

Porsche 911 GT3 RS

Press kit

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Fuel consumption and emissions

911 GT3 RS

NEDC: Fuel consumption combined: 12.7 l/100 km; CO₂ emissions combined: 289 g/km

WLTP: Fuel consumption combined: 13.4 l/100 km; CO₂ emissions combined: 305 g/km

All data refers to the EU model.

Consumption and emission data determined in accordance with the measurement procedure required by law. As all new cars offered by Porsche are type-approved in accordance with the WLTP, the NEDC values are therefore derived from the WLTP values. Further information on the official fuel consumption and official, specific CO₂ emissions of new passenger cars is available in the publication entitled 'Guidelines on fuel consumption, CO₂ emissions and power consumption of new passenger cars', which is available free of charge from all sales outlets and from DAT.

A lot derived from motorsport

- **Active aerodynamics and drag reduction system (DRS).**

The total downforce of the new 911 GT3 RS is 860 kilograms at 285 km/h. The main reason for the enormous increase in downforce is Porsche Active Aerodynamics (PAA). The system includes continuously adjustable wing elements on the front and on the two-part rear wing. A drag reduction system (DRS) has also been fitted in a production Porsche for the first time. To achieve reduced drag and higher speeds on straight sections of the track, the DRS enables the wings to be flattened out at the push of a button, within a specific range.

- **Intelligent lightweight construction**

Thanks to an array of lightweight construction measures, the lightest version of the 911 GT3 RS weighs in at just 1,450 kg (unladen weight according to DIN). The doors, front wings, roof, front lid and rear lid, for example, are made from carbon-fibre reinforced plastic (CFRP). Light CFRP is also used in the interior.

- **Chassis optimised for use on the racetrack**

Due to the wider track, the double-wishbone front suspension links are longer than on the 911 GT3. To ensure that the downforce balance between the front and rear axles is maintained even when braking from high speeds, the chassis engineers have significantly reduced the pitching under braking (antidive) of the new 911 GT3 RS. The multi-link rear axle has also been adjusted, with modified spring rates. The driver assistance systems and rear-axle steering have also been given an even more dynamic set-up. In Track driving mode, the basic settings can be individually adjusted. Among other settings, the rebound and compression damping of the front and rear axles can be adjusted separately and in several stages. The rear differential lock rate and traction control can also be adjusted via rotary controls on the steering wheel.

- **Four-litre six-cylinder boxer engine with single-throttle intake system**

The 4.0-litre high-revving naturally aspirated engine has been further optimised compared with the 911 GT3. The increase in power to 386 kW (525 PS) is achieved primarily via new camshafts with modified cam profiles. The single-throttle intake system and the solid cam

followers, which have also been optimised, are derived from motorsport. The seven-speed Porsche dual-clutch transmission (PDK) has a shorter overall gear ratio than the 911 GT3. The 911 GT3 RS accelerates from zero to 100 km/h in 3.2 seconds and reaches a top speed of 296 km/h in seventh gear.

- **Control concept adopted from motorsport**

four individual rotary controls and a button for the drag reduction system (DRS) are located on the steering wheel. These rotary controls are clearly displayed via graphics in the instrument cluster during the adjustment process. The 911 GT3 RS also features the track screen already familiar from the 911 GT3. At the touch of a button, the driver can reduce the information on the digital displays on the two seven-inch side displays to show the essential details only.

- **Fifty years of RS and five iconic predecessors of the 911 GT3 RS.**

In 1972, the first 911 RS model entered the stage: The 911 Carrera RS 2.7 has long since become one of the icons of automotive history. It was the fastest German production car of its day and is the first series production model with front and rear spoilers – the latter earning it the 'ducktail' moniker. Since 2003, the 911 GT3 RS has rounded off the 911 range. This flagship athlete with motorsport in its DNA unleashes its full potential on the racetrack, but also shines in everyday life. The five predecessor models of the new 911 GT3 RS have also achieved cult status.

- **Exclusive watch from Porsche Design**

Porsche Design has launched the new chronograph 911 GT3 RS, inspired by the mindset of successful racing drivers and exclusively for buyers of the new Porsche 911 GT3 RS. With a wealth of sports design features and technical details, it is adapted to the cars that inspired it. The chronograph pushers with their 'Start/Stop' and 'Next Lap' laser engravings really showcase their motorsport history. High-performance sports car with intelligent aerodynamics

Purpose-built for performance: the Porsche 911 GT3 RS

The new Porsche 911 GT3 RS makes no secret of its intentions: it is uncompromisingly designed for maximum performance. The 386 kW (525 PS) road-legal high-performance sports car takes full advantage of technology and concepts from motorsport. Even beyond the high-revving naturally aspirated engine with racing DNA and intelligent lightweight construction, it is, above all, the cooling and aerodynamic systems of the 911 GT3 RS that connect it most directly with its motorsport brother, the 911 GT3 R.

