



PORSCHE

World Premiere at the Nürburgring

Lighter, More Economical, Faster: The New 911 GT3 R

Stuttgart. Based on the 911 GT3 RS production sports car, Porsche has designed a customer sport race car for GT3 series around the world: The 911 GT3 R. In developing the more than 368 kW (500 hp) racing nine-eleven, special attention was paid to lightweight design, better aerodynamic efficiency, reducing consumption, improved handling, further optimized safety as well as lowering service and spare parts costs.

Adopted from its production sibling, the 911 GT3 R features the distinctive double-bubble roof, and the wheelbase which had been lengthened by 3.27 inches (8.3 centimeters) compared to the previous generation. This ensures a more balanced weight distribution and more predictable handling particularly in fast corners in comparison to the previous GT3 R. By applying systematic lightweight solutions for the body, add-on parts, and suspension, the engineers significantly optimized the center of gravity position of the GT3 R compared to the predecessor model. The lightweight body design of the 911 GT3 RS production sports car featuring intelligent aluminum-steel composite construction has proven to be the ideal basis for the race car. The roof, front cover and fairing, wheel arches, doors, side and tail sections as well as the rear cover are made of particularly light carbon-fiber composite material (CFRP). All windows – and for the first time even the windscreen – consist of polycarbonate.

Powering the new 911 GT3 R is a cutting-edge four-liter flat-six unit which is largely identical to the high-performance production engine of the road-legal 911 GT3 RS. Direct gasoline injection, which operates at pressures up to 200 bar, as well as variable valve timing technology ensure a particularly efficient use of fuel. Moreover, the normally aspirated engine offers significantly better driveability and a broader usable rev range. Power from the rear engine is transferred to the 12.2-inch (310 mm) rear wheels via a Porsche sequential six-speed constant-mesh gearbox. As in the GT road-going models of the 911, the driver changes gears via shift paddles conveniently positioned on the steering wheel.

The aerodynamics of the 911 GT3 R also follows the example of the road car. The distinctive wheel arch air vents on the front fairings increase downforce at the front axle. Measuring 6-feet, 56.inches (two meters) in width by 15.7-inches (40-centimeters) in depth, the rear wing lends aerodynamic balance. From its 911 RSR big brother, the GT3 R has adopted the concept of the centrally-positioned radiator. By eliminating the side radiators, the position of the center of gravity was improved, the radiator is better protected against collision damage, and the venting of hot air through louvers in the front cover was enhanced.

The brake system of the 911 GT3 R also underwent further modifications and, thanks to increased stiffness and more precise control of the ABS, is even better suited to long distance racing. At the front axle, six-piston aluminum monobloc racing brake calipers combined with ventilated and grooved steel brake discs with a diameter of 15 inches (380 millimeters) ensure outstanding braking performances. Fitted at the rear axle are four-piston calipers and discs measuring 14.6-inches (372 millimeters).

Another development focus was on the safety features of the GT3 R. The capacity of the further-reinforced FT3 safety fuel cell was increased by 3.17 gallons (12 liters) to now hold 31.7 gallons (120 liters), with the tank now featuring a fuel cut-off safety valve. The doors and the side windows can be removed, and the escape hatch in the roof is now larger. In the event of an accident, the new racing bucket seat offers drivers even better protection.

Technical description Porsche 911 GT3 R (991)

Single-seat customer race car based on the Porsche 911 GT3 RS

Engine

- Water-cooled six-cylinder boxer engine (rear mounted)
- 4,000 cm³; stroke 81.5 mm; bore 102 mm
- Output: over 368 kW (500 hp) subject to FIA BoP (air restrictor)
- Four-valve technology
- Direct fuel injection
- Dry sump lubrication

Transmission

- Porsche sequential six-speed constant-mesh gearbox
- Mechanical slip differential
- Pneumatic gear-shift activation (paddle shift)

Bodyshell

- Lightweight body featuring intelligent aluminum-steel composite design
- Integrated (welded) roll-cage according to FIA Appendix J
- Removable escape hatch in roof

- Lightweight exterior design:
- CFRP doors, rear cover, rear wing, wheel arches, front and rear fairing
- Polycarbonate glazing
- Removable polycarbonate door windows
- FT3 safety fuel cell, approx. 120 liters, with fuel cut off safety valve in accordance with FIA regulations
- Air jack system (four jacks)

Suspension

- Front axle McPherson strut, adjustable in height, camber and toe
- Wheel hubs with centre-lock wheel nuts
- Adjustable anti-roll bar blades (left and right)
- Power-assisted steering with electro-hydraulic pressure feed

Rear axle

- Multilink independent rear suspension, adjustable in height, camber, toe
- Wheel hubs with center-lock wheel nuts
- Adjustable anti-roll bar blades (left and right)

Brake system

Two separate brake circuits for front and rear axles; adjustable by driver via brake balance bar system

Front axle

- Six-piston aluminum monobloc racing brake caliper
- Ventilated and grooved steel brake disc, D = 380 mm, aluminum disc bell

Rear axle

- Four-piston aluminum monobloc racing brake caliper
- Ventilated and grooved steel brake disc, D = 372 mm, aluminum disc bell

Wheels/tires

Front axle

- One-piece BBS alloy wheels according to Porsche specification and design, 12.0J x 18 offset 17, tire dimension: 300/650-18 front; 13J x 18 offset 37.5, tire dimension: 310/710-18 rear

Electrics

- COSWORTH power module IPS32
- Race ABS
- Traction control

Weight/dimensions

- Total weight: 2,690 lbs/1,220 kg (subject to BoP)
- Overall length: 15.1-feet (4,604 mm)
- Overall width front axle: 6.4-feet (1,975 mm)
- Overall width rear axle: 6.57-feet (2,002 mm)
- Wheelbase: 8.08-feet (2,463 mm)

A first video of the new Porsche 911 GT3 R, which celebrated its world premiere as part of the Nürburgring 24-hour race on May 15, is available for viewing on the link <https://vimeo.com/127918688>

Please note: Photo and video material of the Porsche 911 GT3 R is available for accredited journalists from the Porsche Press Database under the internet address <https://presse.porsche.de>. On this website you can also activate the Porsche Motorsport SMS Info Service to receive the latest news and information. The Twitter channel @PorscheRaces provides live updates with the latest information, photos and videos from race tracks around the world. Journalists also have access to the 2015 Porsche Motorsport Media Guide on <https://presse.porsche.de/motorsport>. Porsche Communication provides a new service for journalists, bloggers and online multipliers under www.newsroom.porsche.com.

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