



PORSCHE



Origin: motorsport

The new 911 GT3

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What can motorsport bring to everyday road driving?

An edge when you need it most.

The new 911 GT3 is designed primarily for the road. Even so, it was in fact developed by the same engineers who are responsible for our competition vehicles. Although exclusively track-derived, it is perfectly well suited to the varied requirements of day-to-day road driving. One of the most tangible benefits of its motorsport origins is the intimate connection between driver and car. The sense of integration is so complete that you almost feel part of the car. Feedback from the road is detailed and direct, while every driver input is implemented through the car with equal clarity and precision.

Visually and technically, the new 911 GT3 is a highly integrated piece of engineering. As on every Porsche, the exterior form is defined by its technical function. This underlying purpose has again been developed to its maximum possible extent.

The new front apron features a range of aerodynamic refinements which help to cool the brakes and central radiator. A further radiator unit is a necessary inclusion given the higher thermal loads on the engine.

A key element in this respect is the narrow vent ahead of the front lid. Incoming air is channelled through the radiator and expelled over the top of the car. This simple solution provides a further increase in positive front-end downforce.





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*When you're serious about racing,
it pays to be prepared.*

The most prominent feature at the rear of the car is the fixed bi-plane wing structure. The upper wing element has an adjustable angle of incidence for individual set-up. In addition, the rear wing creates greater stability at high speed.

An interesting detail on the lower wing surface is the smaller rubber spoiler or 'Gurney flap'. This device creates added downforce with a negligible increase in drag.

As the car's speed increases, a pair of 'air collector' openings on the engine lid help to force air into the intake manifold as well as the engine compartment. Warm air around the engine is expelled from the car through a system of vents on the rear apron.

The combined effect of all these aerodynamic refinements is another remarkable achievement: rather than merely limiting aerodynamic lift, they generate positive downforce on the front and rear axes. The resulting benefits include increased levels of grip, greater directional stability, enhanced active safety, and better all-round handling, even at high speed.

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GT3

BB GT 712

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When it comes to integrating man with machine, one thing matters most: optimum feedback from car to driver. In this respect, the 911 GT3 represents another new benchmark from Porsche.

Featuring Porsche Active Suspension Management (PASM) and Traction Control (TC) as standard, the 911 GT3 offers natural agility, superlative handling and exceptional active safety. The entire chassis is specially adapted to the specific capability of the engine. The steering system is highly precise and features variable-ratio gearing.

As you would expect on a race-ready Porsche, the new 911 GT3 offers a range of suspension set-up options. These can be used to adapt the car to the specific characteristics of each circuit. As a result, the driver can utilise the car's potential based on direct feedback from the road.

The new 911 GT3 runs on one-piece 19-inch GT3 wheels featuring anti-theft protection and wheel centre caps with GT3 logo. Despite relatively large dimensions, the wheels are extremely light thanks to a specially devised alloy construction. The resulting reduction in unsprung mass offers a significant improvement in both driving dynamics and performance.

Another benefit of the wheel design is its inherent strength and rigidity. Both front rims have a large internal diameter, enabling fitment of larger brake units.

The wheels run flush with the exterior of the car and come with special sport tyres as standard. The wheel dimensions are 8.5J x 19 with 235/35 ZR 19 tyres (front) and 12J x 19 with 305/30 ZR 19 tyres (rear). The rear hubs are fitted with 5-mm spacers for a wider and more positive stance.

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Engine.

Responding to you. As you will to it.

The 911 GT3 is instantly recognisable – even when your eyes are closed. The flat-six engine has a unique acoustic presence as it revs with ease as high as 8,400 rpm. Powering the new 911 GT3 is a rear-mounted, water-cooled six-cylinder boxer engine. Special features include four-valve technology and VarioCam variable valve timing. Naturally aspirated, it develops 305 kW (415 bhp) at 7,600 rpm from a total displacement of 3,600 cm³. Maximum torque of 405 Nm is available at 5,500 rpm. Maximum engine speed is 8,400 rpm.

Even more impressive is the high specific output in excess of 115 bhp per litre. Indeed, the new 911 GT3 offers more power per unit of engine displacement than any other naturally aspirated production Porsche. The benchmark sprint to 100 km/h (62 mph) requires as little as 4.3 seconds. Maximum speed is 310 km/h (193 mph).

All components in the engine cooling system are directly sourced from the Porsche Motorsport division. Each of these parts is, of course, designed for the unique challenges of endurance racing.

Oil is evenly distributed under all load conditions, e.g., high-speed cornering, thanks to a dry-sump lubrication system with external tank. After passing through the engine, the oil is cooled by means of a dedicated oil-water heat exchanger. Both of these systems are proven in competition use.

