

# CLASSIC DRIVER

## Is this the most shocking new Porsche 911 generation ever?

**Lead**

Today, Porsche debuts the 992.2 generation 911. Alongside a faster 911 Carrera, the big news is the addition of a lightweight T-Hybrid system for the GTS, adding an electric motor to the 911 for the first time ever.



Time flies in the world of cars, and it feels like just yesterday that we were gaping in awe at the 992.1, when in reality it was almost six years ago! Today, we welcome the latest and greatest evolution of the 911, and the big news is the addition of a hybridised drivetrain for the Carrera GTS.



That's right, if you fork over 170,600 euros for the 992.2 GTS, you'll receive Porsche's new T-Hybrid system, which incorporates a 40 kW permanent magnet electric motor into the new 8-speed PDK gearbox. Impressively, the battery pack Porsche used is no bigger in size and weight than a conventional 12-volt starter battery, but stores up to 1.9 kWh of energy. In addition to the electric motor, the GTS now gets rear wheel steering as standard, and a new, larger 3.6-litre flat-six equipped with a newly-developed electric exhaust gas turbocharger that spools up instantly thanks to an integrated electric motor.



The new Carrera GTS now produces a mighty 534 horsepower and will rocket to 60 mph in 3 seconds flat, continuing to accelerate until it reaches 194 mph. Surprisingly, despite all the extra tech on board, the new GTS is only 50 kg heavier, which will no doubt come as a relief to Porscheholics worldwide.

The standard Carrera sees a few upgrades too, gaining the intercooler from the 992.1 Turbo as well as the 992.1 GTS' turbochargers, helping it hit 60 mph 0.1 seconds faster; but the real news for the non GTS models are the design upgrades.



Porsche state they worked hard to optimise the 992.2's aerodynamics, helped by the addition of model-specific bumpers. Importantly, they have integrated all light functions into the 911's now standard matrix LED headlights, just as Pinky Lai attempted on the 996, albeit without the divisive fried egg design. There's also the option of new HD matrix LED lights with more than 32,000 light points, capable of illuminating the road up to 600 metres ahead. At the rear, there's a deeper redesigned light strip that now incorporates the Porsche logo, while the number plate has been moved higher, helping the 911's rear to look lower and wider.



Thanks to the simplified lighting configuration, Porsche have given the 911 bigger front intakes, with those found on the GTS featuring five vertically arranged active-cooling air flaps that work alongside adaptive front diffusers in the underbody. Step inside, and you'll find a starter button for the first time ever on a 911, while the instrument cluster is fully digital as another first, sadly ditching the 992.1's lovely analogue rev gauge.



The 911 is now unquestionably more digital than ever, but it seems Porsche are content only dipping the 911's little toe in the electrified waters for now. The real question is: would you go for the blisteringly fast hybrid GTS, or savour what might well be the last pure combustion generation of the standard Carrera?

Gallery































