

Performance and engine – new turbocharger provides more power

At the heart of every Porsche lies its engine. The rear end of the new 911 GTS models houses a three-litre, six-cylinder biturbo flat engine with 331 kW (450 hp). The maximum torque of 550 Nm is achieved between 2,150 and 5,000 rpm. The engine delivers 22 kW (30 hp) more than the 911 Carrera S (and 15 kW (20 hp) more than the corresponding GTS predecessor model with naturally aspirated engine).

This increase in power is thanks to newly developed turbochargers and a higher boost pressure, all of which results in improved torque characteristics, faster acceleration and an even higher top speed. All 911 GTS models accelerate from zero to 100 km/h at least 0.2 seconds faster than the current S models. The first to reach this speed is the 911 Carrera 4 GTS Coupé with PDK in Sport Plus mode, which hits the mark in just 3.6 seconds. And all GTS models feature a top speed in excess of 300 km/h. The Coupé with manual transmission and rear-wheel drive boasts the highest top speed at 312 km/h (four km/h more than the comparable S model).

But that's not all: the great acceleration and sprinting qualities of the GTS are combined with excellent cornering dynamics. The 911 Carrera GTS completed the 73 corners and 20.83 kilometres of the Nürburgring Nordschleife in just 7:26 minutes on standard road tyres. This is twelve seconds faster than its predecessor and four seconds faster than the current 911 Carrera S.

Alongside the introduction of the GTS models, Porsche is also offering new, road-approved UHP (ultra-high performance) sports tyres designed specifically for the racing circuit. With a tyre compound, tyre profile and profile depth tailored specifically to high performance, these tyres are available from Porsche Centres for all current 911 models. The UHP tyres allow drivers to maintain consistently fast lap times for longer on the race track. Equipped with these tyres, the GTS lapped the Nürburgring Nordschleife an additional four seconds faster. The tyres on the front axle measure 245/35 x ZR20, and on the rear axle 305/30 x ZR20.

However, the performance of a GTS is not dictated by sheer power alone, but also by its engine sound. The sports exhaust system with centrally positioned black tailpipes lends the flat engine an inimitable sonorous tone. A throaty growl when accelerating into the rev-limiter and the short bursts from the automatic throttle-blip function in Sport and Sport Plus mode further accentuate the typical 911 sound. The specially aligned interplay of engine and exhaust flap control, coupled with reduced sound absorption, give the GTS models an even more emotional note. This distinctive sound further underlines the vehicle's character.

However, the GTS remains true to the Porsche ethos of intelligent performance. Despite its high power, the 911 Carrera GTS with PDK, for example, consumes only 8.3 l/100 km according to the NEDC. This corresponds to CO₂ emissions of 188 g/km.

All 911 GTS models feature seven-speed manual transmission driving the rear axle as standard. The seven-speed Porsche Doppelkupplung (PDK) is available as an option. The

PDK combines the high mechanical efficiency of a manual transmission with the shifting and driving convenience of an automatic transmission. Rapid gear changes with uninterrupted drive combined with a slight torque enhancement in the Sport programmes, results in improved acceleration. This, in turn, enables faster lap times. The optimal transmission-ratio spread and shifting strategy of the PDK also provide increased efficiency.

Another practical feature is included on all GTS models as standard. The mode button integrated on the steering wheel with the Sport Chrono Package allows the driver to choose between the Normal, Sport, Sport Plus and Individual driving programmes. In Sport mode, the engine responds even more directly, while the PDK is set up for shorter response times and optimum shifting points to provide maximum acceleration. The transmission shifts down earlier and extends the time between shifting. Intermediate acceleration is activated automatically when downshifting. In Sport Plus mode, these characteristics are even more pronounced and tailored to maximum performance. This mode also features Launch Control for a racing start. In vehicles with PDK, drivers can also press a "Sport Response" switch, which primes the engine and transmission to unleash power as quickly as possible. In other words, maximum responsiveness – for a period of around 20 seconds.