



PORSCHE



Porsche at the IAA 2017

Press Kit

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Fuel consumption and emissions ¹⁾

Cayenne: Urban fuel consumption 11.3 – 11.1 l/100 km, extra-urban 8.0 – 7.9 l/100 km, combined 9.2 – 9.0 l/100 km; CO₂ emissions 209 – 205 g/km

Cayenne S: Urban fuel consumption 11.8 – 11.3 l/100 km, extra-urban 8.4 – 8.0 l/100 km, combined 9.4 – 9.2 l/100 km; CO₂ emissions 213 – 209 g/km

Cayenne Turbo: Urban fuel consumption 16.4 – 16.2 l/100 km, extra-urban 9.5 – 9.3 l/100 km, combined 11.9 – 11.7 l/100 km; CO₂ emissions 272 – 267 g/km

911 GT3 with Touring Package: Urban fuel consumption 20.2 l/100 km, extra-urban 9.2 l/100 km, combined 13.3 l/100 km; CO₂ emissions 302 g/km

911 GT2 RS: Urban fuel consumption 18.1 l/100 km, extra-urban 8.2 l/100 km, combined 11.8 l/100 km; CO₂ emissions 269 g/km

¹⁾ Range depends on the tyre set used

Porsche at the IAA 2017

World premiere of the Cayenne Turbo and 911 GT3 with Touring Package

There will be a double Porsche premiere at the 67th International Motor Show (IAA), which takes place from September 12 to 24, 2017: The Stuttgart-based sports car manufacturer will crown the recently unveiled and completely redeveloped Cayenne model line at the event in Frankfurt. There will also be an addition to the 911 models.

Following the spectacular world premiere of the Cayenne with 250 kW (340 hp) and the Cayenne S with 324 kW (440 hp) in Stuttgart-Zuffenhausen, the new top-of-the-range model is set to make its debut. With a powerful drive, innovative chassis systems and active aerodynamics, the new Cayenne Turbo achieves the driving dynamics of a sports car. What's more, Porsche will also showcase the 911 GT3 with Touring Package in Frankfurt. The purist, high-performance sports car is only available with a manual six-speed transmission and has a variable rear spoiler instead of the fixed rear wing. At 700 hp, the Porsche GT2 RS is the most powerful 911 of all time and will celebrate its trade fair premiere.

Completely new development: The new generation of the Cayenne

The new Cayenne Turbo will once again raise the bar for sporty performance in its segment. The four-litre V8 biturbo engine delivers 404 kW (550 hp). The Porsche Active Aerodynamics including adaptive roof spoiler, controlled three-chamber air suspension, mixed tyres and a new, high-performance brake provide the perfect basis for increased driving dynamics. With options such as the electric roll stabilisation system (PDCC) or rear-axle steering, the SUV offers the performance of a true sports car. The new Cayenne Turbo can accelerate from zero to 100 km/h in 3.9 seconds and reach a top speed of 286 km/h.

The Cayenne and Cayenne S with six-cylinder V-engines are also new developments. More powerful and significantly more efficient engines combine with the new eight-speed Tiptronic S to spontaneously convert the driver's desires into acceleration, pulling power and best-in-class performance.

Thanks to its sports car genes, the completely new lightweight construction of the chassis delivers excellent driving dynamics that were previously impossible in this segment. The new driving dynamics systems play an essential role here, and also set the vehicle even further apart in terms of the driving comfort of a high-end saloon. Going off-road is also easier, as the driver can now choose between five different drive and chassis modes, depending on the terrain.

Two exceptional sports cars: 911 GT3 with Touring Package and 911 GT2 RS

The 911 GT3 with Touring Package is a new equipment variant to add to the well-known GT sports car. Technically, the legendary high-performance sports car is unchanged with a powerful 368 kW (500 hp) naturally aspirated engine; visually, however, it is more reserved. The usual dominant rear wing is replaced with the active spoiler from the 911 Carrera models. Inside, the driver and passenger are greeted by a leather interior. In line with the puristic concept, the two-seater is only available with a manual six-speed transmission, allowing it to accelerate from zero to 100 km/h in 3.9 seconds. The maximum speed is 316 km/h.

