

Premiere

The New 911 GT3: Racetrack-bred, Ready for the Road

Racing-derived advances, more horsepower, greater torque—it's all in the newest version of this exceptional sports car.

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Photo by
Porsche

Welcome to today's sports-car design studio. The latest version of the Porsche 911 GT3 street-legal sports car hews even closer to the racetrack than its predecessor. It incorporates many racing-derived advances. As a result, its performance is impressive not only on the road, but also on the racetrack. Porsche has further enhanced the core characteristics of the athletic 911: power and vehicle dynamics. All in all, the GT3 is substantially improved, and its classic styling is more distinctive than ever.

The proven six-cylinder, naturally aspirated engine now puts out 435 horsepower. The additional 20 horsepower result primarily from an increase in engine displacement by 200 cc to 3.8 liters and from improved valve control: for the first time, the VarioCam system adjusts the exhaust camshafts along with the intake

camshafts. What's more, the revised boxer engine delivers greater torque, especially at medium engine speeds, which is particularly noticeable in everyday driving. What can it do? Zero to 100 km/h (62 mph) in 4.1 seconds, zero to 160 km/h (100 mph) in 8.2 seconds, and a top track speed of 312 km/h (194 mph.)

A specially tuned version of Porsche Stability Management (PSM) provides an impressive improvement in vehicle dynamics. The driver now has the option of separately deactivating the stability control (SC) and the traction control (TC). Overall, the GT3 provides increased road grip and stability at higher speeds. Aerodynamic modifications increase the downforce on both the front and the rear—to such an extent that the overall down pressure on the car is more than twice as great as on the former model.

It is truly an ace among sports cars. ◀

Technical Data

Engine:	Water-cooled six-cylinder boxer engine; VarioCam camshaft adjustment for intake and exhaust valves; dry sump lubrication with external motor oil tank; sports exhaust system with two separate central exhaust pipes
Displacement:	3,800 cc
Power output:	320 kW (435 hp) at 7,600 rpm
Max. torque:	430 Nm (317 lb.-ft.) at 6,250 rpm
Max. engine speed:	8,500 rpm

