



The Porsche GT2 RS makes its way on a local road in Barrington.

Street Legal

PORSCHE REDEFINES PEAK PERFORMANCE
WITH ITS GT2 RS

THE WORDS PORSCHE and racecar have been synonymous for as long as one can remember. Since the company was started in 1948, the vehicles coming off the production line have continually gotten faster and more commanding. Porsche has really outdone itself with the new GT2 RS. The GT2 RS is one of the most outrageous 911s ever released—and it is street legal!

The new Porsche 911 GT2 RS has everything Porsche enthusiasts have come to know and love about the 911 and then some. The technical specifications speak for themselves. The GT2 RS has a

3.8 Liter twin-turbocharged flat 6 engine. Maximum power output is 690 Horsepower with 553 ft. lb. of torque. It has upgraded turbochargers, a titanium exhaust, magnesium roof, carbon-ceramic brakes, Porsche torque vectoring to improve driving dynamics and stability, and active suspension management. It is only offered in rear-wheel drive.

The GT2 RS has an electronically controlled locking rear differential and a 7-speed Porsche Doppelkupplung transmission, also known as PDK. PDK is a dual-clutch automatic transmission that operates much like a manual transmission but is more efficient with the ability to change gears in



less than 100 milliseconds. The new GT2 RS is the first GT2 not offered with a manual transmission.

The GT2 RS has a top track speed of 211 mph and can reach 0-60 in 2.7 seconds. Braking from 60-0 can be achieved in 87 feet. Porsche situated the GT2 RS on 20" front and 21" rear wheels.

The vehicle is also equipped with Porsche's new spray system. The system uses a water tank mounted in the trunk that is linked to the intercoolers. When the car experiences extreme conditions it



sprays water onto the intercoolers to amplify the cooling process and provide a thermostable air supply. The GT2 RS sports two NACA air intakes on the front lid. This is the first time the ducts have been used on a production-series Porsche. Front wheel ventilation is provided by carbon fiber slats that offer both performance benefits and add to the extremely aggressive look of the GT2 RS.

WEIGHING THE PERFORMANCE

When designing the ultimate high-performance vehicle, every ounce can make a difference. How did Porsche achieve the ultra-low total wet weight of 3,241 pounds? They started by using carbon fiber on the front lid, trunk lid, front fenders and

rear wing. Carbon fiber reinforced plastic finishes off the front fenders, wheel vents, side panel air intakes, parts of the rear and many of the interior components.

For those drivers who are truly concerned with peak performance, Porsche offers an optional Weissach Package which shaves almost 40 pounds off the total weight. They do so by replacing the magnesium roof with carbon fiber, adding carbon fiber to the trunk lid and anti-roll bars, replacing the standard stabilizers and links on both the front and rear axles with carbon fiber parts (another first for Porsche), giving the car a set of magnesium wheels, and shaving off every ounce of unnecessary weight from all other areas of the

car. From the shifter paddles on the steering wheel to the carpet on the interior floor, the lightest possible weight materials have been utilized.

ON TRACK

Local resident and business owner, Ken Malo, has been driving Porsche's for almost 40 years. He purchased his first Porsche, a red 928, in 1981. However, he dates his first Porsche experience back to the early 1960s when he put a Porsche 1500 super motor into his Volkswagen, almost tripling the horsepower from 32 to 90. Malo has been frequenting the racetrack Road America in Elkhart Lake, Wisconsin, for High-Powered Drivers Education track days since 1984 and doesn't plan on stopping anytime soon. His passion for Porsches and track driving is so strong that it led him to create the Swiss Automation Race Team.

Malo has recruited family, friends, employees, and acquaintances to join him in perfecting their driving skills and to experience the extreme adrenaline rush that driving 150+ mph can bring. He is always on the lookout for the next hot Porsche. Malo found exactly what he was looking for in his new GT2 RS. He has had the opportunity to take it out on the track twice, and was able to beat his own personal best—his new top speed: 182 mph. When asked about his new GT2 RS, Malo said, "700 horsepower. Enough said."

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