Central-radiator concept inspired by motorsport – the foundation for active aerodynamics

The basis for a significant performance boost is the concept of a central radiator – an idea that was first used in the Le Mans class-winning 911 RSR and subsequently in the 911 GT3 R. Instead of the three-radiator layout seen in previous cars, the new 911 GT3 RS relies on a large, angled centre radiator in the car's nose, positioned where the luggage compartment is located on other 911 models. This has made it possible to use the space freed up on the sides to integrate active aerodynamic elements. Continuously adjustable wing elements in the front and on the two-part rear wing, in combination with a number of other aerodynamic measures, provide 409 kg of total downforce at 200 km/h. This means that the new 911 GT3 RS generates twice as much downforce as its 991 II-generation predecessor and three times as much as a current 911 GT3. At 285 km/h, the total downforce is 860 kg.

A drag reduction system (DRS) is fitted in a production Porsche for the first time. To achieve low drag and higher speeds on straight sections of the track, the DRS allows the wings to be flattened out at the push of a button, within a specific operating range. The airbrake function is activated during emergency braking at high speeds: the wing elements at the front and rear are set to maximum, creating an aerodynamic deceleration effect that significantly supplements the braking power generated by the wheel brakes.

The look of the new 911 GT3 RS is characterised by the large number of functional aerodynamic elements. One of the most prominent features of the GT sports car is the swan-neck-supported rear wing, which is significantly larger in all dimensions. The rear wing

consists of a fixed main wing and an upper, hydraulically adjustable wing element. For the first time on a Porsche series production car, the upper edge of the rear wing is higher than the car's roof. In addition, the front end of the 911 GT3 RS features a front splitter that divides the air flowing over and underneath. Sideblades accurately direct air outwards. Front wheel arch ventilation is provided via louvred openings in the front wings. Inlets behind the front wheels, in the style of the iconic Le Mans-winning 911 GT1 1998, reduce the dynamic air pressure in the wheel arches. Sideblades behind the intake ensure that the air is directed to the side of the vehicle. Air from the centrally positioned radiator flows out via large openings and air deflectors (nostrils) on the bonnet. Fins on the roof direct the air outwards, ensuring cooler intake temperatures in the rear. The new 911 GT3 RS uses the openings in the rear side panel to improve aerodynamics and cooling during braking. The rear wheel arch also features an intake and a sideblade for optimised airflow. The rear diffuser comes from the 911 GT3 and has been slightly adapted.

Track suspension that can be adjusted from the cockpit

Even the suspension comes in for aerodynamic attention. Because the wheel arches of the new 911 GT3 RS are subject to powerful airflows, the components of the double-wishbone front axle are designed with teardrop-shaped profiles. These aerodynamically efficient links increase downforce on the front axle by around 40 kg at top speed and are otherwise only used in high-end motorsport applications. Because of the wider track (29 millimetres wider than the 911 GT3), the double-wishbone front axle links are also correspondingly longer.

To ensure that the downforce balance between the front and rear axles is maintained even when braking from high speeds, the chassis engineers have significantly reduced pitching under braking (antidive) of the new 911 GT3 RS. On the new 911 GT3 RS, the front ball joint of the lower trailing arm has been set lower on the front axle. The multi-link rear axle has also been adjusted, with modified spring rates. The driver assistance systems and rear-axle steering also have an even more dynamic set-up here.

The 911 GT3 RS offers three driving modes: Normal, Sport and Track. In Track mode, the basic settings can be individually adjusted. Among other settings, the rebound and compression damping of the front and rear axles can be adjusted separately and in several stages. The rear differential lock rate can also be adjusted via rotary controls on the steering

wheel. This is done quickly and intuitively with an operating and display concept also borrowed from motorsport: four individual rotary controls and a button for the drag reduction system (DRS) are located on the steering wheel. These rotary controls are clearly displayed via graphics in the instrument cluster during the adjustment process. The 911 GT3 RS also features the track screen already familiar from the 911 GT3. At the touch of a button, the driver can therefore reduce the information on the digital displays on the two seven-inch side displays to show the essential details only. The gearshift indicators to the left and right of the analogue rev counter have also been taken from the GT3.

A 4.0-litre six-cylinder boxer engine with a high-revving concept

The 4.0-litre high-revving naturally aspirated engine has been further optimised compared with the 911 GT3. The increase in power to 386 kW (525 PS) is achieved primarily via new camshafts with modified cam profiles. The single-throttle intake system and the solid cam followers, which have also been optimised, are derived from motorsport. The seven-speed Porsche dual-clutch transmission (PDK) has a shorter overall gear ratio than the 911 GT3. Air intakes for cooling on the underbody ensure that the gearbox can withstand the heat generated by extreme mechanical loads during frequent use on track. The 911 GT3 RS accelerates from zero to 100 km/h in 3.2 seconds and reaches a top speed of 296 km/h in seventh gear.

Aluminium monobloc fixed-calliper brakes with six pistons each and brake discs with a diameter of 408 millimetres are used on the front axle. Compared with the 911 GT3, the piston diameters have been increased from 30 to 32 mm. In addition, the thickness of the discs has been increased from 34 to 36 millimetres. The rear axle continues to be fitted with 380-mm brake discs and four-piston fixed-calliper brakes. The optionally available Porsche Ceramic Composite Brake (PCCB) has 410-mm discs on the front axle and 390-mm discs on the rear axle. The new 911 GT3 RS comes with forged alloy centre-locking wheels as standard. Road-legal sports tyres measuring 275/35 R 20 at the front and 335/30 R 21 at the rear ensure a high level of mechanical grip.

