



The new Porsche 911 GT3 RS (992)

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Highlights

Derived from motorsport

- Active aerodynamics and drag reduction system (DRS).
- Intelligent lightweight construction
- Major aerodynamic overhaul generates up to 1,896 lbs. of downforce
- Chassis optimized for use on the racetrack
- Optimized four-liter six-cylinder boxer engine with individual throttle bodies
- Steering wheel controls allow driver to precisely tailor vehicle setup
- Fifty years of RS and five iconic predecessors of the 911 GT3 RS
- Exclusive watch from Porsche Design

Overview

Purpose-built for performance: the Porsche 911 GT3 RS

The new Porsche 911 GT3 RS makes no secret of its intentions: it is uncompromisingly designed for maximum performance. The 517 hp (386 kW), road-legal high-performance sports car takes full advantage of technology and concepts from motorsport. Even beyond the high-revving naturally aspirated engine with racing DNA and intelligent lightweight construction, it is, above all, the cooling and aerodynamic systems of the 911 GT3 RS that connect it most directly with its motorsport brother, the 911 GT3 R.

Central-radiator concept inspired by motorsport – the foundation for active aerodynamics

The basis for a significant performance boost is the concept of a central radiator – an idea that was first used in the Le Mans class-winning 911 RSR and subsequently in the 911 GT3 R. Instead of the three-radiator layout seen in previous cars, the new 911 GT3 RS relies on a large, angled center radiator in the nose of the vehicle, positioned where the luggage compartment is located on other 911 models. This makes it possible to use the space freed up on the sides to integrate active aerodynamic elements. Continuously adjustable wing elements in the front and on the two-part rear wing, in combination with a number of other aerodynamic measures, provide 901 lbs. of total downforce at 124 mph. This means that the new 911 GT3 RS generates twice as much downforce as its 991 II-generation predecessor and three times as much as a current 911 GT3. At 177 mph, the total downforce is 1,896 lbs.

A drag reduction system (DRS) is fitted in a production Porsche for the first time. To achieve low drag and higher speeds on straight sections of the track, the DRS allows the wings to be flattened out at the push of a button, within a specific operating range. The airbrake function is activated during emergency braking at high speeds: the wing elements at the front and rear are set to maximum, creating an aerodynamic deceleration effect that significantly supplements the braking power generated by the wheel brakes.

The look of the new 911 GT3 RS is characterized by the large number of functional aerodynamic elements. One of the most prominent features of the GT sports car is the swan-neck-supported rear wing, which is significantly larger in all dimensions. The rear wing consists of a fixed main wing and an upper, hydraulically adjustable wing element.

For the first time on a Porsche series production car, the upper edge of the rear wing is higher than the roofline. In addition, the front end of the 911 GT3 RS features a front splitter that divides the air flowing above and underneath the car. Sideblades direct air outwards. Front wheel arch ventilation is provided via louvered openings in the front fenders. Inlets behind the front wheels, in the style of the iconic Le Mans-winning 911 GT1 1998, reduce the dynamic air pressure in the wheel arches. Sideblades behind the intake ensure that the air is directed to the side of the vehicle. Air from the centrally positioned radiator flows out via large openings and air deflectors (nostrils) on the hood. Fins on the roof direct the air outwards, ensuring cooler intake temperatures in the rear. The new 911 GT3 RS uses the openings in the rear side panel to improve aerodynamics and cooling during braking. The rear wheel arch also features a sideblade for optimized airflow. The rear diffuser comes from the 911 GT3 and has been slightly adapted.

Track suspension that can be adjusted from the cockpit

Even the suspension comes in for aerodynamic attention. Because the wheel arches of the new 911 GT3 RS are subject to powerful airflows, the components of the double-wishbone front axle are designed with teardrop-shaped profiles. These aerodynamically efficient links – typically found in motorsport - increase downforce on the front axle by approximately 88 lbs. at top track speed. Because of the wider track (29 millimeters wider than the 911 GT3), the double-wishbone front axle links are also correspondingly longer.

To ensure that the downforce balance between the front and rear axles is maintained even when braking from high speeds, the chassis engineers have significantly reduced pitching under braking (antidive) of the new 911 GT3 RS. On the new 911 GT3 RS, the front ball joint of the lower trailing arm has been set lower on the front axle. The multi-link rear axle has also been adjusted, with modified spring rates. The driver assistance systems and rear-axle steering also have an even more dynamic set-up here.