With its powerful 515 kW (700 hp) biturbo six-cylinder engine, the 911 GT2 RS is currently the most powerful and fastest 911 of all time. The 911 GT2 RS accelerates from zero to 100 km/h in just 2.8 seconds, achieving a top speed of 340 km/h. Traditionally, the GT sports car transmits its power via the rear wheels, with its excellent driving dynamics coming to the fore through the extraordinary driving experience. High proportions of aluminium, carbon and magnesium ensure the consistently lightweight construction of the sports car, which weighs 1,470 kilograms with a full fuel tank. Another special feature is that Porsche Design has teamed up with Porsche Motorsport to develop the 911 GT2 RS Chronograph exclusively for future owners of the high-performance sports car.

New top-of-the-range model in the Cayenne line with 550 hp, active aerodynamics and high-performance brakes

Even more 911 in an SUV: the new Porsche Cayenne Turbo

With its world premiere at the 67th International Motor Show in Frankfurt, the new Porsche Cayenne Turbo is taking its place at the top of the model line. The completely new top-of-the-range model from the third generation of the Cayenne is once again raising the bar for sporty performance in its segment. The four-litre V8 biturbo engine delivers 404 kW (550 hp). The increased driving dynamics are based on the combination of innovative technologies, such as active aerodynamics including roof spoiler, controlled three-chamber air suspension, mixed tyres and the new high-performance brake. With additional options, such as rear-axle steering or electric roll stabilisation with a 48-volt system, the SUV can even achieve the driving characteristics of a true sports car. The new Cayenne Turbo accelerates from zero to 100 km/h in 4.1 seconds (3.9 seconds with the Sport Chrono Package) and reaches a top speed of 286 km/h.

Even sharper design

With an exclusive front end and the LED main headlights of the Porsche Dynamic Light System (PDLS), the Cayenne Turbo has an appearance that is both dominant and independent. At night, the new Turbo sets itself apart from other Cayenne models with its double-row front light modules. The side view is characterised by standard 21-inch Turbo wheels specially reserved for the top model, in widened wheel arches with painted wheel arch trims. The twin tailpipes, specific to the Turbo, are the key distinguishing features on the rear end. The door trims and rear apron are painted in the exterior colour. The completely new interior demonstrates the increased spread of the Cayenne Turbo: more sportiness and more comfort at the same time. Virtually all the vehicle functions of the fully networked SUV can be displayed and operated using the high-resolution display and touchscreen of the Porsche Advanced Cockpit. Among them, for example, is the BOSE® Surround Sound System with 710 watts, fitted as standard. Drivers and passengers experience this top-of-the-range model in sports seats with 18-way adjustment. The integrated headrests are a new feature and are also reminiscent of the 911. All seats and the multifunction sports steering wheel in an exclusive Turbo design are heated as standard.

Greater power, greater torque: biturbo eight-cylinder with 550 hp

At the heart of the Cayenne Turbo is the new four-litre V8 engine with twin turbocharging. With an output of 404 kW (550 hp), it exceeds the engine of its predecessor by 22 kW (30 hp), while the maximum torque of 770 Nm represents an increase of 20 Nm. The new eight-speed Tiptronic S converts both into acceleration and speed by means of the active all-wheel drive Porsche Traction Management (PTM). The new Turbo sprints to 100 km/h in 4.1 seconds (3.9 seconds with the Sport Chrono Package) and reaches a top speed of 286 km/h. As is characteristic for new engine generations, the exhaust turbochargers are arranged inside the cylinder V, in the "central turbo layout". The shortened exhaust paths between the combustion chambers and the turbochargers mean that the engine is especially responsive, while the central turbo layout results in significantly improved power delivery. Another advantage is the compact construction of the engine. This enables a lower installation position, which has a positive effect on the driving dynamics: The centre of gravity is lower and the cornering precision is higher.

