

The most powerful series-production 911 with a naturally aspirated engine makes its debut in Asia

## **A clear focus on motorsport: The new Porsche 911 GT3 RS**

The Porsche motorsport department is presenting Weissach's latest treat at Auto China: the 911 GT3 RS with motorsport chassis and 383-kW (520-hp), four-litre, high-speed naturally aspirated engine. The new high-performance sports car was developed on the basis of the 911 GT3 and has been refined even further to combine the performance-enhanced engine with a running-gear setup that features re-calibrated rear-axle steering designed for maximum dynamics and precision. The 911 GT3 RS accelerates from 0 to 100 km/h in 3.2 seconds, reaching a top speed of 312 km/h. Following the launch of the 911 GT3 and the 911 GT2 RS, this latest release will see Porsche present its third GT road-approved sports car within a year.

### **Aerodynamics and interior based on the race trim**

Aerodynamics have determined the design of the wide, weight-optimised body with its classic fixed rear wing. The racing look continues into the interior with full bucket seats made of carbon to provide secure lateral support in response to high-level driving dynamics. Lightweight door panels with storage nets and opening loops, reduced sound absorption and the new lightweight rear lid further emphasise the consistency of the material choices.

### **The most powerful naturally aspirated engine at 520 hp**

The four-litre, six-cylinder naturally aspirated engine from Porsche 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 current 911 GT3. Together with a speed range reaching up to 9,000 rpm, it was the ideal choice as a thoroughbred sports engine. Combined with the specially calibrated seven-speed PDK, the engine guarantees an outstanding driving performance.

### **A chassis featuring motorsport technology**

Technology straight from motorsport ensures that the chassis offers exceptional driving dynamics. Ball joints on all arms provide even greater precision than conventional elastokinematic bearings. 20-inch lightweight wheels with newly developed 265/35 sports tyres on the front axle enhance agility and steering behaviour, while 21-inch wheels with 325/30 tyres at the rear axle improve traction.