The 911 GT3 RS offers three driving modes: Normal, Sport and Track. In Track mode, the basic settings can be individually adjusted. Among other settings, the rebound and compression damping of the front and rear axles can be adjusted separately and in several stages. The rear differential lock rate can also be adjusted via rotary controls on the steering wheel. This is done quickly and intuitively with an operating and display concept borrowed from motorsport: four individual rotary controls and a button for the drag reduction system (DRS) are located on the steering wheel. These rotary controls are clearly displayed via graphics in the instrument cluster during the adjustment process. The 911 GT3 RS also features the track screen already familiar from the 911 GT3. At the touch of a button, the driver can reduce the information shown on the two

seven-inch side displays to show only the essentials. The gearshift indicators to the left and right of the analogue tachometer have also been taken from the GT3.

A 4.0-litre six-cylinder boxer engine with a 9,000 rpm redline

The 4.0-liter high-revving naturally aspirated engine has been further optimized compared with the 911 GT3. The increase in power to 517 hp (386 kW) is achieved primarily via new camshafts with modified cam profiles. The single-throttle intake system and the solid cam followers, which have also been optimized, are derived from motorsport. The seven-speed Porsche dual-clutch transmission (PDK) has a shorter overall gear ratio than the 911 GT3. Air intakes for cooling on the underbody ensure that the gearbox can withstand the heat generated by extreme mechanical loads during frequent use on track. The 911 GT3 RS accelerates from zero to 60 mph in 3.0 seconds and reaches a top track speed of 184 mph in seventh gear.

Aluminum monobloc fixed-caliper brakes with six pistons each and brake discs with a diameter of 408 millimeters are used on the front axle. Compared with the 911 GT3, the piston diameters have been increased from 30 to 32 mm. In addition, the thickness of the discs has been increased from 34 to 36 millimeters. The rear axle continues to be fitted with 380-mm brake discs and four-piston fixed-caliper brakes. The optionally available Porsche Ceramic Composite Brake (PCCB) has 410-mm discs on the front axle and 390-mm discs on the rear axle. The new 911 GT3 RS comes with forged alloy center-locking wheels as standard. Road-legal sports tires measuring 275/35 R 20 at the front and 335/30 R 21 at the rear ensure a high level of mechanical grip.

Lightweight construction all the way

Intelligent lightweight construction has been a basic principle of all RS models ever since the legendary 911 Carrera RS 2.7. Thanks to an array of lightweight construction measures such as the extensive use of CFRP, the lightest version of the 911 GT3 RS weighs in at only 3,268 lbs. despite many larger components. The doors, front fenders, roof, front hood and rear deck lid, for example, are made from CFRP. The same material features prominently in the interior, for example in the standard full bucket seats.

Available with Weissach package

When it comes to its interior, the new GT sports car is finished in typical RS style: black leather, Race-Tex and carbon-weave finish characterize the purist, sporting ambience.

The Weissach package, which is an extra-cost option, involves considerably more. The hood, roof, parts of the rear wing and the upper shell of the exterior mirrors feature a

visible carbon-weave finish. The front and rear anti-roll bars, the rear coupling rods and the shear panel on the rear axle are made of CFRP and contribute to a further enhancement of the driving dynamics.

Another highlight of the Weissach package is the PDK shift paddles with motorsport-derived magnet technology. This makes gear changes even more dynamic thanks to a more precise pressure point and a clearly audible sound. The Weissach package also includes forged magnesium wheels, which save another 17.6 lbs. (8 kg).

Exclusive Porsche Design chronograph

Porsche Design has launched the new chronograph 911 GT3 RS, inspired by the mindset of successful racing drivers. It is reserved for the buyers of the new Porsche 911 GT3 RS.

The chronograph has a wealth of sports design features and technical details, adapted to the cars that inspired it. The chronograph pushers with their 'Start/Stop' and 'Next Lap' laser engravings highlight their motorsport history. The titanium watch housing is available in black or with its natural finish.

The carbon-weave finish dial offers a dynamic contrast to the white hour and minute markers made of ceramic Super LumiNova® luminous material. For the hands, customers can choose between the Performance (white), Essence (black) and GT (yellow) options. The Porsche Design watch configurator offers a choice of nine individual colors for the ring around the dial. The titanium base in the chosen housing color can be customized with up to twelve characters of text. The pulsometer scale on the titanium bezel (with or without black titanium carbide coating) shows your heart rate. On request, the bezel is also available with a tachymeter or minute marker.