Active chassis with three-chamber air suspension and mixed tyres

The new lightweight chassis of the Cayenne Turbo combines the best of three worlds: the precision of a sports car, the comfort of a saloon and the adaptability of an off-road vehicle. In particular, the combination of the new three-chamber air suspension with the active shock-absorber system PASM extends the range considerably. The concept of the new mixed tyres with standard dimensions of 285/40 at the front and 315/35 at the rear comes from sports car construction and produces even better longitudinal and lateral power transmission. Three air chambers per spring strut are used in the adaptive air suspension design, therefore the chassis is able to map different spring rates. With six selectable height levels, the ground clearance can be manually adjusted to suit the offroad terrain. They are also actively controlled via five new driving programmes for road journeys and off-road journeys. Complemented by optional rear-axle steering, the electric Porsche Dynamic Chassis Control (PDCC) roll stabilisation connected to a 48-volt vehicle electrical system and Porsche Torque Vectoring Plus (PTV+), the new Cayenne Turbo achieves the driving dynamics of a sports car. At the same time, its everyday suitability in terms of parking and turning manoeuvres is improved, as is the comfort level.

First SUV with adaptive roof spoiler and new high-performance brake

The new Cayenne Turbo is the first SUV to have an adaptive roof spoiler as a component of its active aerodynamics. Depending on the position, this optimises efficiency, increases downforce on the rear axle and, in the airbrake position, shortens the braking distance from higher speeds. At full braking from 250 km/h, the SUV comes to a stop up to two metres earlier as a result. The aerodynamic system therefore complements the effect of the new high-performance Porsche Surface Coated Brake (PSCB) which takes care of deceleration in the Cayenne Turbo as standard. The tungsten carbide layer applied to the steel discs increases braking performance and resistance to wear while reducing the amount of brake dust at the same time, meaning less dirt on the rims. The top system in the programme remains the optional Porsche Ceramic Composite Brake (PCCB).

New engines, new chassis, innovative control concept and more connectivity

Third generation of the Porsche Cayenne launches

Porsche presents the third generation of the Cayenne. The successful model from the Stuttgart-based sports car manufacturer is launching as a completely new development and will combine even more of the typical Porsche performance with excellent everyday practicality. The powerful turbo engines, new eight-speed Tiptronic S gearbox, new chassis systems and innovative display and control concept with total connectivity will take both sport and comfort to the next level. At market launch, there are two newly developed six-cylinder engines to choose from: The Cayenne's 250-kW (340 hp), three-litre turbo engine delivers 29 kW (40 hp) more than the previous model. The 2.9-litre V6 biturbo engine in the Cayenne S, which reaches speeds of up to 265 km/h, brings it up to 324 kW (440 hp) – an increase of 15 kW (20 hp). Equipped with the optional Sport Chrono Package, the new Cayenne S accelerates from zero to 100 km/h in less than five seconds.

The Cayenne is based heavily on the iconic 911 sports car: The third edition of the SUV, which has also been enhanced visually, now has mixed tyres and rear-axle steering for the first time. In addition to these typical sports car features, the on-road capabilities are further improved by active all-wheel drive as standard, Porsche 4D Chassis Control, three-chamber air suspension and the Porsche Dynamic Chassis Control (PDCC) electronic roll stabilisation system. Despite its significantly extended standard equipment, the Cayenne weighs up to 65 kilograms less than its predecessor and remains perfectly suited to off-road use.