Powerful potential needn't always be used. It's enough to know that it's there.



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Passive and active safety.

Adding strength while reducing weight.

Vehicle safety is a fundamental requirement for optimum road and track performance. After all, it is only when you have absolute confidence in a car that you can fully explore its potential. The new 911 GT3 has therefore been designed with even greater active and passive safety.

The new 911 GT3 is equipped with Porsche Side Impact Protection (POSIP) as standard. This comprehensive package is specifically designed to shield the head and upper body area. Each occupant is protected by two side airbags: a thorax airbag located in the side of the seat backrest, and a head airbag which deploys upwards from the door. All four airbags are powered by a hybrid gas generant and have an individual volume of approximately 8 litres, ensuring maximum protection over the entire seat adjustment range. Also incorporated within the POSIP package are side-impact protection beams in the doors.

The true capability of a genuine sportscar can also be measured in metres – the distance from where the brakes are applied to the point where the vehicle stops. The new 911 GT3 is equipped with a powerful braking system featuring a specially adapted booster. The red-painted calipers feature six pistons at the front and four at the rear. All four units have a monobloc aluminium construction ensuring excellent rigidity, a consistent bite point under heavy braking, and a further reduction in unsprung weight.

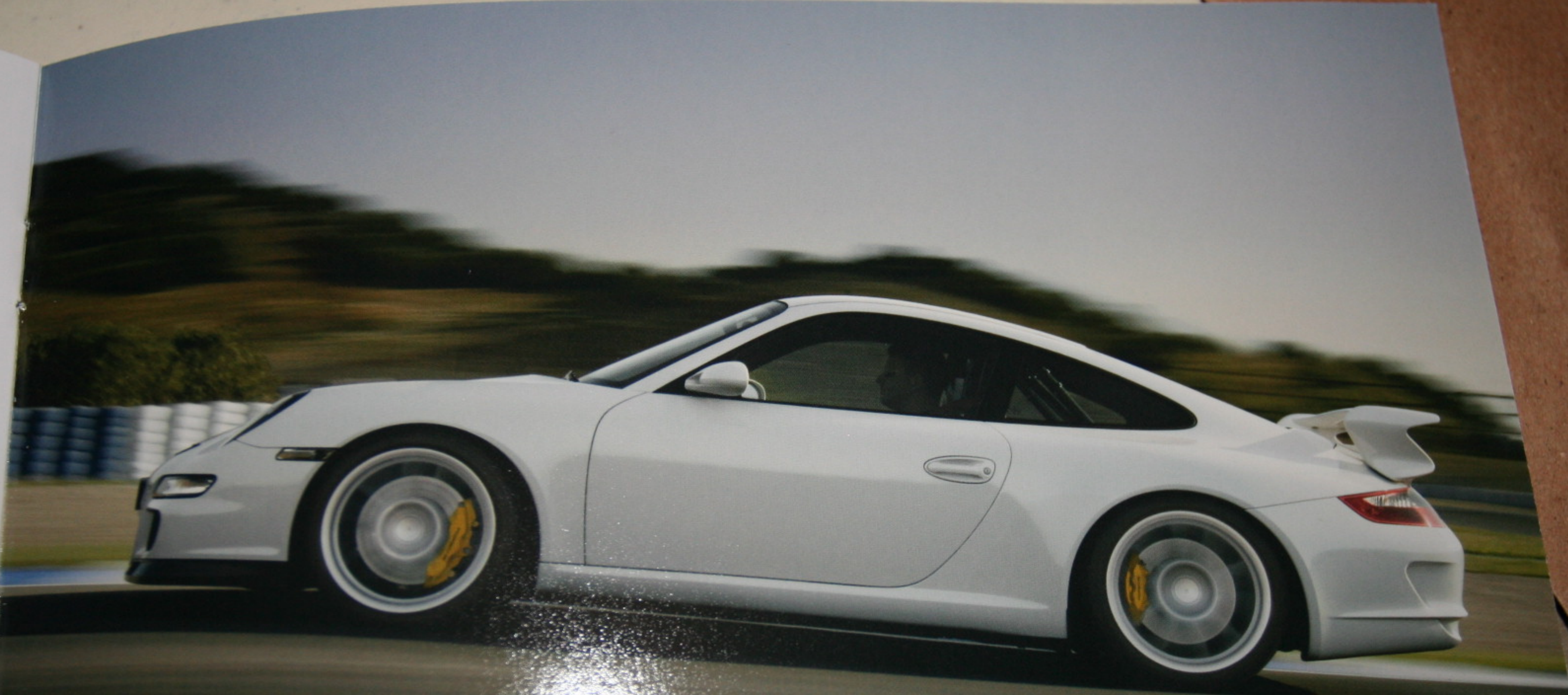
The standard steel discs are generously proportioned, measuring 350 mm in diameter at front and rear. All four discs are internally vented and cross-drilled, ensuring optimum performance in the wet. The brake spoiler elements have been further enhanced to improve ventilation and cooling. To protect the brake components, the car is equipped with a pad-wear indicator display. In short, the standard braking system on the new 911 GT3 provides optimum deceleration, long-term durability and directional stability on every type of road and track.

