

PORSCHE

The new Porsche 911 GT3 S/C

Press Kit

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Fuel consumption and emissions

Porsche 911 GT3 S/C: Fuel consumption combined 13.7 l/100 km;
CO₂ emissions combined 310 g/km

All figures refer to the EU model.

The consumption and CO₂ emission values were determined according to the new WLTP measurement method. For the time being, the NEDC values derived from this must still be indicated. Further information on the official fuel consumption and the official specific CO₂ emissions of new passenger cars can be found in the 'Guide to the fuel consumption, CO₂ emissions and power consumption of new passenger cars', which is available free of charge from all sales outlets and from DAT.

Highlights

Highlights of the new Porsche 911 GT3 S/C

- **Open-top driving pleasure**

The 911 GT3 S/C is the first GT3 with a fully automatic convertible roof.

- **Powerful engine and unadulterated sound**

A high-revving 4.0-litre naturally aspirated engine with a maximum speed of 9,000 rpm ensures a particularly intense sound experience with the roof down.

- **Sporty, purist driving experience**

The 911 GT3 S/C is equipped exclusively with a six-speed GT sports manual transmission and features GT3 suspension technology.

- **A driver's car with strict lightweight construction**

Components made of magnesium and carbon fibre, like in the 911 S/T, make the 911 GT3 S/C currently the lightest open-top 911, with a kerb weight of 1,497 kilograms.

- **Optional Street Style package for a stand-out appearance**

Elaborate decorative graphics, exclusive material choices and colours, additional leather trim and other special details further enhance the 911 GT3 S/C, on request.

- **Innovative storage box for the rear of the cabin**

A lightweight box with a volume of 80 litres is available as an accessory for the 911 GT3 S/C, with many possibilities for customisation.

Summary

A lightweight cabriolet with high-revving naturally aspirated engine and manual transmission

The 911 GT family welcomes a particularly exciting new member. Porsche is introducing an open-top 911 GT3 for the first time, with a fully automatic convertible roof. The 911 GT3 S/C, a model that offers a particularly high level of driving enjoyment, combines the lightweight design of the 911 S/T with the naturally aspirated 4.0-litre boxer engine of the 911 GT3, producing 375 kW (510 PS) and 450 Nm of torque. The distinctive wings and doors of the 911 S/T in combination with a black windscreen surround give the new 911 GT3 S/C an unmistakable look. The 911 GT3 S/C enables fans of the high-revving six-cylinder boxer engine to enjoy the unique naturally aspirated sound without a fixed roof.

In line with its positioning as a driver's car, this special model is available exclusively with a lightweight short-ratio six-speed manual sports transmission. The only open-top variant in the current 911 GT range, the 911 GT3 S/C is designed as a pure two-seater – reminiscent of the 911 Speedster from 2019. Unlike the Speedster, however, the 911 GT3 S/C is not a limited-edition model. With the 911 GT3 S/C, a Street Style package is available for the first time, which enables the car to be tailored even more individually to personal tastes. "The emotive powertrain of the 911 GT3 comes into its own even more emphatically when driving with the roof down on winding country roads," says Frank Moser, the head of the 911 and 718 model lines, explaining how the new model responds directly to customers' desires for sports cars that offer maximum driving fun. "This is particularly down to managing to keep the weight of the 911 GT3 S/C particularly low at just 1,497 kg, despite the fully automatic soft top. That is only about 30 kg more than the 991-generation 911 Speedster."

Thorough lightweight design for maximum driving pleasure

The combination of particularly lightweight and high-quality materials ensures that the 911 GT3 S/C shines with the characteristic agility of Porsche GT models. The lightweight body components carried over from the 911 S/T are instantly recognisable at first glance. The wings and doors – as well as the luggage compartment lid, which is already used on the

GT3 – are made of carbon fibre. The carbon-fibre anti-roll bars and shear plate are also carried over from the 911 S/T. The brakes and wheels also follow the S/T lightweight formula: the Porsche Ceramic Composite Brake (PCCB) system, which is more than 20 kg lighter than the braking system with cast iron discs, is equipped as standard. The centre-lock wheels from the 911 S/T, measuring 20 inches in diameter on the front axle and 21 inches at the rear, are made of lightweight magnesium and reduce the overall rotating mass by about nine kilograms. Magnesium is also used in the fully automatic cabriolet roof of the 911 GT3 S/C. A lightweight and compact 40 Ah lithium-ion battery further contributes to the car's impressively low weight, saving about four kilograms compared to a conventional battery.

