



PORSCHE

Press Release

August 19, 2009

No 63/09

New Porsche 911 GT3 RS

The Most Sporting Road-Going 911

Stuttgart. Dr. Ing. h.c. F. Porsche AG, Stuttgart, is sending the new 911 GT3 RS to the starting line: Delivering even more engine power, offering lower weight, and featuring shorter transmission ratios as well as body and suspension elements upgraded to an even higher standard, the new 911 GT3 RS sets the foundation for homologating the racing version of the 911 GT3 and therefore offers everything it takes for ongoing success on the race track, continuing the series of absolutely uncompromising, sporting 911s homologated for the road.

The heart of the new 911 GT3 RS, the power unit, is based on the engine already featured in the 911 GT3. Like the latter, the RS power unit now displaces 3.8 instead of 3.6 litres, delivering even more power and revving up even faster and more dynamically.

The engine featured in the new 911 GT3 RS delivers 15 bhp more than its counterpart in the 911 GT3, that is maximum output of 450 horsepower from the fast-revving naturally-aspirated power unit. This means specific output of more than 118 bhp per litre from the six-cylinder, an extremely high figure for natural-aspiration technology even in the strictest worldwide comparison. And unlike many other high-performance engines, the power unit in the new 911 GT3 RS remains fully suitable for everyday use.

The new 911 GT3 RS comes exclusively with a six-speed manual gearbox optimised for short gearshift travel, low weight and high efficiency. To enhance the level of

performance throughout the entire range of engine and road speed, the gears come with a shorter transmission ratio than on the 911 GT3, deliberately making concessions in terms of even higher top speed.

To further improve its sporting behaviour, the new 911 GT3 RS comes for the first time with a purpose-built and specially set up PASM suspension, with wider track not only at the rear, but also on the front axle. Accordingly, the body of the new 911 GT3 RS is wider not only at the rear, but also at the front through the use of additional wheel arch covers.

The front axle comes with nine-inch-wide wheels running on 245/35 ZR 19 sports tyres, the rear axle features twelve-inch-wide wheels incorporating 325/30 ZR 19 sports tyres.

The dynamic engine mounts featured as standard also serve to improve the car's driving dynamics to an even higher level. Depending on driving conditions, the mounts change in their stiffness and damping effect, improving the connection between the engine and the body when driving under very dynamic conditions.

As yet a further point the car's aerodynamics develop even more downforce than on the GT3, again benefiting the qualities of the car on the race track. Racing qualities are also why Porsche is introducing another new option in 2010, a lithium-ion battery delivered with the car and, replacing the conventional lead battery, reducing weight by more than 10 kg or 22 lb.

The new 911 GT3 RS shows its close connection to motorsport also through the dynamic looks of the car borne out in particular by its low ride height, the new, extra-large carbon-fibre rear wing with its specifically designed wing supports made of aluminium, the characteristic dual tailpipes on the extra-light titanium sports exhaust, as well as special front and rear parts exclusive to this model.

Sales of the new Porsche 911 GT3 RS are starting in Germany in January 2010. The Euro base-price is Euro 122,400.- without value-added tax and national specifications. The market launch date and retail price vary by region or country.

GO

Note: Images of the new 911 GT3 RS are available to accredited journalists on the Porsche Press Database at <https://presse.porsche.de>. Footage is available to registered users at <http://thenewsmarket.com/porsche>.