Lightweight construction all the way

Intelligent lightweight construction has been a basic principle of all RS models ever since the legendary 911 Carrera RS 2.7. Thanks to an array of lightweight construction measures

such as the extensive use of CFRP, the lightest version of the 911 GT3 RS weighs in at only 1,450 kg (kerb weight according to DIN) despite many larger components. The doors, front wings, roof, front hood lid and rear engine lid, for example, are made from CFRP. Lightweight CFRP is also used in the interior, for example in the standard full bucket seats.

Available with Clubsport and Weissach packages

When it comes to its interior, the new GT sports car is finished in typical RS style: black leather, Racetex and carbon-weave finish characterise the purist, sporting ambience. The 911 GT3 RS is available with the Clubsport package at no extra cost. This includes a steel rollover bar, a hand-held fire extinguisher and six-point seat belts for the driver.

The Weissach package, which is available at extra cost, involves considerably more. The front lid, roof, parts of the rear wing and the upper shell of the exterior mirrors feature a carbon-weave finish. The front and rear anti-roll bars, the rear coupling rods and the shear panel on the rear axle are made of CFRP and contribute to a further enhancement of the driving dynamics. The rollover bar, constructed for the first time from CFRP, saves around 6 kg compared with the steel version.

Another highlight of the Weissach package is the PDK shift paddles with motorsport-derived magnet technology. This makes gear changes even more dynamic thanks to a more precise pressure point and a clearly audible sound. The Weissach package also includes forged magnesium wheels, which save another 8 kg.

Exclusive Porsche Design chronograph

Porsche Design has launched the new chronograph 911 GT3 RS, inspired by the mindset of successful racing drivers. It is reserved for the buyers of the new Porsche 911 GT3 RS.

The chronograph has a wealth of sports design features and technical details, adapted to the cars that inspired it. The chronograph pushers with their 'Start/Stop' and 'Next Lap' laser engravings really showcase their motorsport history. The titanium watch housing is available in black or with its natural finish.

The carbon-weave finish dial offers a dynamic contrast to the white hour and minute markers made of ceramic Super LumiNova® luminous material. For the hands, customers can choose between the Performance (white), Essence (black) and GT (yellow) options. The Porsche Design watch configurator offers a choice of nine individual colours for the ring around the dial. The titanium base in the chosen housing colour can be customised with up to twelve characters of text. The pulsometer scale on the titanium bezel (with or without black titanium carbide coating) shows your heart rate. On request, the bezel is also available with a tachymeter or minute marker.

The COSC-certified Porsche Design WERK 01.200 features a flyback function that allows the wearer to start, stop and reset the second hand with a single action. In addition, the winding rotor has been redesigned. The Weissach RS rotor shares the rim design of the lightweight forged magnesium wheel, which is an exclusive part of the 911 GT3 RS with the Weissach package. There is a choice of colours to select, from Brilliant Silver, Neodyme, Satin Black, Dark Silver, Indigo Blue and Pyro Red. The armband made of genuine Porsche vehicle leather reflects selected elements from the interior. On request, the chronograph can also be equipped with high-quality titanium straps.

Variable wing elements generate high levels of downforce

The clear focus of the aerodynamic development in the 911 GT3 RS was to generate as much downforce as possible. The total output is a whopping 860 kg at 285 km/h. This means that the new 911 GT3 RS generates twice as much downforce as its most recent (991 II) predecessor and three times as much as a current 911 GT3. The downforce benefits the driver with better driving quality and more lateral grip when cornering at high speeds.

This quantum leap come from the fact that the GT3 RS is equipped with Porsche Active Aerodynamics (PAA) for the first time in its model history. A drag reduction system (DRS) has also been fitted in a production Porsche for the first time.

For the first time ever in the 911 GT3 RS: Porsche Active Aerodynamics (PAA)

Porsche Active Aerodynamics (PAA) adapts the aerodynamic properties of the vehicle precisely to the driving situation, speed and selected driving programme. The basis for a significant performance boost is the concept of a central radiator – an idea that was first used in the Le Mans class-winning 911 RSR and subsequently in the 911 GT3 R. Instead of the three-radiator layout seen in previous cars, the new 911 GT3 RS relies on a large, angled centre radiator in the car's nose, positioned where the luggage compartment is located on other 911 models. This makes room for active aerodynamic elements to be integrated into the freed-up space.

Here are the active aerodynamics elements in detail:

- Front: the adjustable wing elements on the sides of the front end consist of two parts – a main flap angled towards the underbody and a smaller upper flap at the end of the brake air duct. The flaps are controlled by electric motors.
- Rear: the upper plane of the double rear wing is also adjustable. Due to the high forces, the control here is hydraulic.

PAA can control the wing position instantly, automatically and continuously. This enables as much downforce as possible to be generated on the racetrack during high-speed

manoeuvres with extreme lateral acceleration. The wing is adjusted synchronously. The control electronics make use of numerous vehicle parameters. In extreme areas, it can also limit downforce, ensuring that it does not exceed the load limit on the tyres, for example.