Sporty and elegant interior

The interior features lightweight carpets and lightweight door panels with carbon-fibre pull handles – as found in the 911 S/T. The 911 GT3 S/C is built as a two-seater, with four-way adjustable Sport Seats Plus fitted as standard. Lightweight carbon-fibre sports bucket seats with folding backrests are also optionally available. The folding bucket seats are each equipped with an integrated thorax airbag, electric height adjustment and manual longitudinal adjustment. Three-stage seat heating can also be added as a no-cost option. The interior is upholstered in black leather as standard – including the sun visors and the A-pillar trim. The GT3 S/C logo is embroidered in the centre of the rear bulkhead trim. The seat centre panels are finished in perforated leather. As with the 911 S/T, the steering wheel is also upholstered in perforated leather.

Just like the current fixed-head 911 GT3, the 911 GT3 S/C is not started with the touch of a button but with a rotary ignition switch to the left of the steering wheel. The digital instrument cluster supports the driver with a clearly structured display and operating concept. The 'Track Screen' display mode reduces the digital displays to the left and right of the rev counter to essential data on tyres, oil, coolant and fuel. Shift lights to the left and right of the rev counter indicate the optimal moment to change up a gear. If desired, the display can be rotated so that the rev limit of 9,000 rpm is positioned at the 12 o'clock mark.

High-revving naturally aspirated engine producing 510 PS

The naturally aspirated 4.0-litre engine of the new 911 GT3 S/C is designed to meet the latest emission standards and is equipped with two particulate filters and four catalytic converters. Even with these extremely effective exhaust gas purification systems, the car delivers an emotive soundscape that is significantly intensified when the roof is down. The cylinder heads have been revised compared to the previous-generation 911 GT3, and the more aggressive camshafts carried over from the 911 GT3 RS ensure even more responsive power delivery in the upper rev range. The powertrain also features flow-optimised individual throttle bodies and further optimised oil coolers. The six-cylinder boxer engine produces 375 kW (510 PS). The six-speed GT manual transmission features a sporty short final-drive ratio that matches that of the 911 S/T and the 911 GT3. The new 911 GT3 S/C accelerates to 100 km/h in 3.9 seconds and reaches a top speed of 313 km/h.

Magnesium ribs in fully automatic cabriolet roof

Because the 911 GT3 S/C, unlike its 911 Speedster ancestor, does not feature a 'double-bubble' rear cover, the fully automatic lightweight roof from the current 911 model series could be installed instead of a manual soft top. Thanks to the innovative use of magnesium ribs, a coupé-like silhouette is achieved when the fabric roof is in its closed position. With almost identical contours, the fabric roof stretches in an elegant arc from the windscreen frame to the roof stowage compartment lid. No structural elements are visible beneath the fabric, nor are there any sections that interrupt the flowing design of the characteristic 911 flyline, which also brings aerodynamic advantages.

Thanks to the particularly lightweight hydraulic roof actuators, the soft top can be opened or closed in approximately 12 seconds, either while stationary or at speeds of up to 50 km/h. As well as the two flat ribs, the front roof frame and the rear window frame are also made of magnesium. The integrated, electrically operated wind deflector ensures an exhilarating open-top driving experience even at higher speeds and cooler temperatures. At the push of a button, the wind deflector opens within just two seconds. It can be opened and closed at speeds of up to 120 km/h via a button in the centre console.

Unmistakable appearance

Matching the black roof, the windscreen frame is finished in black film, giving the 911 GT3 S/C a distinctive look, and the stone-chip-protection film on the side panels also feature a matt-black finish. The Matrix LED headlights combine all front lighting functions, making it possible to omit the additional light units previously found in the front bumper. This allows for a significantly larger area for the air intake – and a more clearly structured appearance. For the first time on a 911 with a convertible roof, the retractable rear spoiler features a Gurney flap, as found on the 911 S/T and the 911 GT3 with Touring Package. The front spoiler lip and rear diffuser are carried over from the current 911 GT3.

Driving pleasure taken to a new level

"We have already learned with the 911 Speedster and the 718 Spyder RS just how well our high-revving naturally aspirated engine, a particularly dynamic chassis setup and thorough lightweight construction combine to create a true driver's car without a roof," says Andreas Preuninger, Head of GT Cars. "For the first time, the 911 GT3 S/C uses the double wishbone front axle in an open-top 911. Combined with the particularly high-grip sports tyres and low weight, the car offers driving pleasure on winding roads that was previously virtually unheard of in an open-top car." The chassis setup of the new 911 GT3 S/C mirrors that of the 911 GT3 with Touring Package. As with all 911 GT3 models, 255/35 ZR 20 front and 315/30 ZR 21 rear tyres are fitted as standard.

