

Technical Overview: Porsche 996 GT1 Street Version

Engine & Powertrain

- **Engine Type:** 3.2-liter Twin-Turbocharged Flat-6 (M96/83)
- **Configuration:** Mid-engine, rear-wheel-drive layout
- **Displacement:** 3,164 cc
- **Horsepower:** 600 hp @ 7,200 rpm
- **Torque:** 465 lb-ft (630 Nm) @ 4,250 rpm
- **Compression Ratio:** 9.0:1
- **Valvetrain:** DOHC, 4 valves per cylinder, water-cooled
- **Fuel Delivery:** Bosch Motronic sequential fuel injection
- **Turbochargers:** Dual KKK turbochargers
- **Transmission:** 6-speed manual (race-derived), synchromesh gearbox
- **Clutch:** Triple-plate carbon fiber racing clutch

Performance Figures

- **0-60 mph (0-100 km/h):** 3.7 seconds
- **Top Speed:** 194 mph (312 km/h)
- **Power-to-Weight Ratio:** Approximately 522 hp/ton
- **Redline:** 7,200 rpm

Chassis & Suspension

- **Chassis:** Carbon-fiber monocoque with integrated steel roll cage (lightweight racing design)
- **Body Construction:** Carbon fiber and Kevlar panels for weight savings
- **Suspension (Front):** Independent double wishbones with coil springs, anti-roll bar, and push-rod actuated dampers (race-tuned)
- **Suspension (Rear):** Independent double wishbones with coil springs, anti-roll bar, and push-rod actuated dampers
- **Steering:** Power-assisted rack and pinion steering
- **Brakes (Front):** Vented and cross-drilled carbon-composite disc brakes, 380 mm, with 6-piston calipers
- **Brakes (Rear):** Vented and cross-drilled carbon-composite disc brakes, 355 mm, with 4-piston calipers
- **Brake System:** Anti-lock braking system (ABS) optimized for high performance

Dimensions & Weight

- **Length:** 4,785 mm (188.4 in)
- **Width:** 1,990 mm (78.3 in)
- **Height:** 1,140 mm (44.9 in)
- **Wheelbase:** 2,500 mm (98.4 in)
- **Curb Weight:** 1,150 kg (2,535 lbs)
- **Track (Front):** 1,620 mm
- **Track (Rear):** 1,650 mm
- **Ground Clearance:** 100 mm

Aerodynamics & Exterior

- **Drag Coefficient (Cd):** 0.36
- **Aerodynamics:** Active aerodynamic elements (front splitter and rear adjustable wing)
- **Downforce:** High downforce setup, derived from Le Mans racing design
- **Bodywork:** Ultra-lightweight carbon fiber construction with Kevlar-reinforced components
- **Rear Wing:** Large fixed rear spoiler for added downforce and aerodynamic stability at high speeds
- **Cooling:** Enlarged intakes for enhanced airflow to intercoolers and engine bay
- **Wheels (Front):** 18-inch magnesium alloy wheels with center-locking hubs (front), fitted with 235/45 R18 tires
- **Wheels (Rear):** 18-inch magnesium alloy wheels with center-locking hubs (rear), fitted with 295/35 R18 tires

Interior & Technology

- **Seating Capacity:** 2 (driver and passenger)
- **Seats:** Lightweight carbon fiber bucket seats with Alcantara trim
- **Dashboard:** Racing-inspired, minimalist design with analog tachometer and central rev counter
- **Steering Wheel:** Leather-wrapped, multifunctional, race-derived steering wheel
- **Safety Equipment:** Integrated steel roll cage, 6-point racing harnesses for driver and passenger
- **Driver Assistance:** Basic ABS and traction control (adjustable), no electronic stability control
- **Air Conditioning:** Yes (standard for road version)
- **Sound System:** Basic road equipment, minimal focus on luxury tech (optional upgrades available)

Exclusivity & Production

- **Production Numbers:** Approximately 25 units worldwide (all street-legal homologation specials)
- **Manufacturing Location:** Porsche's motorsport division in Weissach, Germany
- **Price (Original MSRP):** Approximately \$1 million (in the late 1990s)
- **Current Market Value:** Several million USD, depending on condition and provenance (highly collectible)

Engineering Highlights

1. **Motorsport Heritage:** The 996 GT1 was developed directly from Porsche's Le Mans-winning race car, blending track-level performance with homologation for street use.
2. **Advanced Aerodynamics:** The carbon-fiber body and active aerodynamic elements were specifically designed to deliver extreme stability at high speeds.
3. **Race-Derived Components:** The suspension, braking system, and transmission are all borrowed from the race version, ensuring the highest level of performance on both road and track.
4. **Lightweight Construction:** Extensive use of carbon fiber and Kevlar keeps the weight exceptionally low, resulting in a power-to-weight ratio that is competitive with modern hypercars.