Porsche pays tribute to 100 years of the Nürburgring with a market edition 911 GT3

14/08/2026 In 2027, the Nürburgring, one of the best-known and most demanding racetracks in the world, will celebrate its 100th anniversary. Porsche has been achieving motorsport success and setting records there for decades. Meanwhile, the racetrack also plays an integral role in the testing process for production vehicles. Porsche is paying tribute to this connection with a special car: the 911 GT3 100 Jahre Nürburgring, a model that captures the unique allure of the Eifel circuit through numerous exterior and interior details.

The model will be presented to the public for the first time at the Porsche Sixt Carrera Cup Deutschland from 15 to 16 August at the Nürburgring. Customers will be able to order the edition from September 2026 – with a total of 100 vehicles available for the German market. Cars will be delivered in 2027 – the anniversary year. In addition, Porsche is also offering an exclusive Sonderwunsch Manthey Experience.

"There's a little bit of Nürburgring in every Porsche – especially in this edition," says Robert Ader, CEO Porsche Deutschland. "We are celebrating our close connection to the legendary racetrack in the Eifel, which has long since become our home ground, with the 911 GT3 100 Jahre Nürburgring."

The exterior: front section and rear trim in green

This model combines Porsche's motorsport DNA with a tribute to the historic Nürburgring. The inspiration behind the car can be seen in numerous details. Customers can choose between two exterior colours, White and GT Silver Metallic. White represents the classic, neutral racing colour in which many cars are delivered from the factory to provide space for individual sponsor branding. GT Silver Metallic, on the other hand, is inspired by the Porsche Cup cars, while striking green accents act as references to the 'Green Hell' – the nickname for the legendary Nordschleife coined by Sir Jackie Stewart.

The front section and rear trim are covered in a green wrap, which also serves as a protective film. In the past, factory teams used to mark their cars in this way in order to be more easily distinguishable from each other during races.

The optionally available and colour-coordinated Manthey kit emphasises the motorsport character. In addition to modified suspension and optimised braking components, the kit features a comprehensive aerodynamics package that increases downforce to 540 kilograms at 285 km/h. The kit's performance potential was demonstrated by the reigning DTM champion Ayhancan Güven setting a lap time of 6:50.853 minutes on the Nürburgring Nordschleife.

Another motorsport-derived detail is the tow lug, which is finished in Green. They can be screwed into place at the front and rear before the car is taken onto the circuit. In line with typical racing regulations, white arrow markings indicate the recovery points. The connection to the legendary Eifel racetrack is further underlined by historic Nürburgring logos on the wings as well as a start number – customisable from 0 to 999 – on the bonnet, doors and rear window. The designers at Style Porsche and Exclusive Manufaktur opted for a special font that looks as if it were written by hand and is inspired by the graffiti on the Nürburgring's Nordschleife.

As with racing cars, the sun strip on the windscreen combines form and function: it reduces glare for the driver when the sun is low, while also serving as another unmistakable motorsport-inspired feature, bearing golden Porsche lettering.

The body components and wheels also tie in with the colour concept. While the mirror bases are finished in body colour, the upper and lower shells are finished in Green. The lightweight 20/21-inch (front/rear) 911 GT3 forged aluminium wheels are painted in high-gloss California Gold, while the centre-lock mechanisms are finished in satin Black with a GT3 logo. Exclusive badges on the B-pillars bear the inscription 'GT3 100 Jahre Nürburgring', along with a graphic depicting the Nürburgring track layout – also in California Gold.

At the rear, the large wing defines the car's appearance. The underside of the wing blade shows gold Porsche lettering, while the sideplates are painted green with a gold Nürburgring emblem.

The interior: green roll cage and driver's seat with graduated perforation

"Welcome to the Green Hell" – five words that underline the unique character of the market edition and set the mood for an engaging driving experience for both driver and passenger. Both brushed aluminium black anodised door sill trims bear this inscription. Illuminated in White, it makes a clear statement when the doors are open. The LED door projectors, which each cast an outline of the Nürburgring circuit onto the ground, add an extra layer of anticipation of the legendary curves of the Eifel circuit when climbing into the vehicle. A highlight of the interior, featuring extended leather/Race-Tex trim in Black, is the special cross-pattern decorative stitching on the upper areas of the dashboard and doors while the combination of three lines of black stitching and one in GT Silver creates a striking look inspired by the kerbs of the Nürburgring.

Matching the colour accents at the front and rear, the rear roll cage is painted in Green. When it comes to the two lightweight sports bucket seats, this colour is reserved for the driver's side: a green backing material shines through the graduated perforation of the seat centre panel and bolsters. The driver's headrest features an embroidered Nürburgring logo, while the passenger's is embroidered with 'GT3' lettering. Both can be removed to aid comfort while wearing a helmet on track. Another eye-catching feature is the mode button on the GT steering wheel, which bears the inscription 'Grüne Hölle' ('Green Hell'). The push-to-pass button is also finished in Green. The dash trim panel is painted in high-gloss Green, making it stand out visually. Customers can choose between the seven-speed Porsche Dual Clutch transmission (PDK) and the six-speed sports manual gearbox. The gear markings are finished in Green. The gear knob of the manual version is made of walnut, just like that of the 911 Carrera T.