By default, the low downforce level is enabled. The wings are arranged flat here to facilitate the minimum c_w value (0.39) and maximum speed (296 km/h). This level is particularly suitable for long straight lines on the racetrack as well as for everyday driving.

The high-downforce level automatically regulates the wing position according to the driving situation. This dynamic setup is designed to create as much downforce as possible. The aim is to achieve a very steep wing position so that the new 911 GT3 RS can unleash its maximum performance on the racetrack.

Useful functions on the racetrack: DRS and airbrake

The new 911 GT3 RS also has an automatic DRS function in the high-downforce level. This drag reduction system is derived from motorsport. The wings are arranged as flat as possible. In high downforce levels, for example, a higher speed can be achieved when driving straight ahead under full load.

The Auto-DRS function is activated when some parameters are met. Among other things, the speed must be above 100 km/h and the accelerator pedal must be depressed over 95 per cent. The driver can also activate DRS by pressing a button on the steering wheel if the system is authorised on the vehicle (for details, see the Interior section).

Airbrake is another feature that is particularly useful for racing. During an emergency braking from high speed, the front and rear wings are set to maximum. This generates an aerodynamic deceleration effect that significantly supplements and supports the braking power generated by the wheel brakes.

Aero wishbones, fins and sideblades: other aerodynamic features

Even the suspension comes in for aerodynamic attention. Because the wheel arches of the new 911 GT3 RS are subject to powerful airflows, the components of the double-wishbone front axle are designed with teardrop-shaped profiles. These aerodynamically efficient links increase downforce on the front axle by around 40 kg at top speed and are otherwise only used in high-end motorsport applications.

The holistic aerodynamics concept also encompasses many other features:

- the front end features a front splitter that divides the air flowing over and underneath. Sideblades accurately direct air outwards. Front wheel arch ventilation is provided via louvred openings in the front wings.
- Inlets behind the front wheels, in the style of the iconic Le Mans-winning 911 GT1 1998, reduce the dynamic air pressure in the wheel arches. Sideblades behind the intake ensure that the air is directed to the side of the vehicle. The aerodynamically optimised side indicators are attached to the sideblades.
- Air from the centrally positioned radiator flows out via large openings and air deflectors (nostrils) on the bonnet and is directed to the left and right. Additionally, fins on the roof direct the air outwards, ensuring cooler intake temperatures in the rear.
- The new 911 GT3 RS uses the openings in the rear side panel to improve aerodynamics and cooling during braking. The rear wheel arch also features an intake and a sideblade for optimised airflow.
- One prominent feature of the GT sports car is the swan-neck-supported rear wing, which is significantly larger in all dimensions. The area of the wing's top and bottom surfaces is 40 per cent larger than its predecessor (991 II). The rear wing consists of a fixed main wing and an upper, hydraulically adjustable wing element. For the first time on a Porsche series production car, the upper edge of the rear wing is higher than the car's roof.

- The fully panelled underbody has been fundamentally modified for the new 911 GT3 RS. This includes in particular the number and arrangement of the fins on the underbody.
- The rear diffuser comes from the 911 GT3 and has been slightly adapted.

Lightweight high-tech materials for fast lap times

Intelligent lightweight construction has been a basic principle of all RS models ever since the legendary 911 Carrera RS 2.7. For high-performance sports cars, every gram counts. Finally, the lap time on closed tracks depends crucially on how much mass must be moved, accelerated and braked. Thanks to an array of lightweight construction measures such as the extensive use of carbon-fibre reinforced plastic (CFRP), the lightest version of the 911 GT3 RS weighs in at only 1,450 kg (kerb weight according to DIN) despite many larger components.

Despite the additional, complex air deflectors, the lightweight front hood lid made of CFRP has made the vehicle 1 kg lighter compared to the aluminium front hood lid of the current 911 models. The lightweight door is also made of CFRP for the first time. Here, the weight advantage is around 5 kg per vehicle compared to the aluminium doors of the related models. The front wings, rear spoiler and double rear wing are also made of CFRP. Lightweight CFRP is also used in the interior, for example in the standard full bucket seats.

Lightweight glazing with thinner glass all around contributes to the weight reduction. Other features include the lightweight stainless steel sports exhaust system and the lightweight forged magnesium wheels with special spoke openings. Compared to the aluminium base wheels, they are about 8 kg lighter.

CFRP has a long history in fast vehicles on land and in the air: from the 1950s, carbon fibres woven into lengths of fabric were used in the aviation and aerospace industry. These were reinforced with synthetic resins and processed to produce stable, extremely lightweight moulded parts. This amazing material first appeared in the automotive industry in the 1990s. Porsche's carbon fibre debut was not to be missed: the 911 GT1 from the 1998 racing season was the first Porsche with a carbon-fibre chassis. The designers managed to save a whopping 50 kg in weight compared to the predecessor model – and promptly won a 1-2 victory in Le Mans. Five years later, an exceptional Porsche athlete brought Porsche its first road premiere: the Carrera GT.

The chassis

The best of driving stability, steering precision and response

The chassis of the new 911 GT3 RS is consistently designed for use on a racetrack. The double-wishbone front axle has been extensively adapted to the increased driving dynamics requirements. Because of the wider track (29 millimetres wider than the 911 GT3), the double-wishbone front axle links are also correspondingly longer. To increase downforce, they were given drop-shaped profiles (see section on aerodynamics). In addition, the design of the double wishbone has been optimised.