Dynamic design language: firmer design and larger wheels

Sporty and precise with a clear design – new and yet familiar: The appearance of the Cayenne has been enhanced in the style that runs through the Porsche Design DNA. The enlarged air intakes at the front are clear indicators of the increased performance. The new horizontal light edges mean that the SUV now appears wider and more athletic, even when stationary. With an exterior length increased by 63 millimetres without any change to the wheelbase (2,895 millimetres) and a roof height reduced by nine millimetres compared with its predecessor, the elegant, streamlined impression of the Cayenne, which is 4,918 millimetres long and 1,983 millimetres wide (excluding mirrors), has been noticeably

enhanced. The luggage compartment volume is now 770 litres – an increase of 100 litres. The wheels are one inch larger in diameter, with larger wheels and tyres on the rear axle for the first time, emphasising the enhanced driving dynamics. The distinctive, three-dimensional Porsche logo spans the redesigned rear lights with three-dimensional light design and end-to-end narrow strip of LEDs.

Porsche is offering a new three-stage lighting concept for the headlights: Every Cayenne is fitted with LED headlights as standard. In the next upgrade, the Porsche Dynamic Light System (PDLS) can be selected as an option, offering a variety of light modes such as cornering light and motorway light. The new LED main headlights with matrix beam including PDLS Plus are the best system available. Fully variable light distribution and intensity are enabled by 84 individually activated light-emitting diodes. This means that the Cayenne can offer new functions such as high beam that does not glare opposing traffic, as well as adaptive sign glare control.

Cayenne and Cayenne S market launch

The new Porsche SUV is launching in two variants: The Cayenne with a six-cylinder turbo engine and displacement of three litres delivers 250 kW (340 hp), developing a torque of 450 Nm. That means that even the standard model achieves outstanding driving performance. It accelerates from zero to 100 km/h in 6.2 seconds (5.9 seconds with the Sport Chrono Package). The maximum speed is 245 km/h. The second model to launch is the Cayenne S. It is driven by a 2.9-litre V6 engine with twin turbocharging. This engine, which has also been newly developed, delivers 324 kW (440 hp), achieving a torque of 550 Nm – 15 kW (20 hp) more than its predecessor. At 5.2 seconds (4.9 seconds with the Sport Chrono Package), the acceleration from zero to 100 km/h has been reduced accordingly. The maximum speed is 265 km/h.

Faster on the road, even more impressive on rough terrain: new Tiptronic S and PTM

The Cayenne's expanded performance range, improving both sportiness and comfort, is due in no small part to the new eight-speed Tiptronic S gearbox. Shorter response times and sportier ratios in the lower gears enhance both on-road performance and off-road capability. At the other end of the expanded spread between comfort and sportiness, the long-transmission eighth gear ensures low torques, optimised fuel consumption and relaxed driving.

Even on rough terrain, the Cayenne provides straightforward driving pleasure. Programmed off-road modes make it easy for the driver to select the right setup for their drive. The default setting is the Onroad programme. Four other modes activate the conditioning for mild off-road terrain: Mud, Gravel, Sand or Rocks. The drive, chassis and differential locks can be selected to adapt to the relevant scenario. For power distribution, Porsche utilises the active all-wheel drive in all Cayenne models. The intelligent, fully variable Porsche Traction Management (PTM) distributes the driving force between the drive axles. Its hang-on concept is a key principle for the excellent sporting performance of the Cayenne. At the same time, it fulfils all requirements for extensive traction on rough terrain.

Following the 911: lightweight chassis with mixed tyres

The new Cayenne combines three chassis concepts in one new design: sports car, off-roader and touring car. This involved developing a new lightweight chassis base with a front axle featuring a separated link design and a multi-link rear axle. A typical sports car feature is the new mixed tyres, which are now on wheels of at least 19 inches. This improves the stability and the driving dynamics around bends. Porsche offers wheel sizes up to 21 inches as an option for the Cayenne.

New developments: rear-axle steering, air suspension, roll stabilisation

This format provides the optimal basis for the active chassis systems, which are analysed and synchronised by the integrated Porsche 4D Chassis Control system. The system works in real time, optimising handling even further. With the exception of the active PASM damper system (as standard with the Cayenne S), all other chassis systems are new developments. For the first time, the Cayenne is available with electric rear-axle steering. The system, tried and tested both in the 911 and the Panamera, improves agility on bends and stability when changing lanes at high speeds. The reduced turning circle also makes everyday handling of the SUV easier.

