BITTEN AND SMITTEN

The latest awe-inspiring personalised Porsche to roll out of RPM Technik's CSR division is this Brewster Green 997 known as Snakebite, and it's the brand's most accomplished build to date

Words **Dan Furr** Photography **Dan Sherwood**

C12 CSR

Porsche owners aren't obsessed with speed. Granted, that statement might sound completely hatstand to an outsider recognising the manufacturer's unrivalled motorsport success, but the truth of the matter is the joy of driving one of Stuttgart's finest road cars is more about the immersive experience than how quickly you can reach your destination. Reinforcing the claim, the guys at Hertfordshire-based independent Porsche specialist, RPM Technik, have been championing the benefits of enhanced chassis dynamics over ballistic engine output for years, a campaign that eventually led to the creation of the company's CSR brand as a means to optimise factory models through the application of the wealth of engineering ingenuity possessed by the company's talented team of technicians.

The concept of CSR was tabled during a routine engineering meeting back in 2010. Recognising the limitations of using a GT3-badged 911 as a road car, but also being aware of the fact a Carrera or Turbo didn't match a GT3 in terms of pure driving excitement, it seemed clear to the RPM Technik team there was a gap in the market for a Clubsport-esque range of upgrades that could be applied to base model 911s, Boxsters and Caymans. As if Porsche was listening in to what the lads in Long Marston were discussing, the mid-level 997 Gen II GTS landed a short while later. Offering a wider body and track, plus larger displacement and an even larger purchase price, the new arrival was well received, but even this car featured a limited range of adjustment. Besides, the GTS was being marketed at a broad audience, whereas CSR-labelled Porsches could offer RPM Technik customers the opportunity to own a truly bespoke Stuttgart-crested sports car.

SHELL SHOCKED

The idea was a big hit, as demonstrated by the fact the thirty-second CSR is currently in the process of assembly. Based on a 997 Carrera S, the Brewster Green bruiser you see on these pages is the twenty-eighth and most recently completed build. It represents a huge step forward in the evolution of CSR production, not least because it's the first of the line built from a completely stripped shell thanks to its owner's request for a complete restoration prior to the appointment of newly developed CSR products, including adjustable coilovers produced to RPM Technik's custom specification by the firm's technical partner, KW Suspension.

A DEEP, GLOSSY COLOUR COATING A GENUINE CARBON-FIBRE DUCKTAIL AND UPDATED BUMPERS

STRONG START

A 986 Boxster was the first Porsche to wear the CSR badge. Tested against a 987 Spyder and 981 Boxster S, the car received rave reviews and paved the way for the CSRs of today.

"The guy who owns this 997 also owns the recently completed, GT4-baiting, track-focused 981 Cayman CSR," confirms RPM Technik's Commercial Director, Darren Anderson. "He absolutely loves the car, but wanted to add to his fleet with a CSR-configured 911 suited to fast-road and touring work. As a clean sheet build, we sourced an Arctic Silver 997 Carrera S and stripped the car to a shell before reassembling it to custom specification in close collaboration with the customer and our chassis development specialist, Tim Harvey."

Tim's is a name many of you will know from his days racing in the Super Touring era of the British Touring Car Championship, his series record of thirty-five overall victories in the Carrera Cup and his television presenting work for ITV4's weekend motorsport coverage. "We have vast in-house experience of configuring cars for road and track work," continues Darren, "but Tim's wealth of seat time in powerful Porsches at racing circuits all over Europe means he's able to provide helpful suggestions demonstrating how we can further improve ride quality through fine tuning of each CSR's chassis."

Eibach adjustable lower arms, polyurethane bushes, uprated and adjustable anti-roll bars, custom-profile spring rates, a variation of KW's hydraulic front axle lift system and RPM Technik's own CSR geometry and corner weighting, not to mention lightweight HRE Weiss Gold nineteens (treated to sticky Michelin black circles), give the Brewster beauty super-sharp »

Above The build has involved the development and cross-comparing of two 3.8-litre engines and two transmissions

Left Beautifully presented interior features a rear seat delete and a mobile fridge housed in a cabin-matching carrying case

WEIGHT OF NUMBERS

The 997 is the most commercially successful 911 of all time, with first-gen models achieving sales in excess of 100k units alone. Needless to say, there are plenty of early 997s available to use as the starting point for a custom build.