To ensure that the downforce balance between the front and rear axles is maintained even when braking from high speeds, the chassis engineers have significantly reduced pitching under braking (antidive) of the vehicle. On the new 911 GT3 RS, the front ball joint of the lower trailing arm has been set lower on the front axle. As a result, the link is steeper and braking creates a torque that counteracts the deflection. The airbrake function also significantly supports the wheel brakes during emergency braking at high speeds (see the section on aerodynamics for details).

The multi-link rear suspension was also adapted by the chassis engineers to the more extreme forces acting on it, using adapted spring rates. Driving height, camber and stabiliser rigidity can be individually adjusted. The ball joints on all chassis bearings are derived from motorsport. They are not only more wear-resistant, but also connect the suspension more directly to the body. This results in an even more precise handling.

The variable damping system Porsche Active Suspension Management (PASM), Porsche Torque Vectoring Plus (PTV Plus), rear-axle steering and Porsche Stability Management (PSM) also feature sports tuning. Stability Control (ESC) and Traction Control (TC) are multi-stage, adjustable from the steering wheel and fully deactivatable.

The 911 GT3 RS offers three driving modes: Normal, Sport and Track. In Track mode, the basic settings can be individually adjusted. Among other settings, the rebound and compression damping of the front and rear axles can be adjusted separately and in several stages. The rear differential lock rate and traction control can also be adjusted via rotary

controls on the steering wheel. This is done quickly and intuitively with an operating and display concept also borrowed from motorsport (see Interior section).

Efficient brake air deflector adapted to the aerodynamic setup

The new 911 GT3 RS comes standard with forged light-alloy centre-lock wheels. Road-legal sports tyres measuring 275/35 R 20 at the front and 335/30 R 21 at the rear ensure a high level of mechanical grip.

The Tyre Pressure Monitoring (TPM) has a special motorsport feature: the racetrack mode takes into account that the tyres are cold and have a lower air pressure at the start of a track session.

By switching to a single-cooler concept, the brake air deflector has been significantly improved. The four side intakes in the front end are used exclusively for cooling the front brake system. The air channel used to cool the brake disc and friction ring depends on whether the 911 GT3 RS is currently at low downforce or high downforce level. On the rear axle, the brake system is cooled by two air intakes in the underbody.

Aluminium monobloc fixed-calliper brakes with six pistons each and brake discs with a diameter of 408 millimetres are used on the front axle. Compared with the 911 GT3, the piston diameters have been increased from 30 to 32 mm. In addition, the thickness of the discs has been increased from 34 to 36 millimetres. The rear axle continues to be fitted with 380-mm brake discs and four-piston fixed-calliper brakes.

The optionally available Porsche Ceramic Composite Brake (PCCB) has 410-mm discs on the front axle and 390-mm discs on the rear axle.

An optional lift system is available to increase ground clearance. At speeds up to approximately 50 km/h, the GT3 RS can be raised at the front axle by approximately 30 mm. One special feature is the automatic lift function 'Smart Lift'. The current position of the vehicle – for example in front of a steeper entrance into the home garage – can be stored as a position point and used intelligently for the lift function: the front axle will be raised automatically to this position in the future.

With individual throttle valves and rigid valve drive

At 131 PS/litre, the performance of the 4.0-litre naturally aspirated boxer engine of the new 911 GT3 RS is record-breaking. The dry-sump-lubricated unit achieves its nominal power of 386 kW (525 PS) at 8,500 rpm. The engine could rev up to 9,000 rpm. The maximum torque of 465 Nm is achieved at 6,300 rpm.

Two new camshafts and technology taken from motorsport make the direct injection engine powerful and stable. This includes the individual throttle valve intake system, which has also been optimised and ensures a spontaneous and easy-to-measure response. The valves of the engine are actuated via rocker arms. VarioCam technology is responsible for camshaft control, which is always tailored to the engine speeds and loading conditions.

The new 911 GT3 RS meets the Euro 6d-ISC-FCM (EU6 AP) emission standard. Stereo Lambda control circuits regulate the exhaust gas composition and monitor the conversion of pollutants in the two catalytic converters. Two gasoline particulate filters (GPF) reduce particulate emissions. The stainless steel, lightweight sports exhaust system originates from the GT3. Its internal structure has been extensively modified. It is also around 10 kg lighter when compared to the titanium exhaust of the previous GT3 RS. It creates an emotive sound experience.

The new 911 GT3 RS draws in process air exclusively via the air intakes located under the double rear wing. To ensure that as much air as possible is supplied to the engine, they are located very far back.

As you would expect from an RS, the gearbox is the trusty seven-speed PDK. Compared to the 911 GT3 gearbox, the overall ratio has been reduced, which improves acceleration. The stability is also designed for the demanding use on racetracks: the PDK is supplied with cooling air via intakes in the underbody of the vehicle.

Authentic racing feeling in the cockpit

The new control concept in the 911 GT3 RS was taken directly from motorsport. In addition to the PDK gearshift paddles, there are four individual mode switches on the steering wheel as well as a button for the drag reduction system (DRS). The driver can therefore precisely adapt the set-up of their 911 GT3 RS to suit their individual needs and preferences in a specific racing situation.