The COSC-certified Porsche Design WERK 01.200 features a flyback function that allows the wearer to start, stop and reset the second hand with a single action. In addition, the winding rotor has been redesigned. The Weissach RS rotor shares the rim design of the lightweight forged magnesium wheel, which is an exclusive part of the 911 GT3 RS with the Weissach package. There is a choice of colors to select, from Brilliant Silver, Neodyme, Satin Black, Dark Silver, Indigo Blue and Pyro Red. The armband made of genuine Porsche vehicle leather reflects selected elements from the interior. On request, the chronograph can also be equipped with high-quality titanium straps.

Deep Dive: Aerodynamics

Variable wing elements generate high levels of downforce

The clear focus of the aerodynamic development in the 911 GT3 RS was to generate as much downforce as possible. The total output is a whopping 1,896 lbs. at 177 mph. This means that the new 911 GT3 RS generates twice as much downforce as its most recent (991 II) predecessor and three times as much as a current 911 GT3. The downforce benefits the driver with better driving quality and more lateral grip when cornering at high speeds.

For the first time ever in the 911 GT3 RS: Porsche Active Aerodynamics (PAA)

Porsche Active Aerodynamics (PAA) adapts the aerodynamic properties of the vehicle precisely to the driving situation, speed and selected driving programmer. The central radiator concept unlocks this level of performance. Instead of the three-radiator layout seen in previous cars, the new 911 GT3 RS relies on a large, angled center radiator in the car's nose, positioned where the luggage compartment is located on other 911 models. This makes room for active aerodynamic elements to be integrated into the freed-up space.

Here are the active aerodynamics elements in detail:

- **Front:** the adjustable wing elements on the sides of the front end consist of two parts – a main flap angled towards the underbody and a smaller upper flap at the end of the brake air duct. The flaps are controlled by electric motors.
- **Rear:** the upper plane of the double rear wing is also adjustable. Due to the high forces acting on the rear wing, the active upper element is hydraulically actuated.

PAA controls the wing position very quickly, automatically and continuously. This enables maximum potential downforce on the racetrack during high-speed manoeuvres with extreme lateral acceleration. The wing is adjusted synchronously. The control electronics make use of numerous vehicle parameters. In extreme cases, it can also limit downforce, ensuring that it does not exceed the load limit on the tires, for example.

By default, the low downforce level is enabled. The wings are arranged flat here to facilitate the minimum Cd value (0.39) and maximum speed (184 mph). This level is particularly suitable for long straight lines on the racetrack as well as for everyday driving.

The high-downforce level automatically regulates the wing position according to the driving situation. This dynamic setup is designed to create as much downforce as possible. The aim is to achieve a very steep wing position so that the new 911 GT3 RS can unleash its maximum performance on the racetrack.

Useful functions on the racetrack: DRS and airbrake

The new 911 GT3 RS also has an automatic DRS function in the high-downforce level. This drag reduction system is derived from motorsport. The wings are arranged as flat as possible. In high downforce levels, for example, a higher speed can be achieved when driving straight ahead under full load.

The Auto-DRS function is activated when some parameters are met. Among other things, the speed must be above 62 mph and the accelerator pedal must be depressed over 95 per cent. The driver can also activate DRS by pressing a button on the steering wheel if the system is authorized on the vehicle (for details, see the Interior section).

Airbrake is another feature that is particularly useful for driving on a racetrack. During heavy braking from high speed, the front and rear wings are set to maximum. This generates an aerodynamic deceleration effect that significantly supplements and supports the braking power generated by the wheel brakes.

Aero wishbones, fins and side blades: other aerodynamic features

Even the suspension comes in for aerodynamic attention. Because the wheel arches of the new 911 GT3 RS are subject to powerful airflows, the components of the double-wishbone front axle are designed with teardrop-shaped profiles. These aerodynamically efficient links increase downforce on the front axle by around 88 lbs. at top speed and are otherwise only used in high-end motorsport applications.

The holistic aerodynamics concept also encompasses many other features:

- The front end features a front splitter that divides the air flowing over and underneath the vehicle. Sideblades direct air around the vehicle body. Front wheel well ventilation is provided via louvered openings in the front wings.