Facing page
Carbon-clad engine bay produces a 'jewellery box' effect when opened

handling ably assisted by a CSR-branded mechanical limited-slip differential. "The CSR plated diff is currently the only available unit of its type available for the 997," says RPM Technik's Technical Director, Ollie Preston. "The part's ramp angles can be adjusted to determine how much pressure is applied to the diff plate according to the owner's driving style and the environment the car will find itself in. This approach is entirely in keeping with the CSR recipe of Engineering Exhilaration, which translates as a Porsche configured and personalised to vastly improve the driving experience, ensuring the customer leaves RPM Technik far happier than when they first visited our workshop."

DOUBLE TAKE

The clutch itself is a lightweight item joined by a CSR billet flywheel promoting faster travel through the rev range, while the 3.8-litre flat-six benefits from a fettled X51 power upgrade and is one of two 997 CSR development engines currently being developed and cross-compared for this application. Darren and Ollie are keeping tight-lipped about what this equates to in terms of improved power, primarily because they'll only quote figures once development is completed and dyno tested to validate. Suffice to say this gorgeous green Neunelfer possesses plenty of extra poke, with a bark just as impressive as its bite thanks to a custom

A PERSONALISED PORSCHE THAT'S PUSHED FORWARD THE NEXT GENERATION OF CSR UPGRADES

CSR centre-exit exhaust system promoting uninhibited gas flow. "It's an evolution of what we achieved with our 996 CSR Evo exhaust system," explains Ollie, referencing CSR build twenty-two, the hardcore, circuit-ready cover star of October 2018's issue of *GT Porsche*. Poking out through the base of the 997's modified GT3 rear bumper, the superb stainless pipework is the third version of the system fitted to the green machine, further highlighting the constant investment in research and development RPM Technik affords its CSR programme.

The brakes are a largely standard affair, unlike the cosmetic updates this sensational CSR has been subjected to. For a start, there's the obvious addition of that leafy green paintwork. It's a deep, glossy colour coating a genuine carbon-fibre ducktail, updated bumpers and a lower front splitter. The true triumph of the car's cosmetic styling, however, awaits those fortunate enough to step inside the cabin. "It was originally going to be trimmed in purple leather, »

Below (clockwise from top left)
RPM Technik Commercial Director, Darren Anderson; Technical Director, Ollie Preston; Senior Technician, Simon Maxted; Sales Director, Greig Daly

Right Centre-exit exhaust mirrors the style of the 997 GT3

hence our Parts Manager giving the car its nickname, Snakebite," smiles RPM Technik's Sales Director, Greig Daly. "We'd pulled together material samples for the car's owner to consider, but his wife, a woman with real flair for interior design, brought new ideas to the table, resulting in the mix of black Alcantara, green leather, houndstooth fabric and light gold stitching now inhabiting the cockpit," he adds.

KEEPING COOL

Heated Recaro CS sports seats, a retro-stitched parcel shelf, a rear seat delete, a 917-style wooden gear knob, a MOMO three-spoke steering wheel, a nifty Bluetooth connectivity kit in place of the standard Porsche head unit, custom CSR gauges and even a portable fridge housed in a cabin-matched carry case make for one of the finest 911 interiors we've had the pleasure to spend time in. Like every aspect of this brilliant build, the attention to detail lavished on the interior is nothing short of amazing and demonstrates just what RPM Technik can do for enthusiasts who find Porsche's latest output far less engaging than older, naturally aspirated, water-cooled 911s. "The only limit is your budget and imagination," grins Greig.

Stripping the donor Carrera S to a shell before building it back up again makes Snakebite the most

accomplished CSR to date. It's the result of an intense programme of engineering excellence bringing together everything we've celebrated about older CSRs – whatever the base model – and demonstrates just how good RPM Technik is at delivering a custom car entirely in keeping with its owner's tastes in style, performance and the intended application. This is also a personalised Porsche that's pushed forward the next generation of CSR upgrades. "We're in the process of working on an electronically adjustable coilover kit," reveals Greig, bringing us up to speed by highlighting how CSR continues to cater for the individual needs of every fan of modern, water-cooled Porsche cars, a quality begging us to ask one crucial question: what's your poison?!

Below Configured for fast-road work, Snakebite sticks to the asphalt like glue thanks to bespoke suspension and input from BTCC hero, Tim Harvey

NET RESULT

RPM Technik recently launched a website dedicated to its CSR programme. Visit *csrporsche.co.uk* for product information and details of each completed build.