GT2 also uses Porsche's first expansion-type intake manifold, an innovation for turbocharged engines. Under

this principle, the oscillating air in the intake manifold during the cooler expansion phase is used for the mixture process, which reduces the temperature of the fuel-air mixture in the combustion chamber. The result is a reduction of fuel consumption of 15 percent at maximum output.

The GT2 also gains some new developments in the exhaust area. For the first time in a Porsche road car, a tail muffler and titanium tailpipes are standard. The expensive material reduces the weight of the component by some 50 percent to just 9 kilograms (20 lbs.), in comparison with its stainless-steel equivalent.

Moreover, the new 911 GT2 is equipped with the PCCB brake system with brake discs of a carbon-fiber and ceramic compound. The PCCB system provides greater performance consistency than do conventional gray cast-iron brake discs, and it also reduces unsprung weight by about 20 kilograms (45 lbs.).

Also standard is Porsche Active Suspension Management (PASM). The wheels and tires are impressive, too. The GT2's light-alloy wheels come equipped with 235/35 ZR 19 front tires and 325/30 ZR 19 rear tires, ensuring that the power will reach the road. ◀