- Inlets behind the front wheels, in the style of the iconic Le Mans-winning 911 GT1 1998, reduce the dynamic air pressure in the wheel arches. Sideblades behind the intake ensure that the air is directed to the side of the vehicle. The aerodynamically optimized side indicators are attached to the side blades.
- Air from the centrally positioned radiator flows out via large openings and air deflectors (nostrils) on the hood and is directed to the left and right. Additionally, fins on the roof direct the air outwards, ensuring cooler intake temperatures in the rear.
- The new 911 GT3 RS uses the openings in the rear side panel to improve aerodynamics and cooling during braking. The rear wheel arch also features an intake and a sideblade for optimized airflow.
- One prominent feature of the GT sports car is the swan-neck-supported rear wing, which is significantly larger in all dimensions. The area of the wing's top and bottom surfaces is 40 percent larger than its predecessor (991 II). The rear wing consists of a fixed main wing and an upper, hydraulically adjustable wing element. For the first time on a Porsche series production car, the upper edge of the rear wing is higher than the car's roof.
- The fully paneled underbody has been fundamentally modified for the new 911 GT3 RS. This includes in particular the number and arrangement of the fins on the underbody.
- The rear diffuser comes from the 911 GT3 and has been slightly adapted.

Deep Dive: The chassis

The best of driving stability, steering precision and response

The chassis of the new 911 GT3 RS is consistently designed for use on a racetrack. The double-wishbone front axle has been extensively adapted to the increased driving dynamics requirements. Because of the wider track (29 millimeters wider than the 911 GT3), the double-wishbone front axle links are also correspondingly longer. To increase downforce, they were given drop-shaped profiles (see section on aerodynamics). In addition, the design of the double wishbone has been optimized.

To ensure that the downforce balance between the front and rear axles is maintained even when braking from high speeds, the chassis engineers have significantly reduced pitching under braking (antidive) of the vehicle. On the new 911 GT3 RS, the front ball joint of the lower trailing arm has been set lower on the front axle. As a result, the link is steeper and braking creates a torque that counteracts compression. The airbrake function also significantly supports the friction brakes during extreme braking at high speeds (see the section on aerodynamics for details).

Spring rates on the rear suspension also increase in adaptation to the extreme load levels they are designed to accommodate. Driving height for corner balancing, camber and stabilizer rigidity can be individually adjusted. The ball joints on all chassis bearings are derived from motorsport. They are more wear-resistant, and connect the suspension more directly to the body. This results in even more precise handling.

The Porsche Active Suspension Management (PASM) variable damping system, Porsche Torque Vectoring Plus (PTV Plus), rear-axle steering and Porsche Stability Management (PSM) are also re-tuned. Stability Control (ESC) and Traction Control (TC) are multi-stage, adjustable from the steering wheel and can be completely deactivated.

The 911 GT3 RS offers three driving modes: Normal, Sport and Track. In Track mode, the basic settings can be individually adjusted. Among other settings, the rebound and compression damping of the front and rear axles can be adjusted separately and in several stages. The rear differential lock rate and traction control can also be adjusted via rotary controls on the steering wheel.

Efficient brake air deflector adapted to the aerodynamic setup

The new 911 GT3 RS comes standard with forged aluminum alloy center-lock wheels. Street-legal sports tires measuring 275/35 R 20 at the front and 335/30 R 21 at the rear ensure a high level of mechanical grip.

The Tire Pressure Monitoring (TPM) has a special motorsport feature: the racetrack mode takes into account that the tires are cold and have a lower air pressure at the start of a track session.

By switching to a single-cooler concept, the brake air deflector has been significantly improved. The four side intakes in the front end are used exclusively for cooling the front brake system. The air channel used to cool the brakes depends on whether the 911 GT3 RS is currently at low downforce or high downforce level. On the rear axle, the brake system is cooled by two air intakes in the underbody.

Aluminum monobloc fixed-caliper brakes with six pistons each and brake discs with a diameter of 408 millimeters are used on the front axle. Compared with the 911 GT3, the piston diameters have been increased from 30 to 32 mm. In addition, the thickness of the discs has been increased from 34 to 36 millimeters. The rear axle continues to be fitted with 380-mm brake discs and four-piston fixed-caliper brakes.

The optionally available Porsche Ceramic Composite Brake (PCCB) has 410-mm discs on the front axle and 390-mm discs on the rear axle.

An optional lift system is available to increase ground clearance. At speeds up to approximately 19 mph, the GT3 RS can be raised at the front axle by approximately 1.18 inches. One special feature is the automatic lift function 'Smart Lift'. The current position of the vehicle – for example in front of a steeper entrance into the home garage – can be stored as a position point and used intelligently for the lift function: the front axle will be raised automatically to this position in the future.

Deep Drive: The drivetrain

Individual throttle bodies and rigid valve train

At 129.25 hp/liter, the performance of the 4.0-litre naturally aspirated boxer engine of the new 911 GT3 RS is spectacular. The dry-sump-lubricated unit achieves its nominal power of 517 hp at 8,500 rpm, and the engine can rev up to 9,000 rpm. The maximum torque of 342 lb.-ft. is achieved at 6,300 rpm.