Street Style Package for a distinctive visual identity

Porsche Exclusive Manufaktur offers an optional Street Style package for the new 911 GT3 S/C. The eye-catching decorative graphics on the front wings and the 'PORSCHE' lettering on the sides of the car are in the colour Pyro Red.

At the front, the tinted HD-Matrix headlights and body-coloured airblades provide striking accents.

Inside, the Adaptive Sport Seats Plus catch the eye with an embroidered outline of the Porsche crest. The seat centres panels are upholstered in four-tone braided leather in Slate Grey, Guards Red, Magnesium Grey and Kalahari. This intricately produced material is also found in the glove box. In addition, the interior is almost completely upholstered with two-tone leather in Slate Grey and Guards Red. The contrasting decorative stitching, door handle loops, seat handles and seatbelts are also all finished in Guards Red. The steering column trim, the seat console, the inner sill trim and the fuse box cover are trimmed in leather – as are the air vents, including the slats. The floor mats also feature leather edging. The sun visors, the interior mirror console and windscreen frame are upholstered in perforated Slate Grey Race-Tex, as is the headliner for the soft-top roof.

A special visual and tactile highlight is the darkened gear lever with its open-pore laminated wood gear knob and shift pattern displayed in Pyro Red. The 'GT3 S/C' badge beneath the gear lever, the accent strips in the dash panel and the '911' badge fitted on the passenger side are also finished in Pyro Red. In addition, Porsche Design offers accessories that complement the Street Style package.

Lightweight storage box for the rear cabin

A lightweight box, which offers additional storage possibilities in the rear of the car, is available from the Porsche Shop as an accessory for the 911 GT3 S/C. The box weighs just 10 kilograms, has a capacity of 80 litres and is trimmed in leather on the outside. The two lockable lids on the top feature fabric loops handles. It being mounted via pins anchored in the body structure enables it to be installed exceptionally easily and quickly. Trim strips, decorative stitching and fabric loop handle colours can be individually customised to suit the chosen interior configuration. There are also versions of the storage box available to match the Street Style package.

911 GT3 S/C for the wrist

Exclusively for owners of the 911 GT3 S/C, Porsche Design presents an extraordinary timepiece that brings the design and performance of the sports car to the wrist. The Chronograph 911 GT3 S/C is equipped with the precise, COSC-certified Porsche Design caliber WERK 01.200 with a flyback function. Its ultra-light titanium case, optionally available with a black titanium carbide coating, combines sports car design with modern watchmaking artistry. The GT3-themed dial with yellow accents and hexagonal pattern reflects that of the car's instrument panel, while the winding rotor is modelled on the design of the respective magnesium forged wheels. The colour ring of the dial is available in all exterior colours for the 911 GT3 S/C, including those from the Paint to Sample range. The strap, made of genuine Porsche interior leather and thread, is also tailored to the specific configuration of the customer's vehicle.

Body and construction

Thorough lightweight design for a unique driving experience

The new Porsche 911 GT3 S/C combines GT3 performance with the open-top driving experience of a cabriolet and creates a unique sporty, purist experience. As a driver's car, its focus is on maximum agility, maximum precision and a distinctively emotive driving experience. It's for this reason that thorough lightweight design defines the car's character; Porsche's engineers managed to limit the model's kerb weight to just 1,497 kg. Featuring numerous components made of carbon fibre and magnesium, the new 911 GT3 S/C is currently the lightest open-top 911 in the lineup. It not only adopts the design of the fixed-head 911 GT3 but also incorporates elements from the lightweight construction concept of the limited-edition 911 S/T.

The doors and wings of the 911 GT3 S/C, derived from the 911 S/T and featuring optimised wheel arch ventilation, are made of carbon fibre. As with all 911 GT3 models, the luggage compartment lid is also made of carbon fibre. Forged magnesium wheels, 20 inches in diameter on the front axle and 21 inches at the rear, also follow the S/T lightweight formula. As usual with the 911 GT3, the wheels are of a centre-lock design. Compared with the lightweight forged aluminium wheels of the fixed-head 911 GT3, they reduce the unsprung mass by around nine kilograms. The PCCB system, which is equipped as standard, saves around 20 kg in weight compared to a braking system with cast iron discs. The anti-roll bar, its drop links and the shear plate on the rear axle are made of carbon fibre as standard.