The new 911 GT3 is also available with an optional high-performance brake system. The Porsche Ceramic Composite Brake (PCCB) has been successfully deployed in a range of race series, including the Porsche Michelin Supercup. Even at high operating temperatures, the thermal resistance of the ceramic disc ensures excellent dimensional stability. The ceramic material is totally resistant to corrosion and offers excellent acoustic damping properties.

PCCB provides shorter braking distances in even the toughest road and race conditions. Excellent fade resistance ensures greater balance when slowing from racing speeds. The key advantage of PCCB is the total weight saving of approximately 50% compared with equivalent metal discs. As well as enhancing performance and fuel economy, this represents an enormous reduction in both the unsprung and rotating masses.

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Optimum combination of man and machine.

The new 911 GT3 is an uncompromising driving machine. Its character is expressed in a powerful combination of design, technology and sound. Unusually for a car with genuine race credentials, it is also ideal for everyday road driving.

The interior of the car has been completely upgraded with a focus on trackday and competition use. Take the instrument cluster, for example: the central rev counter featuring GT3 logo and grey dial background has a higher rev limit of 8,400 rpm. All instrument needles and dial markings are yellow for easy visibility. A new feature on this latest evolution is the upshift light on the central rev counter. Centrally positioned and clearly visible, this arrow-shaped indicator is automatically illuminated when an upward gearshift is required.

For serious competition or trackday use, the Clubsport package offers the ultimate in occupant protection. This no-cost option includes a bolt-in rear roll cage behind the front seats, a six-point racing harness (not fitted), a fire extinguisher with mounting bracket (not fitted) and a preparation for a battery master switch available from Porsche Motorsport. The doors are fitted with special impact-absorbent padding and do not have the usual storage compartments.

The Clubsport package is only available in conjunction with the optional lightweight bucket seats in carbon fibre. Derived from the seats in the Carrera GT, these competition items include a special flame-retardant fabric finish and are not equipped with thorax airbags. The front roll cage element required for FIA-approved motor racing events is also available separately from Porsche Motorsport.

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**The new 911 GT3.
Origin: motorsport.**

The story of Porsche is one of remarkable success based on two fundamental principles: technical innovation and the application of each new development to the genuine needs of the driver.

The resulting integration of driver and car is at the root of our many achievements. Key among these are more than 23,000 racing victories in just over half a century of Porsche motorsport.

With the new 911 GT3, we have applied these principles to unique and compelling effect. Drawing on pure racing origins, we have created a road-going car that is equally well suited to everyday driving and genuine competition use.

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Technical data of the 911 GT3.

Engine	6
Cylinders	3.600 cm ³
Displacement	305 kW (415 bhp)
Max. power (DIN)	7.600 rpm
at	405 Nm
Max. torque	5.500 rpm
at	
Transmission	Rear-wheel drive
Layout	6-speed
Manual gearbox	
Weights	
Unladen weight (DIN)	1.395 kg
Unladen weight (EC)*	1.470 kg
Permissible gross weight	1.680 kg
Performance	
Top speed	310 km/h (193 mph)
0 - 100 km/h (0-62 mph)	4,3 secs
0 - 160 km/h (0-99 mph)	8,7 secs
Flexibility 80-120 km/h (50-75 mph) in 5th gear	6,2 secs
Fuel consumption/emissions	In accordance with 80/1268/EC as valid at time of going to press**
Urban	19,8 l/100 km (14,2 mpg)
Extra-urban	8,9 l/100 km (31,4 mpg)
Combined	12,8 l/100 km (21,3 mpg)
CO ₂ emissions	307 g/km

* Unladen weight is calculated in accordance with the relevant EC Directives and is valid for standard specification vehicles only. Optional equipment means greater weight.
** The figure given includes 68 kg representing the driver and 7 kg for luggage.
*** Provisional data only. Official data unavailable at the time of going to press.





GT3

BB GT 712

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