Two new camshafts and technology taken from motorsport make the direct injection engine powerful and stable. This includes the individual throttle body system, which has also been optimized. The valves of the engine are actuated via rocker arms. VarioCam technology is responsible for camshaft control, which is always tailored to the engine speeds and loading conditions.

The stainless steel, lightweight sports exhaust system originates from the GT3. Its internal structure has been extensively modified. It is also around 22 lbs. than the titanium exhaust of the previous GT3 RS.

The new 911 GT3 RS draws in process air exclusively via the air intakes located under the double rear wing. To ensure that as much air as possible is supplied to the engine, they are located very far back.

As you would expect from an RS model, the gearbox is the trusty seven-speed PDK. Compared to the 911 GT3 gearbox, the overall ratio has been reduced, which improves acceleration. Underbody intakes supply the PDK with cooling air to help meet the demands of racetrack driving.

Deep Dive: Lightweight construction

Lightweight materials for fast lap times

Intelligent lightweight construction has been a basic principle of all RS models ever since the legendary 911 Carrera RS 2.7. Every gram counts in this context because lap times depend on how much mass must be moved, accelerated and braked. Thanks to an array of lightweight construction measures such as the extensive use of CFRP, the 911 GT3 RS weighs in at only 3,268 lbs. despite many larger components.

Despite the additional, complex air deflectors, the lightweight front hood lid made of CFRP has made the vehicle 2.2 lbs. lighter compared to the aluminum front hood lid of the current 911 models. The lightweight door is also made of CFRP for the first time. Here, the weight advantage is around 11 lbs. (total) compared to the aluminum doors of the related models. The front fenders, rear spoiler and double rear wing are also made of CFRP. Lightweight CFRP is also used in the interior, for example in the standard full bucket seats.

Lightweight glass all around contributes to the weight reduction. Other features include the lightweight stainless steel sports exhaust system and the lightweight forged magnesium wheels with special spoke openings. Compared to the aluminum base wheels, they are about 17.6 lbs. lighter.

CFRP has a long history in fast vehicles on land and in the air: from the 1950s, carbon fibers woven into lengths of fabric were used in the aviation and aerospace industry. These were reinforced with synthetic resins and processed to produce stable, extremely lightweight molded parts. This amazing material first appeared in the automotive industry in the 1990s. Porsche's carbon fiber debut was not to be missed: the 911 GT1 from the 1998 racing season was the first Porsche with a carbon fiber chassis. The designers managed to save a whopping 110 lbs. compared to the predecessor model – and promptly won a 1-2 victory in Le Mans. Five years later, an exceptional Porsche athlete brought Porsche its first road premiere: the Carrera GT.

The Weissach Package

Even closer to motorsport

The Weissach package enhances look and performance. The developers have also reduced the weight further with lightweight construction features. With this extra-cost package specified, the rear axle components such as the anti-roll bars, coupling rods and rear shear panel are made of carbon fiber. The resulting reduced mass further improves handling. In conjunction with the Weissach package, special lightweight magnesium forged wheels are also available. They are more than 20 per cent lighter compared to the standard aluminum wheels.

Carbon-weave finish (satin finish) is also used in the interior – on the steering wheel trim and the interior door handles. The top of the dashboard is trimmed in Race-Tex and is not only elegant to look at, but also reduces reflections, just like the flocked versions in thoroughbred racing cars comfort. Another highlight is the magnesium shift paddles of the Porsche dual clutch transmission (PDK). The magnetic haptic elements derived from the setup 911 GT3 Cup give them an even crisper force-path curve. They allow a higher operating force and provide precise acoustic feedback for the switching point. The up and down shift icons are highlighted in yellow on the paddles.

The Weissach Package logo adorns the bezel of the cup holder and is embroidered into the headrests. The reduced trimming of the floor carpet saves weight. The Weissach package is available on request for the first time with a bolted-on roll cage in carbon-weave finish if the customer chooses full bucket seats. The GT3 RS is also equipped with six-point seat belts for the driver and passenger.

Deep Dive: Interior and equipment

Authentic racing feeling in the cockpit

The new control concept in the 911 GT3 RS was taken directly from motorsport. In addition to the PDK gearshift paddles, there are four individual mode switches on the steering wheel as well as a button for the drag reduction system (DRS). The driver can therefore precisely adapt the set-up of their 911 GT3 RS to suit their individual needs and preferences in a specific racing situation.