Fully automatic roof with magnesium ribs

The new 911 S/C is the first model in the GT family to be equipped with a fully automatic cabriolet roof. It adopts the soft-top roof system from the 911 Carrera Cabriolet. The innovative design featuring flat structural roof ribs resembles the shape of a fixed roof surface, consisting of individual segments seamlessly joined together. This allows the fabric roof to replicate the flowing lines of the Coupé, preserving the characteristic 911 flyline. This roof design also offers aerodynamic advantages. The front roof frame, two curved panels and the frame of the rear window are made of lightweight magnesium. As the frame

components are all kinematically linked, only one hydraulic actuator per side is required to operate the roof. The design also ensures a high level of stability. The soft top also features an integrated heated solid glass rear window.

The hydraulic actuators open or close the roof in around 12 seconds at speeds of up to 50 km/h, either at the touch of a button or remotely via the relevant button on the car's key fob. The integrated wind deflector is also electrically operated and takes only two seconds to open or close, which can be done at speeds of up to 120 km/h. The 911 GT3 S/C combines the performance of a 911 GT3 with lightweight construction and an open-top driving experience like no other model that has come before. The soft top is available in a choice of either red or black.

High-performance, aerodynamic and lightweight construction

The exterior of the Porsche 911 GT3 S/C also clearly conveys its blend of performance and a sense of freedom. It combines classic GT3 design elements with the Cabriolet silhouette. The wings, along with the doors, define the distinctive side view of the model. 'GT3 S/C' lettering behind the front wheels subtly underlines the exclusivity of the model. Black stone-chip-protection film highlights the functional character of the GT3 S/C. The body-coloured front bumper, featuring integrated cooling-air intakes, exudes a sense of presence and performance. The grilles are finished in an anthracite colour, while the airblades and the spoiler lip with 'GT3' lettering are finished in black. The GT3 S/C is equipped as standard with Matrix LED headlights with a four-point design. Like on the fixed-head 911 GT3, the lightweight carbon-fibre luggage compartment lid features two distinctive air outlets. The windscreen frame is finished in matt black, which, combined with black wing mirror bases and the body-coloured upper and lower mirror shells, creates a premium and cohesive overall look. The brake callipers of the PCCB system are painted yellow as standard, although numerous other colours are also available.

A distinctive rear lid grille with integrated laser-etched 'GT3 S/C' lettering characterises the rear view of the 911 GT3 S/C. Additional accents are provided by the standard Exterior Package Black with side window strips, the 'PORSCHE' lettering in the rear light strip and the matt-black tailpipe trims of the lightweight twin-tip stainless steel sports exhaust system.

The Porsche 911 GT3 S/C can be optionally equipped with the Exterior Package Carbon, in which the exterior mirrors, window triangle trims, the airblades in the front apron and the Gurney flap are all made of carbon.

Interior

Exclusively available with a two-seater layout

In the interior, the 911 GT3 S/C strikes a perfect balance between purist sportiness and elegant ambience. The focus here is firmly on the driver and their driving experience. Cleverly placed details further enhance the 911's already driver-centric design. For example, the multifunction GT sports steering wheel, with a diameter of 360 millimetres, is upholstered in perforated black leather at the 3 o'clock and 9 o'clock positions. The gear lever is shortened for a particularly sporty gearshift feel, as with the 911 S/T. The new model does not feature a rear bench seat – a first for the 911 in the Cabriolet body style. As an accessory, Porsche offers a storage box that fits perfectly into the rear area of the cabin. Just like the current fixed-head 911 GT3, the 911 GT3 S/C is not started with a button but with a rotary ignition switch to the left of the steering wheel.

The digital instrument cluster, comprising a high-resolution 12.6-inch curved display, enhances the driving experience with a clearly structured display and operating concept. At the centre of the display is the rev counter, which features a colour scheme designed by Porsche to be especially easy and quick to read. In the 'Track Screen' display mode, the digital displays to the left and right of the rev counter are reduced to essential data on tyres, oil, coolant and fuel. The driver is also informed of the optimal moment to change up a gear by means of shift lights. In addition, the driver has the choice of rotating the rev counter so that the rev limit of 9,000 rpm is positioned at the 12 o'clock mark, thereby placing it directly in their field of vision.

Porsche upholsters the interior of the car in black leather as standard – including the sun visors and the A-pillar trims. 'GT3 S/C' lettering is embroidered in the centre of the rear bulkhead trim panel. The four-way electrically adjustable Sport Seats Plus, which are fitted as standard, feature perforated leather seat centres. The extended leather interior package is included as standard in the 911 GT3 S/C. Contrasting decorative stitching in GT Silver and door panels with elegant leather trim and quilting give the interior an additional touch of precision craftsmanship. As an option, the decorative stitching of the extended leather upholstery can also be specified in the colours Guards Red or Shark Blue. The standard Carbon (matt) Interior Package rounds off the overall sporty look and feel, featuring black

trim strips with inserts in exposed-weave matt-finish carbon fibre. The decorative trims on the dashboard, door panels, centre console and the door sill guards are all finished in this style. The Black accent package, which is also included as standard, brings an even higher level of refinement and elegance to the interior.