At the same time, the control logic is deliberately kept simple and intuitive, so as not to distract from the racing. If a different setting is desired for the driving modes, the chassis, the differential lock rate or the driving stability programmes, in Track driving mode it's simply a matter of pressing the respective mode switch. and the appropriate menu will appear in the instrument cluster. The actual settings in the menu are also set with the corresponding mode switch.

Here is an overview of the four mode switches and their adjustment options:

- **Porsche Active Suspension Management (PASM):** the PASM mode switch can be used to adjust the rebound and compression stages of the dampers on the front and rear axles separately in several phases. The adjustment range is from - 4 to + 4.
- **Porsche Torque Vectoring Plus (PTV Plus):** the electronically controlled rear differential can only be operated via the mode switch. The push and pull lock values can be individually adjusted via the mode switch with an adjustment range from - 4 to + 4.
- **Driving modes:** this mode switch can be used to switch between Normal, Sport and Track. The individual driving modes can still be preconfigured and stored accordingly.
- **Electronic Stability Control (ESC) and Traction Control (TC):** the settings of both control systems can be changed via this mode switch. The range of the traction control varies depending on the selected ESC setting.

The drag reduction system (DRS) can also be operated manually using the DRS button. This can be used to reduce drag in favour of a higher speed. The specific vehicle parameters must be fulfilled for this. Press the DRS button once to activate DRS. If the button is pressed again or the driver applies the brake, DRS is deactivated.

Track screen with switching assistant

The new 911 GT3 RS features the track screen already familiar from the GT3. The analogue tachometer in the centre is flanked there by two high-resolution seven-inch displays. At the touch of a button, the driver can reduce the information shown on the left and right digital displays down to the essentials. Tyre and oil pressure, oil and water temperature and fuel tank level will then appear.

On the racetrack, the switching assistant indicates the best time for upshifting. The higher the engine revs, the fuller the two yellow bars next to the tachometer become. When the best shift speed is reached, they flash blue.

The sports steering wheel of the new 911 GT3 RS has a diameter of 360 mm and is trimmed in non-slip, Black Race-Tex. The top centre marking in yellow gives the driver a visual indication of how hard they are currently turning the steering wheel.

Dark Silver PDK shift paddles provide a clearly defined pressure point for accurate gear shifts. In combination with the Weissach package, they are made of magnesium and have a magnetic haptic element (see next section). Alternatively, the driver can also use the ergonomic PDK selector lever for shifting.

Full bucket seats in carbon-weave finish design and with progressive perforation

The new 911 GT3 RS has full bucket seats made of CFRP in a carbon-weave finish as standard. They offer a high level of lateral support and are ideally suited for use on the racetrack. The seats are covered in Black leather and the decorative stitching is in silver (contrasting colour). The Race-Tex seat centre also comes in a contrasting colour and has a gradient perforation with a Black background to really catch the eye. At the same time, this hole pattern improves ventilation.

A 'GT3 RS' logo is embroidered on the headrests in a contrast colour. Alternatively, Adaptive Sports Seats Plus (18-way, electric) can be ordered at no extra charge.

Carbon-weave finish inlays (satin finish), loops as door openers and a storage net in the door panels underline the lightweight design concept and foster a motorsport atmosphere, as does the lightweight rear lid. The door entry guards in carbon-weave finish (satin finish) in also bear a 'GT3 RS' slogan.

The Chrono Package is included as standard. It offers an analogue stopwatch on the instrument cluster, a digital stopwatch function in the instrument cluster and an additional performance display in PCM. The standard Porsche Track Precision App allows lap times to be analysed and compared on a smartphone. The Chrono Package also includes the pre-fitted equipment for connecting a lap trigger, which is available as an option via Porsche Tequipment. This allows even more precise timing compared to the GPS signal.

Equipment packages

Even closer to motorsport

The Clubsport and Weissach packages – these two equipment combinations ensure that the 911 GT3 RS is prepared for use at motorsport events. The Clubsport Package is free of charge and includes a bolted-on rear roll cage, a six-point seat belt for the driver, a pre-fitted battery main switch and a portable fire extinguisher with 2 kg of extinguishing media. The shoulder straps can be used with or without the HANS[®] safety system (head and neck support). The roll cage is made of steel and is painted Black as standard. A Guards Red version is also available on request. A battery main switch can be obtained from the Porsche motorsport department. The Clubsport Package is available in combination with standard full bucket seats.

The Weissach package enhances look and performance. The developers have also reduced the weight further with lightweight construction features. For example, the front lid, vehicle roof and upper shells of the exterior mirrors are made of carbon-weave finish. The double rear wing with large Porsche logo is also partly made of this high-tech material. Rear axle components such as the stabilisers, coupling rod and shear panel are made of carbon. The resulting reduced unsprung mass further improves handling. In conjunction with the Weissach package, special lightweight magnesium forged wheels are also available. They are more than 20 per cent lighter compared to the standard aluminium wheels.

