

Summary

New 911 GT3 RS sets the benchmark for driving precision

The new Porsche 911 GT3 RS is synonymous with precision at the very highest level. This high-performance 911 weighs just 1,430 kilograms and its six-cylinder engine now delivers an output of 383 kW (520 hp). Developed by the Porsche motorsport department based on the 911 GT3 and its racing colleague the GT3 Cup, the RS has a clear focus on delivering optimum race track dynamics. Among the features that help deliver this emphasis are the enhanced four-litre flat engine and the new running-gear setup. The rear-axle steering has been adapted to suit the new tuning and also supports the agile design of the vehicle, while simultaneously enhancing stability. The appearance of the wide, weight-optimised body is dominated by an aerodynamic design with an emphasis on downforce. And despite the strong downforce, the GT3 RS can achieve a top speed of 312 km/h. The large rear wing, like the widened front wings with high-mounted ventilation slits, is made from ultra-lightweight carbon. The interior is also dominated by a racing feel, and the full bucket seats made from carbon provide secure lateral support even when strong lateral forces are present. Lightweight door panels and reduced sound absorption are further illustrations of the consistent lightweight construction.

Engine

The four-litre, six-cylinder naturally aspirated engine from Porsche used in the new 911 GT3 RS pushes the sports car to new limits. The flat engine delivers 15 kW (20 hp) more than the engine in the previous model and in the 911 GT3. With a speed range of up to 9,000 rpm, the six-cylinder engine is the ideal choice as an efficient thoroughbred sports engine.

Performance

The weight-to-power ratio of 3.74 kilograms/kW (2.75 kilograms/hp) delivers superior longitudinal and lateral dynamics on the race track. The high-performance 911 can accelerate from zero to 100 km/h in 3.2 seconds. And despite the strong downforce, the vehicle has a top speed of 312 km/h.

Chassis

Racing-style ball joints on all arms provide even greater driving precision than conventional elastokinematic bearings. 20-inch lightweight wheels with 265/35 tyres on the front axle enhance agility and steering behaviour, while 21-inch wheels with 325/30 tyres at the rear axle improve traction. The rear axle steering improves agility when driving around bends, while also ensuring stability when manoeuvring at high speeds.

Body and aerodynamics

The wide 911 Turbo body with magnesium roof and RS-specific aerodynamic add-ons underlines the vehicle's status as a driving

machine with a clear racing emphasis. The aerodynamic alignment with the RS-specific rear wing increases the total downforce to 144 kilograms at 200 km/h, some 75 kilograms more than the 911 GT3.

Weissach package

The optional Weissach package includes a lightweight roof with carbon-weave finish, magnesium wheels, carbon-fibre anti-roll bars, a lightweight bonnet with carbon-weave finish, a bolted titanium roll cage at the rear and SportDesign exterior mirrors with carbon-weave finish upper shells. When the optional magnesium wheels are fitted, the weight of the 911 GT3 RS is reduced by around 30 kilograms.

Infotainment

The Porsche Track Precision app that comes as standard provides the driver with a detailed overview via smartphone of performance data such as lap times. The PCM is connected to the Internet via the Connect Plus module – also delivered as standard – and offers access to Porsche Connect services.