

# RPM Porsche 911 CSR



Range of modifications breathe new life into outgoing 997-generation Porsche 911

Photography: Dean Smith

**I** I HAVE A THEORY THAT, in time, the Porsche 997 will be viewed with all the fondness and reverence of the 993. Why? Mainly because the 997 range was largely marvellous, but also because it replaced the retrospectively unloved 996 (undervalued and soon to be appreciating – yes, I’ve just bought one) and was superseded by the capable but less characterful 991.

Thrown into a group test today against players in the £70-100k market, the 997 would still do very well. But a nice first-generation 997 Carrera S can now be yours for just over £20,000 – astounding value in anyone’s book. So imagine taking that Carrera S and creating something more focused, a car that feels and sounds more special but can be used every day and can still carry two small humans in the back seats. The result might be like this 997 CSR developed by Porsche specialist RPM Technik.

RPM takes a first-gen 997 Carrera S, blueprints the engine, and fits a lightened crank, steel cylinder liners, the latest intermediate shaft bearing (a notorious weak spot on early 997s), a new intake and a cat-back exhaust system. A lightened flywheel helps the flat-six rev quicker. These aren’t radical changes, but that keeps costs down and ensures reliability. And don’t forget that the 3.8-litre engine produces 350bhp and 295lb ft as standard – the CSR is pushing out close to 380bhp.

A Wavetrac helical-geared limited-slip differential is added and the CSR is suspended by two-way adjustable Öhlins dampers. OZ Racing Alleggerita wheels – 18in for minimum

## Specification

Engine	Flat-six, 3824cc
CO2	277g/km
Power	380bhp (estimated)
Torque	n/a
0-62mph	4.6sec (estimated)
Top speed	185mph (estimated)
Basic price	£39,995 (including donor car)

unsprung weight and good compliance – are wrapped in Yokohama Advan AD08 tyres, which carry a trackday-spec compound but with decent grooves to clear standing water.

Aesthetic tweaks include a 997 Turbo front bumper and running lights, a gorgeous bare carbonfibre ducktail spoiler, and some lovely touches inside like the red-faced rev counter and a matt black finish to the plastics on the dash, steering wheel and hard-backed seats. This attention to detail helps justify the £39,995 price applied to a complete CSR – a car RPM sees as an alternative to a 996 GT3 for those who need rear seats and a less uncompromising focus. Of course, if you already own a 997, the CSR upgrades are available individually.

On the road, the CSR feels cohesive and well developed. More importantly, it sounds like a Cup racer and the engine is utterly fantastic. The 3.8 might not have quite the reach of a dry-sumped GT3 motor, but the delivery is torque-rich and if you haven’t tried a GT3 you’ll think its sharp, howling top-end is pretty mighty, too. The Öhlins dampers offer way more compliance than a 996 GT3’s set-up and just a shade more



than a 997 GT3’s, yet body control is still excellent. But the CSR is unique in character and some of that has to do with the diff, which is quieter and less aggressive than a GT3’s plated LSD. That means lovely low-speed manners, very little understeer and a progressive swing into oversteer when you finally break traction.

Ultimately the CSR isn’t as alive with feedback as the GT3 breed, but that’s no disaster. It takes an already terrific car and adds a huge sense of occasion and a tighter focus. Dynamically it’s right on the money, with a useable feel but greater agility and a fluid balance at its limits. An older GT3 would be a wiser investment, but if the cost of a 991 seems prohibitive, this might be a useful transformation. ☒

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## Verdict

- ☒ Look, feel, sounds, dynamically sorted
  - ☒ Depreciation-proof GT3s at similar money
- evo rating:** ★★★★★