Carbon-weave finish (satin finish) is also used in the interior – on the steering wheel trim and the interior door handles. The top of the dashboard is trimmed in Race-Tex and is not only elegant to look at, but also reduces reflections, just like the flocked versions in thoroughbred racing cars comfort. Another highlight is the magnesium shift paddles of the Porsche dual clutch transmission (PDK). The magnetic haptic elements derived from the setup 911 GT3 Cup give them an even crisper force-path curve. They allow a higher operating force and provide precise acoustic feedback for the switching point. The up and down shift icons are highlighted in yellow on the paddles.

The Weissach Package logo adorns the bezel of the cupholder and is embroidered into the headrests. The reduced trimming of the floor carpet saves weight. The Weissach package

is available on request for the first time with a bolted-on roll cage in carbon-weave finish if the customer chooses full bucket seats. The GT3 RS is also equipped with six-point seat belts for the driver and passenger.

Fifty years of RS and five iconic predecessors of the 911 GT3 RS

For 50 years, Porsche has only ever awarded an 'RS' title to 911-series models that serve as a link between the road sports cars and the brand's successful GT racing cars. In 1972, the first 911 RS model entered the stage: the 911 Carrera RS 2.7 has long since become one of the icons of automotive history. It was the fastest German production car of its day and is the first series production model with front and rear spoilers – the latter earning it the 'ducktail' moniker.

The 911 GT3 RS has been available since 2003. This flagship athlete with motorsport DNA unleashes its full potential on the racetrack, but also shines on winding country roads.

911 (G model) SC RS, 1984: only 21 built

It took twelve years for another 911 to carry the RS logo on its bonnet: with the 911 SC RS, Porsche presented a pure homologation model for rally sport, of which only 21 were ever produced. It weighed in at 960 kg and the 3.0-litre engine produced 250 PS. In 1991, it was followed by the 911 RS 3.6 with 260 PS, which was based on the 964 series. It brought technology from the Carrera Cup racing car into the series for the first time. A little later, a 3.8-litre version with 300 PS also appeared. From 1995, Porsche also offered this engine with identical performance in the 277-km/h RS version of the 911 type 993.

911 (996) GT3 RS, 2003: the first of its kind

After the 911 GT1 – the series version of the 1998 Le Mans winner – and the 911 GT2, Porsche introduced a model in 1999 that was to revolutionise motorsport from that moment on: the 911 GT3 based on the 996 series had started a trend. Comparable GT models today provide great variety on the racetrack. In 2003, Porsche reached the next level with the first 911 GT3 RS. It overtook the now 381-PS high-revving 3.6-litre boxer engine of the 911 GT3 and is available exclusively with roll cage and in white. All logos are in blue or red; a tribute to its famous predecessor. Other components of the later racing version are also included, such as the front apron with integrated vent slots, optimised chassis geometry with special wheel carriers and split wishbones at the front and rear axles, a single-mass flywheel and

targeted lightweight construction measures (the rear window is made of polycarbonate, the bonnet and the rear wings are made of carbon fibre). At 1,360 kg with a full fuel tank, the 911 GT3 RS is another 50 kg lighter than the GT3 Clubsport version. The performance figures are therefore very impressive: the standard parade to 100 km/h takes just 4.4 seconds and it has a top speed of 308 km/h.

911 (997) GT3 RS, 2006: the pure gauge

Beside the GT3 model, the first 997-based RS variant was launched with the 44-mm wider body of the Carrera 4. The rear axle track, which is correspondingly wider by 34 mm, permitted higher lateral acceleration, increased roll stability, and still weighed 20 kg less at 1,375 kg. This was made possible, among other things, by the adjustable carbon rear wing, a rear lid and rear window made of plastic. Once again, the wishbones on the rear axle are split, allowing the chassis to be adjusted more precisely for racetrack use. In the spartan interior, lightweight bucket seats made of carbon-fibre composites, adapted from the Carrera GT, together with the rollover bar as standard, stood out as highlights. The RS took the 415-PS 3.6-litre engine, which enables a maximum engine speed of 8,400 rpm unmodified from the GT3. The narrower six-speed manual gearbox with single-mass flywheel made it turn even more eagerly. With a power-to-weight ratio of 3.3 kg/PS, the GT3 RS sprinted to 100 km/h in 4.2 seconds and reached a top speed of 310 km/h.

911 (997 II) GT3 RS, 2009: nothing but the truth

The 911 GT3 RS, introduced in 2009, continued the series of uncompromisingly dynamic 911 derivatives. It was based on the upgraded 997 series and now possessed a 3.8-litre six-cylinder boxer. With 450 PS instead of 435 PS, for the first time the naturally aspirated engine was stronger than the 911 GT3, and with a specific output of 118 PS/litre it once again set new standards for series production cars. The engine could rev up to 8,500 rpm. A sport button in the centre console increased the torque in the middle range by 35 Nm to up to 465 Nm. In favour of transverse dynamics, the track of the GT3 RS was also widened at the front axle, in addition to a large brake system with aluminium brake chambers and a specifically tuned PASM chassis. Porsche adapted the PSM vehicle stability system accordingly: its independent control algorithm, which can be switched off in two stages, was developed for use on racetracks. Lightweight components such as the titanium rear silencer and a single-mass flywheel, which is 1.4 kg lighter, reduced the unladen weight by 25 kg to

1,370 kg compared to the narrower 911 GT3. The optional lithium-ion battery saved an additional 10 kg; it can replace the heavy lead battery during racetrack operation. It demonstrated its potential on the racetrack at the 24-hour race on the Nürburgring in 2010: a series model survived the Eifel marathon with no problems and reached the goal sensationally in 13th place overall – including arrival to and departure from on the route via public roads.