The optional adaptive air suspension with new three-chamber technology significantly increases the spread between a sporty, firm connection and the driving comfort expected of a touring car. Just as before, the system enables adjustments to the ground clearance on rough terrain. With the optional Porsche Dynamic Chassis Control (PDCC) roll stabilisation, sporty drivers benefit by changing from a

hydraulic to an electric system. This switch is made possible by a powerful 48-volt vehicle electrical system. Shorter response times enable even more precision in the driving dynamics – and even more comfort on moderate drives.

World première: Porsche Surface Coated Brake with tungsten-carbide layer

With the innovative Porsche Surface Coated Brake (PSCB), the sports car manufacturer is once again assuming a pioneering role in the development of high-performance brakes. This world first is available as an option for all Cayenne models and consists of a cast-iron disc with a tungsten-carbide coating. This finish increases the friction values and wear and brake dust are reduced. The brake, exclusive to Porsche, is also visually impressive: The brake callipers are painted white, while the surface of the discs develops a unique gloss level after bedding-in. The PSCB is only available in combination with at least the 20-inch wheels. The PCCB ceramic brakes remain the top system in the range.

New Sport Chrono Package with PSM Sport

The new Cayenne offers even more potential when it comes to sporty performance. Porsche has redeveloped the Sport Chrono Package based on the model of the sports car. The Mode button on the steering wheel is one clear indicator of this approach. As well as the Normal, Sport and Sport Plus driving modes, the driver can select an individually configurable mode. Pressing the Sport Response button in the centre activates the engine and transmission maps, which are calibrated for maximum performance. The Sport Chrono Package also includes a separate PSM Sport mode, in which the driver can utilise the new Cayenne's full driving dynamics.

Reduced weight means lower fuel consumption and even more driving pleasure

Sports cars need a lightweight construction. Following the 911 and the Panamera, the new body of the Cayenne also uses an intelligent combination of alloy and steel. The exterior is made entirely of aluminium. The floorpan assembly, front section and virtually all the chassis components are also manufactured from alloy. One particular technical highlight is the innovative lithium-ion polymer starter battery, which alone accounts for a weight saving of 10 kg over the predecessor model. In total, the weight of the Cayenne when empty has been reduced from 2,040 to 1,985 kilograms – even

in spite of the significantly extended standard equipment, which now includes LED main headlights, larger wheels, ParkAssist (front and rear), an LTE telephone module including a WiFi hotspot, Porsche Connect services and anticipatory pedestrian protection.

Digital evolution: Porsche Advanced Cockpit and new PCM

With this new generation, the Cayenne is writing a new chapter in the relationship between driver and vehicle: The Porsche Advanced Cockpit is fully integrated into the sporty, luxurious atmosphere. At the heart of the new display and control concept from Porsche is the 12.3-inch full-HD touch-screen from the latest generation of Porsche Communication Management (PCM), launched last year with the new Panamera. A range of digital functions can be operated intuitively – including by voice control. The standard Porsche Connect Plus allows access to online services and the Internet. This includes the standard online navigation with real-time traffic information. The analogue controls on the new centre console are focused on the main functions of the vehicle. Other buttons are harmoniously integrated into the smartphone-like, glass-look touch surface, giving acoustic and haptic feedback when operated. In typical Porsche style, the driver has a central analogue tachometer to view. This is flanked by two 7-inch full-HD displays, which display all other relevant driving data plus additional information selected using the multi-function steering wheel. Night Vision Assist with a thermal imaging camera is one of the most important assistance systems, along with Lane Change Assist, Lane Keeping Assist including traffic sign recognition, traffic jam assist, ParkAssist including Surround View and Porsche InnoDrive including adaptive cruise control.

