



PORSCHE

News Release

September 11, 2017

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## **Porsche 911 GT3 with Touring Package celebrates its world premiere in Frankfurt**

*Porsche GT model with manual transmission now available without a rear wing*

**Atlanta, Georgia.** The 911 GT3 with Touring Package will be unveiled at the 67th International Motor Show (IAA), which will take place from September 12 to 24, 2017, in Frankfurt. Instead of the fixed rear wing, when equipped with the optional Touring Package, the GT3 will have an adaptive rear spoiler similar to that of the 911 Carrera models. Beneath its understated exterior is pure motorsport-derived technology: The four-liter naturally aspirated flat-six engine develops 500 horsepower and generates 339 lb.-ft. of torque. The 911 GT3 with Touring Package sprints from 0 to 60 miles per hour in 3.8 seconds and reaches a top track speed of 196 miles per hour. The Touring Package will be available exclusively in combination with the six-speed manual transmission.

The name “Touring Package” harkens back to a variant of the 911 Carrera RS from 1973. The very pure 911 design and classic interior features were key elements of this model. The new 911 GT3 when equipped with the Touring Package follows the same concept, and retains the two-seater arrangement of the 911 GT3. Apart from certain Alcantara®-covered interior fittings, almost all 911 GT3 options are also available in combination with the Touring Package. This includes all available exterior colors, wheel choices, the Porsche Ceramic Composite Brake (PCCB) system, the front axle lift system, LED headlights, three seat options, and the Sport Chrono Package.

### **A high-performance sports car in every aspect**

With the exception of the rear spoiler treatment, the body of the GT3 with the optional Touring Package remains unchanged. Like the other GT3 models, it is based upon the body of the 911 Carrera 4 model, which is 1.7 inches (44 millimeters) wider at the rear



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wheel arches. It sits about one inch (25 millimeters) lower than the 911 Carrera S. It also has large air intakes in the specially designed front fascia, as well as the air intake that is typical of the 911 GT3 model, located in front of the luggage compartment lid. In contrast to the other GT3 models, the front turn signal lenses and the taillights are not tinted. The 911 GT3 with Touring Package sits on forged center lock alloy wheels. At the front, 245/35 ZR 20 tires are fitted on nine-inch wide wheels, while at the rear 305/30 ZR 20 tires are mounted on twelve-inch wide wheels.

### **Sporty aerodynamics: Rear spoiler with additional gurney flap**

The subtle differences in the Porsche GT3 model when it is equipped with the Touring Package are primarily visible at the rear. The automatically extending rear spoiler from the 911 Carrera models is equipped with an aerodynamic lip (“Gurney Flap”) finished in body color. The specially designed rear decklid grille bears a new “GT3 touring” logo. Other distinguishing features include side window surrounds, Sport Exhaust tailpipes, and headlight washer system covers which are finished in silver, as well as the Porsche logo at the rear. With the further available “Touring Package – Exterior in Black” option, these elements are finished in black, as on other 911 GT3 models. In this case, the front turn signal lenses and the taillights are tinted.

### **Leather interior**

The interior creates the feel of a classic sports car with a manual transmission. In line with the character of a GT car, leather is prevalent rather than Alcantara®, which is used in other GT3 models. The steering wheel rim with twelve o'clock marker, shift lever, door



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panel armrests, center console storage compartment lid and interior door handles are upholstered in smooth-finish leather. The seat centers 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 black brushed aluminum trim.

### **Powerful six-cylinder naturally aspirated engine from Porsche's motorsport heritage**

The powertrain and chassis are identical on all 911 GT3 vehicles with manual transmission, including models equipped with the Touring Package. The naturally aspirated four-liter flat-six engine is taken from the 911 RSR and 911 GT3 Cup race cars. It is the most powerful naturally aspirated flat-six direct-injection engine that Porsche has ever developed for a street-legal car. The engine is characterized by its high-revving nature. The crankshaft spins at up to 9,000 revolutions per minute, which is truly extraordinary, even for a sports car engine.

The gear ratios of the six gears are precisely tuned to the power delivery and torque curve of the engine and offer particularly sporty shifting characteristics. An automatic rev-match feature delivers an exciting sound on downshifts. This function is activated via the "Sport" button on the center console, which enables a faster synchronization of the gears. The GT Sport manual transmission transfers the power to a mechanical rear differential lock with brake-based torque vectoring (PTV).



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### **Fast in the corners, secure on the straights: Rigid chassis with rear-axle steering**

The chassis of the 911 GT3 is a testament to Porsche's experience in motorsport. In addition to the basic layout, the chassis also boasts superior handling characteristics, thanks predominantly to the standard active rear-axle steering. Depending upon the vehicle's speed, it steers either in the opposite or the same direction as the front wheels, thereby improving the vehicle's agility or stability. The size of the tires on both axles promote strong braking, sharp turn-in, and excellent traction.

### **Porsche Track Precision app as standard**

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

### **Pricing and availability**

The Touring Package option is now available to order and is expected to reach U.S. dealers in early 2018. Like other 911 GT3 models, the version with Touring Package costs \$143,600, excluding any available options and the \$1,050 delivery, processing, and handling fee.

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**About Porsche Cars North America, Inc. | One Porsche Drive, Atlanta, GA 30354 USA**

Established in 1984, Porsche Cars North America, Inc. (PCNA) is the exclusive U.S. importer of Porsche 911, 718 Boxster and 718 Cayman sports cars, Macan and Cayenne SUVs, and Panamera sports sedans. Headquartered in Atlanta, Georgia since 1998, PCNA is also home to the first Porsche Experience Center in North America featuring a module-based 1.6 mile driver development track, business center, and fine dining restaurant, 356. The company operates a second Porsche Experience Center near Los Angeles. This 53-acre complex features a driver development track with eight educational modules totaling 4.1 miles, a business center, and Restaurant 917. PCNA employs over 300 people who provide parts, service, marketing, and training for 188 dealers. They, in turn, work to provide Porsche customers with a best-in-class experience that is in keeping with the Porsche brand's nearly 70-year history of leadership in the advancement of vehicle performance, safety, and efficiency. PCNA is an indirect wholly-owned subsidiary of Porsche AG, which is headquartered in Stuttgart, Germany.

At the core of this success is Porsche's proud racing heritage that boasts some 30,000-plus motorsport wins to date.

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