Lightweight construction from the trim to the seats

Weight reduction also played a key role in the development of the interior of the 911 GT3 S/C. The lightweight carpets and door panels of the 911 S/T have been carried over to this new model. The interior door pull handles are made of lightweight carbon fibre and, instead of a conventional handle for opening the doors, fabric loop handles are used. This detail once again emphasises the extent to which the 911 S/C has been meticulously trimmed back to a minimal overall weight.

In addition to the standard-equipped Sport Seats Plus, lightweight carbon fibre sports bucket seats with folding backrests are also available. They combine uncompromising sportiness with long-distance comfort and everyday usability. The seat centres are trimmed in perforated leather and the seat bolsters in smooth leather. The headrests feature embossed Porsche crests. Unlike with the fixed-head 911 GT3, Porsche has omitted the removable headrest padding for use with a helmet in the 911 GT3 S/C. This detail underlines the car's positioning as an exclusive driver's car developed primarily for winding country roads. The lightweight sports bucket feature electric height adjustment and manual in the longitudinal adjustment. A head-thorax airbag is equipped as standard, and integrated seat heating can be ordered as an option at no extra charge. An ISOFIX fastening system is also available as an option. Thanks to the folding design of the seats, the rear area of the cabin is particularly easy to access, making it easier to load luggage.

For added comfort and even greater practicality for everyday use, 18-way adjustable Adaptive Sports Seats Plus with memory function are optionally available, the side bolsters and shoulder sections of which are more pronounced. The seatbacks are painted in Dark Silver. The backrest angle, seat height, longitudinal seat position and lumbar support can be adjusted electrically. In addition to seat heating, seat ventilation is also available for the first time in a GT3 model.

Emotive high-revving character

Manual transmission, high revving, highly emotive: the 911 GT3 S/C adopts the powertrain of the 911 GT3 Coupé. Its naturally aspirated 4.0-litre six-cylinder boxer engine generates an output of 375 kW (510 PS), 450 Nm of torque and an incomparable soundscape. The open-top high-performance sports car accelerates from 0 to 100 km/h in 3.9 seconds and on to a top speed of 313 km/h. The powertrain is derived from motorsport and has undergone only subtle modifications for use on the road. The engine features six flow-optimised individual throttle bodies, a rev limit of 9,000 rpm, titanium connecting rods and forged pistons. Its dry sump lubrication system with fully variable oil pump and separate oil tank ensures a sufficient supply of lubricant required for high engine speeds. To reliably lubricate the heavily loaded connecting rod bearings, the oil is pumped directly to the bearings through the crankshaft. Optimised oil coolers ensure the lubricant remains at the optimal temperature. Porsche uses solid cam followers in the valve train in order to reliably handle the impressive engine speeds. Plasma-coated cylinder walls reduce friction. The naturally aspirated engine of the 911 GT3 S/C is equipped with two particulate filters and four catalytic converters. The standard lightweight stainless steel sports exhaust system with two centrally positioned tailpipes provides an impressive sound, despite the highly effective exhaust gas purification systems. Without a fixed roof, the engine noise fills the interior even more intensely. In addition, the exhaust system is also part of the overall lightweight construction approach.

The powertrain of the new 911 GT3 S/C also contributes to weight reduction in other ways. The compact and lightweight 40 Ah lithium-ion starter battery saves around four kilograms. The new model is equipped exclusively with a manual six-speed GT sports transmission, which weighs 17 kg less than the automatic PDK system and is therefore another crucial part of the overall lightweight design. It has a selectable automatic double-declutching function ('auto blip'), extremely short shift travel, increased detent, reduced cable damping and a short gear lever. All of which contributes to establishing a direct connection between the driver and the drivetrain. The gear ratios are notably short and have been precisely tuned

to suit the high-revving engine, ensuring particularly sporty gear shifting characteristics. The focus is on a sporty, purist driving experience.

Chassis and performance

The first double wishbone front suspension in a 911 Cabriolet

Predictable, precise and smooth driving characteristics are essential for optimal handling and driving pleasure. For this reason, the new 911 GT3 S/C is equipped with the highly effective suspension components of the 911 GT3 models. In a first for the cabriolet body style, Porsche is using a double wishbone front suspension setup in the 911 GT3 S/C. Its design includes an anti-dive system, in which the front ball joint of the lower wishbone has been offset downwards so that the control arm is at a steeper angle. Under braking, this generates a resistive torque that counteracts the suspension compression caused by the braking force. This noticeably reduces the pitching motion of the car under heavy braking. Also new in the open-top 911 are special aero-profiled control arms. The lower wishbones of the front suspension are designed with an aerodynamically shaped teardrop profile. They optimise the airflow in and through the wheel arches, which experience a high degree of high velocity airflow and turbulence, thereby reducing drag. Furthermore, they direct the airflow specifically towards the front brakes for additional cooling.