Your personal Cayenne – more customisation, more online services

At the same time, the new PCM brings the next level of customisation. It is not only the start screen and main menu that can be adjusted to the driver's needs. Up to six individual profiles can also be configured. As well as a large number of interior settings, a profile is used to store specifications for lights, driving programmes and assistance systems. Depending on the equipment, the driver can also apply their own settings to the new sound systems from Bose® and Burmester®. Plus, the new Cayenne is always online if the driver needs it to be – the expanded Connect Plus services are available through the integrated LTE-enabled SIM card. The engine-independent heating, for example, can be programmed remotely via smartphone. In addition, the Offroad Precision App, specially de-

veloped for the Porsche Cayenne, is now also available as part of the new standard package. It allows rough-terrain drives to be documented in detail, helping the driver to improve their own skills using video recordings.

Porsche GT model with manual transmission now also without rear wing

911 GT3 with Touring Package celebrates its world premiere at the IAA

New addition to the Porsche puristic high-performance sports cars: The 911 GT3 with Touring Package is only available with a manual six-speed transmission and has a variable rear spoiler instead of the fixed rear wing, like the 911 Carrera. Beneath its understated exterior is pure motorsport technology: The four-litre naturally aspirated engine taken from motorsport reaches 368 kW (500 hp) and generates a torque of 460 Nm. In combination with optimum gear changes, the 911 GT3 with Touring Package sprints from 0 to 100 km/h in 3.9 seconds to reach a top speed of 316 km/h.

The name "Touring Package" harks back to an equipment variant of the 911 Carrera RS from model year 1973. Even then, the puristic 911 design and classic interior features were a key element. The new 911 GT3 with Touring Package adopts and modernises this concept. This variant is aimed at fans of high-quality sports cars who particularly value an understated appearance and classic driving enjoyment.

Aside from the Clubsport Package and Alcantara equipment ranges, virtually all 911 GT3 options are also available from Porsche in combination with the Touring Package. They include features such as all exterior and wheel colours, the PCCB ceramic brake, the lift system, LED headlights, all seat variants, the Chrono Package and the audio systems.

The Touring Package option is available to order now and is available as an optional extra at no extra cost. That means the 911 GT3 with Touring Package in Germany still costs EUR 152,416 including VAT and with country-specific equipment options.

A high-performance sports car in every respect

With the exception of the rear, the body of the GT3 remains unchanged in the variant with Touring Package. This means it has large air intakes in the specially designed front end, as well as the air outlet that is typical of the 911 GT3 model, located in front of the luggage compartment lid. The front and

rear lights are identical, though not dark-tinted. The appearance from the side of the vehicle is dominated by the forged alloy wheels with central locking. At the front, 245/35 ZR 20 tyres are fitted on nine-inch wheels, while at the rear 305/30 ZR 20 tyres are mounted on twelve-inch wheel rims. The tyres create a powerful impression as the body of the new variant is 44 millimetres wider at the wheel arches than the 911 Carrera. Lowering by an additional 25 millimetres further emphasises the width of the car.

Sporty aerodynamics: Rear spoiler with additional tear-off edge

The subtle structural features are first visible at the rear end. The spoiler wing of the extending rear spoiler from the series-production 911 is equipped with an aerodynamic tear-off edge (Gurney flap) in the vehicle body colour. The specially designed rear lid grille bears the "GT3 touring" logo. Other distinguishing features include the silver-coloured side window strips, sports exhaust system tailpipes and headlight washer system covers, as well as the Porsche logo at the rear. In the "Black Exterior Touring Package" equipment option, these elements are in black, as with the 911 GT3. The front and rear lights are dark-tinted.

