

On a performance mission

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21/11/2017 With the new 911 GT2 RS, the Porsche motorsport department has developed the ultimate driving machine. A selected group of journalists had the opportunity to experience the sports car.

The GT2 RS is the fastest and most powerful 911 with approval for use on the road. On September 20, the vehicle achieved a record lap for road-approved sports cars on the Nürburgring Nordschleife, achieving the feat in 6 minutes and 47.3 seconds with Porsche test driver Lars Kern behind the wheel. The 515 kW (700 hp; combined fuel consumption: 11.8 l/100 km; urban: 18.1 l/100 km; extra-urban: 8.2 l/100 km; CO2 emissions: 269 g/km) delivered by the biturbo flat engine catapulted the two-seater vehicle – which weighs 1,470 kilograms – from zero to 100 km/h in 2.8 seconds. After 8.3 seconds, the speedometer clocked a speed of 200 km/h and continued moving up to a top speed of 340 km/h.

Discipline in sport means mastering every detail. Powerful air intakes and outlets and the imposing rear

wing emphasise that the vehicle's aerodynamics have mastered both form and design. Its large, wide wheels represent superior brake and lateral forces. The 265/35 ZR 20 (front) and 325/30 ZR 21 (rear) are the widest tyre dimensions that Porsche has fitted on a 911. Numerous elements made of carbon-fibre-reinforced plastic in a matt black carbon-weave finish are visible indications of the lightweight construction throughout.

911 GT2 RS: test in Portimão

How the GT2 RS feels on the racetrack has now been tested by 60 selected journalists from 19 countries. For this purpose, the sports car manufacturer invited to the circuit "Autódromo Internacional do Algarve" in Portimão, Portugal. The event was also joined by some motorsport celebrities: Mark Webber, Walter Röhrl and Hans-Joachim Stuck did not want to miss this opportunity.

The Porsche Newsroom gives an overview of the press comments:

“On the road, the GT2 RS recalibrates the space-time continuum. Torque and traction hurl you out of corners, and the lightning-quick shifts of the heavy-duty seven-speed PDK transmission—it uses parts from the 918 Spyder—barely interrupt the relentless acceleration.”
motortrend.com

“The GT2 RS is a pinnacle car, one that sits at the top of the Porsche range in terms of both its price and its level of performance. If you want the fastest and the most viscerally thrilling version then this is undoubtedly it, the ultimate incarnation of a roadgoing 911 to date. This is a sports car that can humble most exotics on a track and a remarkable achievement for the team that developed it. The only certainty on past experience is that, at some point in the not-too-distant future, Porsche will create something even faster.”
caranddriver.com

“The GT team have done an amazing job and the car feels totally progressive, predictable and safe in the hands of an experienced driver.”
carbuzz.com

"The most fearsome, trackworthy Porsche is no longer the naturally aspirated GT3. If Nürburgring Nordschleife lap times mean anything to you, the wondrously capable 918 Spyder has also been eclipsed. The latest King of the ‘Ring and sharpest weapon in the Porsche lineup is the (…) 911 GT2 RS, a twin-turbocharged, 700 horsepower, rear wheel-drive monster that demolished a lap of the 12.9-mile ‘Ring in 6:47.3.”
motorauthority.com

“And it’s an engine that simply does not give up. Top speed is electronically limited to 340km/h, only because the Michelin Pilot Sport Cup 2 rubber isn’t designed for more. Seventh gear can theoretically do 370km/h, although engineers admit that aerodynamics will slow things somewhere in the 350s.

Besides, they figured 340km/h was probably enough."
drive.com

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