The 911 GT3 S/C also adopts the newly designed bump stops from the 911 GT3. With its shorter design, the linear suspension travel is extended by 27 mm at the front and 24 mm at the rear. Drivers particularly notice the benefits on fast, undulating motorways, where the wheel load fluctuations are reduced and directional stability of the wheels is improved. The carbon-fibre anti-roll bars, drop links and shear plate on the rear axle are carried over from the 911 S/T. The suspension tuning of the new 911 GT3 S/C mirrors that of the fixed-head 911 GT3.

Brakes and wheels with GT3 performance

To ensure that the enjoyment of the Cabriolet remains constant and safe, even under the highest loads, the 911 GT3 S/C is equipped with the PCCB system as standard, an upgrade that is available as an option for fixed-roof variants of the 911 GT3. It features 410 mm brake discs on the front axle and 390 mm discs at the rear. Compared to conventional brakes with cast iron discs, the ceramic composite braking system offers several advantages, including

discs that weigh only about half as much. This contributes significantly to the 911 GT3 S/C being the lightest open-top 911 of the current model generation. In addition, the reduced unsprung mass brings clear advantages for agile driving, for example on winding mountain passes. Another advantage of the ceramic brake system is its greater thermal resistance.

The new 911 GT3 S/C is equipped as standard with lightweight magnesium forged wheels, as previously found on the 911 S/T. A special highlight of the wheels, giving them a striking appearance, is their California Gold paint. The colour choices of Black (satin) and Dark Silver (satin) are also optionally available. Porsche also offers a Silver paint finish as a no-cost option. Exclusively with the Street Style package, the wheels can be ordered painted in Slate Grey Neo (high gloss). Pyro Red wheels are also available as an option. As is customary in Porsche's GT3 range, the 911 GT3 S/C features centre-lock wheels – similar to those typically found in motorsport. The use of lightweight magnesium and the back-milled spokes save a total of about 9.1 kilograms in weight compared to comparable forged aluminium wheels, greatly reducing the unsprung and rotating masses. The driver feels this effect in the form of improved agility and enhanced driving precision.

With the GT3 S/C, Porsche is offering customers the opportunity, for the first time, to choose the colour of their brake callipers via Porsche Exclusive Manufaktur. In addition to the standard yellow, there is a choice of six other expressive colours, including orange, blue and white.

Street Style Package

More individuality – from the factory

Porsche Exclusive Manufaktur is known for its personalised design options and stylishly crafted equipment packages. For the 911 GT3 S/C, the renowned department has developed the optional Street Style Package. Through artful application of colour, trim and materials, the package emphasises the model's striking presence and offers even greater opportunities for individuality. The idea is: "A concept car you can actually buy".

The key distinguishing feature of the Street Style Package for the 911 GT3 S/C is the eye-catching decorative graphic on the front wings and 'PORSCHE' lettering on the sides, each in the contrasting colour Pyro Red. To properly and appropriately showcase the lettering, Porsche has opted to use transparent stone-chip-protection film on the side panels instead of the standard matt black. A special highlight are the subtle, minimalist and colour-coordinated brand emblems. The wheel centre caps, for example, feature an outline of the Porsche crest in Pyro Red. In addition, LED door projectors project the outline of the Porsche crest onto the ground. At the front, body-coloured airblades and tinted HD-Matrix headlights provide additional accents. The car also features an aluminium-look fuel filler cap. The brake callipers are finished in Victory Gold with black 'PORSCHE' lettering.

In the interior of the 911 GT3 S/C with Street Style package, high-quality materials meet exclusivity. The centre panels of the Adaptive Sport Seats Plus are trimmed in braided leather in the colours Slate Grey, Guards Red, Magnesium Grey and Kalahari. The material and pattern extend to the interior of the glove box. Combined with the two-tone leather upholstery in Slate Grey and Guards Red, the interior exudes a sense of exceptional quality. The contrasting decorative stitching, seatbelts, door handle loops and seat handles are all colour-matched in Guards Red. The seat consoles, the inner sill trim, the covers of the glove box and fuse box, and the air vents including their slats, are trimmed in leather, while the floor mats feature leather edging. The sun visors, interior mirror console and the soft-top headliner are upholstered in Slate Grey perforated Race-Tex. The headrests of the seats feature embroidered outlines of the Porsche crest. A special highlight is the darkened gear lever with open-pore laminated walnut gear knob with a shift pattern displayed in Pyro Red. The 'GT3 S/C' badge beneath the gear lever, the accent strips in the dash panel and the

'911' badge fitted on the passenger side are also finished in Pyro Red. It rounds off the interior both in terms of appearance and touch.