Leather interior

The interior creates the feel of a classic sports car with manual transmission. In line with the character of a puristic GT, fine leather is prevalent rather than Alcantara. The steering wheel rim with twelve o'clock marker, shift lever, door panel armrests, centre console storage compartment lid and interior door handles are upholstered in smooth-finish leather. The seat centres are made of black fabric. The headrests feature embossed Porsche crests and all seams in the partial leather interior are sewn in black thread. The finishing touch to the interior is the trim in black aluminium.

Powerful six-cylinder naturally aspirated engine from motorsport

The powertrain and chassis are identical on all 911 GT3 vehicles with manual transmission, including the variant with Touring Package. The naturally aspirated six-cylinder flat engine with four-litre displacement is taken from racing cars such as the 911 RSR and 911 GT3 Cup. The machine is the most powerful naturally aspirated direct-injection engine and has the greatest displacement that Porsche

has ever developed for a six-cylinder flat engine on the road. The engine is characterised by its high-speed concept. The crankshaft spins at up to 9,000 revolutions per minute, which is truly extraordinary, even for a sports car engine.

The gear ratio of the six gears is precisely tuned to the power development of the engine and offers particularly sporty shifting characteristics. An automatic intermediate acceleration function ensures an exciting sound when downshifting. This function is activated via the "Sport" button on the centre console, delivering dynamic shift processes from faster synchronisation of the gears. The GT sports manual transmission transfers the power to a mechanical rear differential lock with automatic braking (PTV).

Fast on the corners, stable on the straights: Rigid chassis with rear-axle steering

The chassis of the 911 GT3 is testament to Porsche's experience in motorsport. In addition to the basic design, which is optimised for precision, the chassis also boasts superior handling characteristics, thanks predominantly to the active rear-axle steering. Depending on the speed, it steers either in the opposite or the same direction as the front wheels, thereby improving the vehicle's agility and stability. The size of the tyres on both axles is such that the front wheels optimally transmit steering and brake forces, while the rear wheels provide drive and traction.

Porsche Track Precision app as standard

In addition to Porsche Communication Management (PCM) including an online navigation module with real-time traffic information, the standard equipment of every 911 GT3 also includes the Connect Plus module and the Porsche Track Precision app. This app enables the driver to display, record and analyse detailed driving data on their smartphone.

New 911 GT2 RS with 700 hp, rear-wheel drive, racing chassis and rear-axle steering

Porsche unveils the most powerful 911 of all time

The fastest and most powerful road-approved 911 is ready for launch: The new Porsche 911 GT2 RS will make its exhibition debut at the International Motor Show (IAA). At the heart of this high-performance sports car is a 515-kW (700-hp) biturbo flat engine. Weighing in at 1,470 kg with a full fuel tank, the lightweight two-seater accelerates from zero to 100 km/h in 2.8 seconds. The rear-wheel drive Coupé has a top speed of 340 km/h and with its near-motorsport drive technology, the new 911 GT2 RS trumps its 3.6-litre predecessor by 59 kW (80 hp) and achieves a torque of 750 Newton metres (an increase of 50 Nm).

The engine builds on the 3.8-litre one in the 911 Turbo S at 427 kW (580 hp). In order to increase performance, large turbochargers push an increased volume of process air into the combustion chambers. A new additional cooling system delivers optimum cooling at peak loads and, at very high temperatures, sprays the charge-air cooler with water. This causes the gas temperature to fall in the overpressure range and ensures optimum power output, even under extreme conditions. The customised GT seven-speed double-clutch transmission (PDK) in the new GT2 RS enables power to be transferred with uninterrupted traction. The specially developed exhaust system is made from extra-lightweight titanium and weighs around seven kilograms less than the system used in the 911 Turbo. and delivers an emotional sound without precedent.

For the first time ever, Porsche Design is celebrating the debut of the high-performance sports car by releasing a special-issue watch. Offering a nod to the world of motorsport, the 911 GT2 RS watch is exclusively available to owners of the new vehicle and can only be ordered in conjunction with the new GT model at a Porsche Centre from June 30, 2017.