At the same time, the control logic is deliberately kept simple and intuitive, so as not to distract from the racing. If a different setting is desired for the driving modes, the chassis, the differential lock rate or the driving stability programmers, in Track driving mode the driver simply presses the respective mode switch to access the appropriate menu in the instrument cluster. The actual settings in the menu are also set with the corresponding mode switch.

Here is an overview of the four mode switches and their adjustment options:

- Porsche Active Suspension Management (PASM): the PASM mode switch can be used to adjust the rebound and compression stages of the dampers on the front and rear axles separately in several phases. The adjustment range is from - 4 to + 4.
- Porsche Torque Vectoring Plus (PTV Plus): the electronically controlled rear differential can only be operated via the mode switch. The push and pull lock values can be individually adjusted via the mode switch with an adjustment range from - 4 to + 4.
- Driving modes: this mode switch can be used to switch between Normal, Sport and Track. The individual driving modes can still be preconfigured and stored accordingly.
- Electronic Stability Control (ESC) and Traction Control (TC): the settings of both control systems can be changed via this mode switch. The range of the traction control varies depending on the selected ESC setting.

The drag reduction system (DRS) can also be operated manually using the DRS button. This can be used to reduce drag in favor of a higher speed. The specific vehicle parameters must be fulfilled for this. Press the DRS button once to activate DRS. If the button is pressed again or the driver applies the brake, DRS is deactivated.

Track screen with shift indicator

The new 911 GT3 RS features the track screen already familiar from the GT3. Seven-inch high-resolution screens flank the analogue tachometer. At the touch of a button, the driver can reduce the information shown on the left and right digital displays down to the essentials. Tire and oil pressure, oil and water temperature and fuel tank level will then appear.

On the racetrack, the shift assistant indicates the best time for upshifting. The higher the engine revs, the fuller the two yellow bars next to the tachometer become. When the best shift speed is reached, they flash blue.

The sports steering wheel of the new 911 GT3 RS has a diameter of 360 mm and is trimmed in non-slip, Black Race-Tex. The top center marking in yellow gives the driver a visual indication of how far from center they are currently turning the steering wheel.

Dark Silver PDK shift paddles provide a clearly defined pressure point for accurate gear shifts. In combination with the Weissach package, they are made of magnesium and have a magnetic haptic element. Alternatively, the driver can also use the PDK gear selection lever for shifting.

Full bucket carbon fiber seats

The new 911 GT3 RS has full bucket seats made of CFRP as standard. They offer a high level of lateral support and are ideally suited for use on the racetrack. The seats are covered in Black leather and the decorative stitching in silver. The Race-Tex seat center also comes in a contrasting color and has a gradient perforation for improved ventilation with a black background.

A "GT3 RS" logo is embroidered on the headrests in a contrast color. Alternatively, Adaptive Sports Seats Plus (18-way, electric) can be ordered at no extra charge.

Carbon fiber inlays, loops as door openers and a storage net in the door panels underline the lightweight design concept and foster a motorsport atmosphere. The door sill guards in carbon fiber also feature "GT3 RS" script.

The Chrono Package is included as standard. It offers an analogue stopwatch on the instrument cluster, a digital stopwatch function in the instrument cluster and an additional performance display in PCM. The standard Porsche Track Precision App allows lap times to be analyzed and compared on a smartphone. The Chrono Package also includes the pre-fitted equipment for connecting a lap trigger, which is available as an option via Porsche Tequipment. This allows even more precise timing compared to the GPS signal.

History: The predecessors

Fifty years of RS and five iconic predecessors of the 911 GT3 RS

For 50 years, Porsche has reserved an “RS” title for 911-series models that serve as a link between the road cars and GT racing cars. In 1972, the first 911 RS model entered the stage: the 911 Carrera RS 2.7 has long since become one of the icons of automotive history. It was the fastest German production car of its day and is the first series production model with front and rear spoilers – the latter earning it the 'ducktail' moniker.

The 911 GT3 RS first reached customers – mind you, not those in the U.S. – in 2003. This flagship athlete with motorsport DNA unleashes its full potential on the racetrack, but also shines on winding country roads.

911 (G model) SC RS

After the 1973 “RS 2.7,” it took twelve years for another 911 to carry the RS logo: with the 911 SC RS, Porsche presented a pure homologation model for rally sport. Only 21 were produced. It weighed in at approximately 2,116 lbs. (960 kg) and the 3.0-liter engine produced 250 PS. In 1991, it was followed by the 911 RS 3.6 with 260 PS, which was based on the 964 series. It brought technology from the Carrera Cup racing car into the series for the first time. A little later, a 3.8-litre version with 300 PS also appeared.