911 (997 II) GT3 RS 4.0, 2011: maximum discipline

In 2011, the third GT3 RS development stage of the 911 type 997 debuted. It was limited to 600 units and is the first series-produced 911 to have a 4.0-litre engine. It featured thoroughbred racing technology: the crankshaft originated directly from the six-cylinder engine of the 911 GT3 RSR racing car, with titanium connecting rods attaching it to the forged pistons. The result is a peak output of 500 PS at 8,250 rpm and a new, specific, top-of-the-range naturally aspirated engine providing 125 PS/litre. The bonnet, front wings and bucket seats are made of ultra-light carbon as standard. At 1,360 kg with a full tank, the 911 GT3 RS 4.0, with a power-to-weight ratio of 2.27 kg/PS, broke the magic limit of 3 kg per PS.

911 (991) GT3 RS, 2015: limits pushed

With the new model generation 991, the next 911 GT3 RS followed in 2015. It took the 500-PS 4.0-litre engine of its predecessor, but for the first time combined it with the seven-speed PDK gearbox, with gearshift paddles on the steering wheel and the wide body of the 911 Turbo. The RS model set new standards again in lightweight construction and aerodynamics: the engine and luggage compartment were made of carbon fibre, while the roof was made from magnesium and characterised by a 30-cm recess that also shaped the bonnet. Also characteristic were the louvres, or wheel arch vents, in the front wings. The chassis, designed for maximum dynamics and precision, benefited from the new rear-axle steering and Porsche Torque Vectoring Plus with fully variable rear differential lock.

The watch

Maximum precision on the wearer's wrist

Porsche Design has launched the new chronograph 911 GT3 RS, inspired by the mindset of successful racing drivers. Since August 17, it has been available to order at a price starting from €9,750 (RRP) in Porsche Centres and online at www.porsche-design.com exclusively for buyers of the new Porsche 911 GT3 RS. The watchmakers of Porsche Design Timepieces Manufaktur in Solothurn, Switzerland, produce each timepiece with precise and elaborate craftsmanship.

The chronograph has a wealth of sports design features and technical details, adapted to the cars that inspired it. The chronograph pushers with their 'Start/Stop' and 'Next Lap' laser engravings really showcase their motorsport history. The watch housing, made of lightweight, durable titanium, is available in black or in its natural state. It is glass-bead blasted and dynamically waterproof up to 5 bar. The scratch-resistant sapphire crystal with sevenfold anti-glare properties on both sides, ensures optimal readability.

The carbon-weave finish dial offers a dynamic contrast to the white hour and minute markers made of ceramic Super LumiNova® luminous material. For the hands, customers can choose between the Performance (white), Essence (black) and GT (yellow) options. The seconds dial at 9 o'clock in matt black is adorned with the white model logo '911 GT3 RS'. The red-and-white curb design impresses within a split second. The high-performance character of this timepiece is emphasised by the 'BORN IN FLACHT' imprint in the centre of the seconds dial.

The Porsche Design watch configurator offers a choice of nine individual colours for the ring around the dial. The titanium base in the chosen housing colour can be customised with up to twelve characters of text – for instance with the vehicle ID number. The sapphire crystal viewing window gives a clear view of the rotor and the filigree workings.

Three scales to choose from on the bezel

The pulsometer scale on the titanium bezel (with or without black titanium carbide coating) shows your heart rate. To do this, the wearer feels for their pulse and starts the measurement on the chronograph. After 30 pulses, the point where the second hand stops on the scale

will indicate the pulse rate per minute. On request, the bezel is also available with a tachymeter or minute marker.

With flyback function and chronometer certificate

The COSC-certified Porsche Design WERK 01.200 features a flyback function that allows the wearer to start, stop and reset the second hand with a single action. In addition, the winding rotor has been redesigned. The Weissach RS rotor shares the rim design of the lightweight forged magnesium wheel, which is an exclusive part of the 911 GT3 RS with the Weissach package. There is a choice of colours to select, from Brilliant Silver, Neodyme, Satin Black, Dark Silver, Indigo Blue and Pyro Red. The final flourish is a Black rotor cap that looks like the centre-locking nut of the vehicle's wheel with the 'RS' logo in Brilliant Silver.

The armband made of genuine Porsche vehicle leather reflects selected elements from the interior. Elaborate perforation and backing made from Race-Tex in the chosen accent colour, GT Silver or Guards Red, as well as decorative stitching made from vehicle yarn in the accent colour, bring the Porsche feeling to the wrist. On request, the chronograph can also be fitted with high-quality metal straps, which – like the locks – are made of titanium. In addition, carefully crafted leather straps are available in the original Porsche colours of the 911 (992) configurator. All straps ¹ are equipped with a quick-change mechanism and folding clasp with push buttons in the housing colour.

¹ Armband sizes M and L are provided with the watch