Racing chassis for outstanding dynamic cornering

Discipline in sport means mastering every detail. And in the world of super sports cars, cornering speeds are on another level. The 911 GT2 RS reaches these speeds thanks to its flawless racing chassis with rear-axle steering and Ultra High Performance (UHP) tyres. Like all GT sports cars, the

new top model features a specially calibrated PSM with a Sport mode that is tailored to provide optimal driving dynamics. Powerful air intakes and outlets and the imposing rear wing emphasise that the vehicle's aerodynamics have mastered both form and design. The large, wide wheels (265/35 ZR 20 at the front and 325/30 ZR 21 at the rear) ensure outstanding braking and cornering forces. The 911 GT2 RS features Porsche Ceramic Composite Brakes (PCCB) as standard. The front wings, wheel housing vents, outer shells on the Sport Design exterior mirrors, air intakes on the rear side sections and parts of the rear end are made from carbon-fibre reinforced plastic (CFR), as are many of the interior components. The bonnet is also made from carbon to make the vehicle as lightweight as possible, while the standard trim roof is made from magnesium. Both body parts have a wide lateral swage line.

Optional Weissach package with 30-kg weight saving

Performance can always be cranked up a notch – even on the 911 GT2 RS. That's why the Porsche engineers have developed the optional Weissach package, which provides a weight saving of around 30 kilograms. The package includes additional elements made from carbon-fibre reinforced plastic and titanium. For instance, the roof and the anti-roll bars are made of carbon, and so are the coupling rods on both axles. Magnesium wheels reduce both the gross weight and the unsprung weight, providing a greater wealth of impressive chassis properties. The luggage compartment lid and the carbon-weave finish roof are emblazoned with a central strip in the same colour as the car for a visually distinctive look.

A truly sporty interior

The passenger compartment of the 911 GT2 RS is dominated by red Alcantara, black leather and interior parts with a carbon-weave finish as standard. The GT2 RS sports steering wheel with gearshift paddles enables quick and sporty gear changes. Drivers and passengers experience the driving dynamics of the high-performance sports car in full bucket seats with a carbon-weave finish. As in every 911, the Porsche Communication Management (PCM) is the central control unit for audio, navigation and communication. The Connect Plus module and Porsche Track Precision app are also included as standard, enabling detailed recording, display and analysis of driving data on a smartphone.

The optional Chrono Package expands the PCM functions to include performance display, which can be used to display, save and evaluate track times. The package also includes a stopwatch on the switch panel with both analogue and digital display. What's more, the Chrono Package on the 911 GT2 RS comes with a lap trigger. Using the Porsche Track Precision app in conjunction with external markers on a start/finish straight, this lap trigger enables drivers to record lap times with a high level of precision.

Exclusive watch to accompany the car: Porsche Design 911 GT2 RS Chronograph

Porsche Design has teamed up with Porsche Motorsport to develop the 911 GT2 RS Chronograph for customers of the new super sports car. It is reserved exclusively for 911 GT2 RS drivers. At its heart is the first clock movement developed by Porsche Design, the product of three years' work. The calibre 01.200 includes a flyback function, a load-path-optimised movement bridge and an official COSC certificate of authenticity. The timepiece housing is made of lightweight titanium.

The flyback function is inspired by motorsport and represents a special feature of the Porsche watch. On a traditional chronograph, the buttons must be pressed three times in order to measure consecutive time intervals: The first press stops the chronograph, the second resets it and the third restarts the measuring process. On chronographs with a flyback function, these processes happen automatically and in rapid succession. The stop function and the ongoing time display are clearly separated using yellow markings. Many of the details on the timepiece are based on the high-performance sports car. The tungsten winding rotor is modelled on the rims of the 911 GT2 RS. The clock face is made of carbon, while the design of the time display matches the instrument cluster and the tachometer. The 911 GT2 RS and its watch counterpart are exclusively available at Porsche Centres worldwide. The vehicle and watch are produced individually in line with customer wishes and delivered together.