



GT3 RS edition with four-litre displacement

Limited edition racing car: 911 GT3 RS 4.0

Stuttgart. With the 911 GT3 RS 4.0, one of Dr. Ing. h.c. F. Porsche AG, Stuttgart's most popular, coveted and successful racing pedigree production cars is entering the home straight. Limited to 600 vehicles, the 911 GT3 RS 4.0 brings together in a road car all the attributes that have made the Porsche 911 GT3 a serial winner on the race track. The new model purveys thoroughbred motorsport technology to its innermost core. The flat engine's crankshaft has been lifted unchanged from the 911 GT3 RSR racing car's six cylinder engine and the forged pistons' connecting rods are fashioned from titanium. The four-litre displacement sports engine, the biggest 911 model line engine ever, is also the most powerful naturally aspirated engine with 125 hp/litre (92 kW). It achieves its maximum power of 368 kW (500 hp) at 8,250 revs per minute. The engine delivers its maximum torque of 460 Newton metres at 5,750 rpm.

The 911 GT3 RS 4.0 offers truly impressive performance. The most eloquent figure: It makes it round the Nürburgring-Nordschleife in 7:27 minutes. The 911 GT3 4.0, available exclusively with a six-speed sports transmission, sprints to 100 km/h (62 mph) from a standing start in 3.9 seconds, its gearing designed for the racing circuit taking it to the 200 km/h (124 mph) mark in under 12 seconds.

The 911 GT3 RS 4.0's outstanding driving dynamics are the fruit of meticulously coordinated details. In addition to using the suspension components typically encountered in motor racing, weight reduction is also of supreme importance. Equipped as standard with light weight components such as bucket seats, bonnet and front wings made of carbon fibre, plastic rear windows and weight-optimised carpets, the two-seater's ready-for-road weight is a mere 1,360 kilograms with a full tank of fuel. At 2.72 kg/hp, the 911 GT3 RS 4.0's power-to-weight ratio thereby dips below the magical threshold of 3 kilograms per hp.

The limited edition 911 is painted white as standard and emphasises its proximity to motor racing by its dynamic appearance. Trademark characteristics are the wide track, the low vehicle position, the large rear wing with adapted side plates, the typical central twin tailpipe and the aerodynamically optimised body. The lateral front air deflection vanes, so-called flics, making their first appearance on a production Porsche, testify to the aerodynamic precision engineering. They create increased downforce on the front axle and together with the steeply inclined rear wing bring the vehicle into aerodynamic equilibrium. As a result, at top speed, aerodynamic forces exert an additional 190 kg pushing the 911 GT3 RS 4.0 onto the road.

The market launch of the new Porsche 911 GT3 RS 4.0 begins in Germany in July 2011. The basic list price is 178,596 euro including 19 per cent value added tax and country-specific equipment.

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