A special sensation of the Type 964 series was the 911 RS America; only 701 units of the car were created in 1993 and sold only in North America. Since the regular 911 Carrera RS was not certified for the United States, the RS America was given a regular 247 hp 911 Carrera engine. Features such as 17 inch rim wheels, a rigid rear spoiler, sports suspension and a lightweight interior ensured the 911 RS America was full of character.

From 1995, Porsche also offered this engine with identical performance in the 277-km/h RS version of the 911 type 993, though this model was also not offered in the U.S.

911 (996) GT3 RS, 2003

After the 911 GT1 – the series version of the 1998 Le Mans winner – and the 911 GT2, Porsche introduced a model in 1999 that was to revolutionize motorsport from that

moment on: the 911 GT3 based on the 996 series had started a trend. Comparable GT models today provide great variety on the racetrack. In 2003, Porsche reached the next level with the first 911 GT3 RS. It adopted the 381-PS, high-revving 3.6-liter boxer engine of the 911 GT3 and is available exclusively with roll cage and in white. All logos are in blue or red; a tribute to its famous predecessor. Other components of the later racing version are also included, such as the front fascia with integrated vent slots, optimized chassis geometry with special wheel carriers and split wishbones at the front and rear axles, a single-mass flywheel and targeted lightweight construction measures (the rear window is made of polycarbonate, the bonnet and the rear wings are made of carbon fiber). At 1,360 kg with a full fuel tank, the 911 GT3 RS is roughly 110 lbs. lighter than the GT3 Clubsport. The performance figures are therefore very impressive: the standard parade to 62 mph takes just 4.4 seconds and it has a top track speed of 191 mph.

911 (997) GT3 RS, 2006

Beside the GT3 model, the first 997-based RS variant was launched with the 1.7-inch wider body of the Carrera 4. This was also the first such model to be sold in the U.S. market. The rear axle track, which is correspondingly wider by 1.3 inches, permitted higher lateral acceleration, increased roll stability, and still weighed 44 lbs less at 3,031 lbs. This was made possible, among other things, by the adjustable carbon fiber rear wing, a rear deck lid and rear window made of plastic. Once again, the wishbones on the rear axle are split, allowing the chassis to be adjusted more precisely for racetrack use. In the spartan interior including lightweight bucket seats made of carbon fiber composites adapted from the Carrera GT are a highlight. The RS took the 415-hp 3.6-liter engine, which enables a maximum engine speed of 8,400 rpm unmodified from the GT3. The six-speed manual gearbox with single-mass flywheel also contributed to the rev-happy nature of the powertrain. With a power-to-weight ratio of 7.3 lbs. / hp, the GT3 RS sprinted to 60 mph in 4.0 seconds and reached a top track speed of 193 mph.

911 (997 II) GT3 RS, 2009

The 911 GT3 RS, introduced in 2009, continued the series of uncompromisingly dynamic 911 derivatives. It was based on the upgraded 997 series and now possessed a 3.8-liter six-cylinder boxer. With 450 hp instead of 435 hp, for the first time the naturally aspirated engine was stronger than the 911 GT3, and with a specific output of 118 hp/liter it once again set new standards for series production cars. The engine could rev up to 8,500 rpm. In favor of transverse dynamics, the track of the GT3 RS was also widened at the front axle, in addition to a large brake system with aluminum brake chambers and a specifically tuned PASM chassis. Porsche adapted the PSM vehicle stability system accordingly: its independent control algorithm, which can be switched off in two stages, was developed for use on racetracks. Lightweight components such as the titanium rear muffler and a single-mass flywheel, which is about 3 lbs. lighter,

reduced the curb weight by 55 lbs. to 3,020 lbs. compared to the narrower 911 GT3. The optional lithium-ion battery saved an additional 22 lbs.; it can replace the heavy lead acid battery during racetrack operation. It demonstrated its potential on the racetrack at the 24-hour race on the Nürburgring in 2010: a series model survived the Eifel marathon with no problems and reached the goal sensationally in 13th place overall – including arrival to and departure from on the route via public roads.

911 (997 II) GT3 RS 4.0

In 2011, the third GT3 RS development stage of the 911 type 997 debuted. It was limited to 600 units and is the first series-produced 911 to have a 4.0-liter engine. It featured thoroughbred racing technology: the crankshaft originated directly from the six-cylinder engine of the 911 GT3 RSR racing car, with titanium connecting rods attaching it to forged pistons. The result is a peak output of 500 hp at 8,250 rpm and a new, specific, top-of-the-range naturally aspirated engine providing 125 hp/liter. The hood, front fenders and bucket seats are made of carbon fiber as standard. At 2,998 lbs., the 911 GT3 RS 4.0, with a power-to-weight ratio of 5.99 lbs. / hp, was truly special.