"The Nürburgring has been part of our development programme for decades and is the spiritual home of our GT cars. This edition captures the atmosphere of the Nordschleife through numerous exterior and interior details that combine motorsport, performance and craftsmanship," says Alexander Fabig, Vice President Product and Individualisation Offering at Porsche. "Together with Style Porsche, we have created a vehicle that pays homage to the thrilling allure of the Nordschleife and to 100 years of motorsport history."

Unique Sonderwunsch Manthey Experience

Together with Manthey, Porsche is offering buyers of the car exciting behind-the-scenes insights into the world of motorsport during the upcoming anniversary year. Based right next to the Nürburgring, Manthey specialises in Porsche GT models and has been one of the world's leading Porsche racing teams for 30 years. Porsche AG has been the company's majority shareholder since 2013. As part of

the Sonderwunsch Manthey Experience, participants can look forward to an action-packed day with motorsport experts, thrills and driving pleasure. Customers can experience Manthey up close and gain a comprehensive understanding of the capabilities of the Manthey Kit.

The sports car for the wrist

Exclusively for buyers of this model, Porsche Design is offering a matching timepiece. The case of the iconic Chronograph 1 is made of lightweight and robust titanium featuring a black coating. Inside, the high-precision, COSC-certified Porsche Design caliber WERK 01.140 operates with a bilingual weekday and date display. The movement is driven by a rotor that matches the design and colour of the car's wheels. Further details link the sports car and the timepiece, such as the historic Nürburgring logo on the matt-black dial. The black strap is made of genuine Porsche interior leather and, like the car's seats, is perforated and features a green textile backing material. The GT Silver decorative stitching matches that of the car interior. Like all Porsche Design Timepieces, the Chronograph 1 – 911 GT3 100 Jahre Nürburgring is handcrafted in Porsche Design's state-of-the-art watch factory in Grenchen, Switzerland.

Porsche and the Nürburgring: closely linked for decades

Much has changed since the Nürburgring opened on 18 June 1927 but one thing has remained the same: the unique, highly demanding characteristics of the Nordschleife. Although the route has been adapted and shortened several times over the course of its history, 73 corners, steep ascents and descents as well as about 300 metres of elevation change characterise its unmistakable layout to this day. Over a distance of 20.8 kilometres, the ribbon of tarmac winds through valleys and past mountains of the Eifel range that soar up to 800 metres in height.

Few racetracks are as closely linked to Porsche's history as the Nordschleife. Even in the early years of the Porsche brand, the Nürburgring played a central role. On 31 May 1953, Porsche competed in the Eifelrennen for the first time with the 550 Spyder. Just a few weeks later, on 2 August 1953, the 550 Spyder took to the track in practice for the German Grand Prix, for the first time featuring the newly developed Type 547 motor – which would later become known as the legendary 'Fuhrmann engine'. Known as the 'Carrera' from 1954 onwards, this engine became the technological foundation of Porsche's motorsport activities and continues to shape the brand to this day. In the decades that followed, the Nürburgring became the setting for numerous successes. In 1967, Porsche won the 1,000-kilometre race for the first time with the 910 – and many more victories would follow. The most iconic Porsche moments at the ring must include Stefan Bellof's record lap, when he clocked a time of 6:11.13 minutes with a 956 during a practice session in 1983 – a record that would go unbeaten. In 2018, Timo Bernhard set another record (5:19.546 minutes) for the books in the Porsche 919 Hybrid Evo.

Porsche was one of the first manufacturers to systematically integrate the Nürburgring into its testing

programme. Between March and October, sports cars are put through their paces there under maximum stress – from endurance runs and chassis tuning to aerodynamics tests and functionality checks. The Nürburgring is considered one of the most demanding endurance tests for automobiles in the world. The track's 'intensity factor' is correspondingly high: a kilometre covered on the Nordschleife is said to be equivalent to many more kilometres on public roads. This means that almost an entire vehicle's service life can be simulated within a short space of time. With fast corners, hard compressions, crests and constantly changing surfaces, the legendary track challenges human and machine alike. The market model therefore not only pays tribute to 100 years of the Nürburgring but also to the Porsche brand's decades-long connection with one of the world's most demanding racetracks.

MEDIA ENQUIRIES

Christopher Golombek

Spokesperson Product & Individualisation Offering
+49 (0) 1523 / 911 4476
christopher.golombek3@porsche.de

Consumption data

911 GT3 (WLTP)*: Fuel consumption combined: 13.8 – 13.7 l/100 km; CO_2 emissions combined: 312 – 310 g/km; CO_2 class: G

*Further information on the official fuel consumption and the official specific CO_2 emissions of new passenger cars can be found in the "Leitfaden über den Kraftstoffverbrauch, die CO_2-Emissionen und den Stromverbrauch neuer Personenkraftwagen" (Fuel Consumption, CO_2Emissions and Electricity Consumption Guide for New Passenger Cars), which is available free of charge at all sales outlets and from DAT (Deutsche Automobil Treuhand GmbH, Helmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, www.dat.de).

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