The Street Style Package also includes body-coloured painted vehicle keys and a Guards Red leather key pouch embroidered with the outline of the Porsche crest, as well as a leather documentation folder embossed with 'Porsche Exclusive Manufaktur' lettering. The design package even extends to the front luggage compartment. A reversible mat with high-quality Slate Grey carpet on one side and Guards Red leather on the other offers design-led versatility. When combined with the Street Style Package, the optional lightweight folding sports bucket seats feature perforated Guards Red leather centre panels, an embroidered outline of the Porsche crest on the headrest and colour-matched stitching. Versions of the lightweight rear compartment storage box tailored to match the Street Style Package are also available through Porsche Centres as part of the Porsche Accessories range. Porsche Design also offers accessories that complement the Street Style Package.

Infotainment

Digital Performance: optimised infotainment experience with AI

The Porsche 911 GT3 S/C uses the comprehensively updated Porsche Communication Management (PCM) system. During development, special attention was paid to a consistent user experience within the Porsche Driver Experience. It is characterised by fast response times and a particularly intuitive, unified operating logic. At the heart of the operating concept is a high-quality 3D vehicle model in the PCM monitor, which is displayed in the car's actual exterior colour. The 3D model can be rotated freely and acts as an interactive anchor point. All central vehicle functions can be operated directly from the virtual image, and all functions are also accessible via quick access. Smooth visualisations with dynamic transitions between the various views ensure an engaging and highly intuitive user experience.

The Themes app brings comprehensive personalisation options to the vehicle. Various selectable colour schemes influence both the display content and the lighting mood in the interior. The themes harmonise with the available exterior paint colours and are carefully matched to the ambient lighting. This creates a consistent, harmonious appearance that reflects the personal preferences of the user. For added flexibility, there is a customisable widget area where you can store frequently used and favourite apps. Via the integrated App Centre, a growing portfolio of Porsche's own and third-party apps is available directly for download into the PCM, seamlessly integrating them into the Porsche ecosystem. The offering includes apps for audio and video streaming, as well as navigation, and is adapted to suit the respective markets. Apps such as navigation or Apple Carplay® can be displayed either in split-screen mode or across the full display area.

In addition to the 3D model, the AI-supported Voice Pilot feature can be used for operating the PCM. The system understands natural conversations and controls navigation, media and selected applications with precision, without requiring specific voice commands or predefined phrases. Once a conversation has been started, the Voice Pilot recognises follow-up questions, so there is no need to reactivate it with the command 'Hey Porsche'. This is supplemented by a Google-supported POI search feature. The on-board manual is also voice-activated and can provide tips and how-to guides.

Online navigation in the Porsche 911 GT3 S/C is carried out with cloud-based route calculation. Navigation instructions at manoeuvre points are delivered with lane-specific precision. Traffic information is processed in real time, ensuring that the route guidance is constantly adapted to current conditions and alternative routes are suggested. A stylised map view provides visual assistance to the driver when finding a route. Alternatively, a satellite map view is available. Thanks to continuously updated online map data, the navigation is always current. The integration of the navigation system into the My Porsche app ensures a seamless user experience both inside and outside the vehicle.

Deep smartphone integration enables convenient access to well-known smartphone apps and user-defined presets. When using third-party apps, such as for navigation, route guidance can be displayed in the instrument cluster if desired. This function is provider-dependent and is compatible with Apple Maps, Google Maps and Waze, for example. Smartphone integration is carried out wirelessly via Apple Carplay® and Android Auto, with further improved connection stability. Thanks to comprehensive over-the-air (OTA) updates, the infotainment system in the Porsche 911 GT3 S/C always remains up to date, even without a visit to the service partner.

Lightweight 80-litre storage box for the rear of the cabin

To complement the sporty character of the 911 GT3 S/C with a touch of extra practicality, a lightweight storage box is available as an accessory. It fits perfectly into the rear area of the cabin and provides secure storage for items such as sports bags, jackets, running shoes, a picnic set or bags. The storage box has a total volume of 80 litres and features two lockable lids on the top. Like the doors of the 911 GT3 S/C, the box lids are opened using fabric loop handles.