911 (991) GT3 RS

With the new model generation 991, the next 911 GT3 RS followed in 2015. It took the 500-hp 4.0-liter engine of its predecessor, but for the first time combined it with the seven-speed PDK gearbox, with gearshift paddles on the steering wheel and the wide body of the 911 Turbo. The RS model set new standards again in lightweight construction and aerodynamics: the engine and luggage compartment were made of carbon fiber, while the roof was made from magnesium and characterized by a recess 11.8 inches wide that shaped the hood. Also characteristic were the louvres, or wheel arch vents, in the front fenders. The chassis, designed for maximum dynamics and precision, benefited from rear-axle steering and Porsche Torque Vectoring Plus with a fully variable rear differential lock.

911 (991 II) GT3 RS

The second iteration of the GT3 RS within the 991 generation sharpened the formula further with the availability of the optional Weissach Package for the first time. The more extensive use of lightweight materials including stabilizer bars and suspension coupling rods made of carbon fiber, and the roof in the same material. Carbon fiber shift paddles are also included in the package. The Weissach Package was also prerequisite to specifying the optional forged magnesium wheels that reduced weight even more. Lightweight construction and aerodynamics were key focal points. Downforce on the 991 II 911 GT3 RS was double that of the 911 GT3 offered at the same time.

The watch

Maximum precision on the wearer's wrist

Porsche Design has launched the new chronograph 911 GT3 RS, inspired by the mindset of successful racing drivers. The watchmakers of Porsche Design Timepieces Manufaktur in Solothurn, Switzerland, produce each timepiece with precise and elaborate craftsmanship.

The chronograph has a wealth of sports design features and technical details, adapted to the cars that inspired it. The chronograph pushers with their 'Start/Stop' and 'Next Lap' laser engravings really showcase their motorsport history. The watch housing, made of lightweight, durable titanium, is available in black or in its natural state. It is glass-bead blasted and dynamically waterproof up to 5 bar. The scratch-resistant sapphire crystal with sevenfold anti-glare properties on both sides, ensures optimal readability.

The carbon-weave finish dial offers a dynamic contrast to the white hour and minute markers made of ceramic Super LumiNova® luminous material. For the hands, customers can choose between the Performance (white), Essence (black) and GT (yellow) options. The seconds dial at 9 o'clock in matt black is adorned with the white model logo '911 GT3 RS'. The red-and-white curb design impresses within a split second. The high-performance character of this timepiece is emphasized by the 'BORN IN FLACHT' imprint in the center of the seconds dial.

The Porsche Design watch configurator offers a choice of nine individual colors for the ring around the dial. The titanium base in the chosen housing color can be customized with up to twelve characters of text – for instance with the vehicle ID number. The sapphire crystal viewing window gives a clear view of the rotor and the filigree workings.

Three scales to choose from on the bezel

The pulsometer scale on the titanium bezel (with or without black titanium carbide coating) shows your heart rate. To do this, the wearer feels for their pulse and starts the measurement on the chronograph. After 30 pulses, the point where the second hand stops on the scale will indicate the pulse rate per minute. On request, the bezel is also available with a tachymeter or minute marker.

With flyback function and chronometer certificate

The COSC-certified Porsche Design WERK 01.200 features a flyback function that allows the wearer to start, stop and reset the second hand with a single action. In addition, the winding rotor has been redesigned. The Weissach RS rotor shares the rim design of the lightweight forged magnesium wheel, which is an exclusive part of the 911 GT3 RS with the Weissach package. There is a choice of colors to select, from Brilliant Silver, Neodyme, Satin Black, Dark Silver, Indigo Blue and Pyro Red. The final flourish is a Black rotor cap that looks like the center-locking nut of the vehicle's wheel with the 'RS' logo in Brilliant Silver.

The armband made of genuine Porsche vehicle leather reflects selected elements from the interior. Elaborate perforation and backing made from Race-Tex in the chosen accent color, GT Silver or Guards Red, as well as decorative stitching made from vehicle yarn in the accent color; bring the Porsche feeling to the wrist. On request, the chronograph can also be fitted with high-quality metal straps, which – like the locks – are made of titanium. In addition, carefully crafted leather straps are available in the original Porsche colors of the 911 (992) configurator. All straps* are equipped with a quick-change mechanism and folding clasp with push buttons in the housing color.

*Armband sizes M and L are provided with the watch