The box sets new standards for smart storage solutions with minimal added weight, being made of lightweight yet robust foam material and weighing in at less than 10 kg. It can also be completely removed, if desired. Recessed handles at the front and on the rear panel ensure effortless handling, and it can be installed or removed with exceptional speed. It being mounted via pins anchored in the body ensures a high level of safety and strength. The lightweight box is trimmed in black leather on the outside as standard, but it can also be configured to match the extensive range of interior colours with a total of 25 different decorative stitching choices and matching decorative trims. There are five different colours to choose from for the fabric loop handles: Black, Racing Yellow, Guards Red, Silver Grey and Shark Blue. For cars equipped with the optional Street Style Package, Porsche offers specially designed versions of the storage box to match. Porsche also offers an even higher level of exclusivity and seamless integration into the configured vehicle with customisable Sonderwunsch options, similar to those available for the car as a whole. The rear storage box is available from the list of vehicle accessories or via the Porsche Shop.

The 911 GT3 S/C for the wrist

Exclusively for owners of the 911 GT3 S/C, Porsche Design presents an extraordinary timepiece that brings the design and performance of the sports car to the wrist. The chronograph and vehicle were developed in tandem and are therefore inextricably linked. Just like the Porsche 911 GT3 S/C, the Porsche Design Chronograph 911 GT3 S/C follows an uncompromising lightweight design strategy. The case, push buttons and bezel are

available in a choice of either glass-bead-blasted titanium or titanium with a titanium carbide coating. The bezel is available with a choice of pulsometer, tachymeter or minute scale.

The dial reflects the design of the vehicle's instrument panel. In particular, the Sport Chrono GT additional instrument developed by Porsche Design for the Porsche GT models, is reflected in the design of the chronograph. The vehicle's rev counter and the chronograph's sporty sub-dial at the 6 o'clock position have also been perfectly matched visually. The dial of the timepiece features a hexagonal pattern, reminiscent of the hexagonal air intakes on the car. The GT dial and the optionally available carbon-look RS dial are protected by sapphire crystal with a seven-layer anti-reflective coating on both sides and a highly scratch-resistant hard coating. The clear design of the indices, a yellow decorative ring and black rhodium-plated hour and minute hands with Super-LumiNova® luminous coating ensure optimum readability. The hands are available in the colours Performance (white), Essence (black) and GT (yellow). To match the vehicle paintwork, the colour ring around the dial is available in each of the exterior colours of the 911 GT3 S/C, as well as those from the Paint to Sample programme. A special highlight is the motif in the small sub-dial at the 9 o'clock position – featuring '911 GT3' lettering, a chequered flag icon and a 'Born in Flacht' inscription – paying homage to motorsport and the location of the Porsche Development Centre.

The chronograph 911 GT3 S/C is equipped with the precise, COSC-certified Porsche Design Caliber WERK 01.200. The movement is visible through the sapphire crystal caseback with a seven-layer anti-reflective and hard-coated sapphire crystal. The timepiece also features a flyback function that allows you to stop, reset and restart an ongoing timekeeping with just the touch of a button. The visual and technical highlight is the '911 GT3 S/C Rotor'. Its design is modelled on the car's forged magnesium wheel. It can be configured in Silver, Dark Silver, California Gold and Black (satin) and is rounded off with a black centre cap with a two-tone Porsche crest. The sapphire crystal is framed with glass-bead-blasted titanium, or titanium with a black titanium carbide coating if desired. It can be individualised with a laser engraving with up to 12 characters. Owners of the 911 GT3 S/C with Street Style Package also have access to additional specially designed highlights.

The strap also offers many possibilities for individualisation. It is made from genuine Porsche interior leather and thread and can be tailored to the specific configuration of the customer's car. The straps are available in three different sizes and can be easily swapped thanks to the quick-change mechanism. As an alternative to the leather straps, Porsche Design offers a titanium bracelet featuring a titanium folding clasp with fine adjustment. It is available in a glass-bead-blasted finish or with a black titanium carbide coating. For owners of the 911 GT3 S/C with Street Style Package, there is a matching two-tone leather strap in Guards Red and Slate Grey. 'GT3' embossing is also available for the leather strap on request.

The Porsche Design Chronograph 911 GT3 S/C is delivered in a limited-edition box with a plaque featuring a personalised laser engraving that corresponds to the customer's own car. The Porsche Design Chronograph 911 GT3 S/C and the Porsche Design Chronograph 911 GT3 S/C with Street Style Package are available from 10,250 euros (RRP) at Porsche Centres and Porsche Design Stores worldwide. It is available exclusively to buyers of the new Porsche 911 GT3 S/C and the Porsche 911 GT3 S/C with Street Style Package.