

Product Highlights: Porsche 911 GT3 – Pure and with racing roots

21/10/2025 Since 1999, the Porsche 911 GT3 has offered the ultimate combination of track-ready capability with day-to-day usability. To mark its 25th anniversary, Porsche is releasing two versions simultaneously for the first time: a track-focused sports car with a rear wing and a more understated version with the Touring Package.

25 years of the Porsche 911 GT3

The 911 GT3 era started in March 1999 at the Geneva Motor Show when the first version, based on the 996.1 generation Porsche 911, was unveiled.

Designed and developed as a road-legal track tool, this first-generation 911 GT3 replaced the iconic Porsche 911 RS, which was based on the 993 generation).

For Porsche, the 911 GT3 is the point where series production meets motorsport.

Australian model series

Porsche Cars Australia offers the new Porsche 911 GT3 in two different model variants:

- Porsche 911 GT3
- Porsche 911 GT3 with Touring Package

Engine: naturally aspirated and high-revving

The new 911 GT3 is powered by a naturally aspirated (non-turbocharged) 4.0-litre six-cylinder boxer engine.

This engine was developed for use in motorsport but has been modified for road use in the new 911 GT3.

- **Maximum power:** 375 kW / 510 PS* at 8,500 RPM
- **Maximum torque:** 450 Nm at 6,250 rpm
- **Maximum engine speed:** 9,000 rpm

Internally, plasma-coasted cylinder walls help reduce engine friction.

The forged pistons and titanium conrods, which provide the strength, light weight and stability to quickly achieve higher engine speeds – all the way to 9,000 rpm – have an additional oil supply via the crankshaft.

Solid cam finger followers are used in place of hydraulic lifters to achieve a peak engine speed of 9,000 rpm.

The lightweight stainless steel exhaust system uses four catalytic converters and two particle filters and delivers a sonorous engine sound. The two centrally mounted exhaust tailpipes are Black in colour on the 911 GT3 and Silver in colour on the 911 GT3 with Touring Package.

Individual throttle valves precisely control intake airflow to each cylinder.

Dry-sump oil lubrication with a separate oil tank and fully variable oil pump provides precise oil control, especially during higher-speed cornering.

Transmission: Manual or PDK

The new 911 GT3 models are available with two gearbox choices:

- 6-speed GT sports manual transmission.
- 7-speed PDK (Porsche Doppelkupplung, German for 'double coupling') twin-clutch gearbox

Like its predecessor, the new 911 GT3 uses seven forward gears instead of eight, as used in the 911 Carrera. This helps reduce weight and optimise the car's performance focus.

The PDK gearbox delivers optimised shift times, rapid gear changes and ideal acceleration. It can be driven in automatic mode or operated manually via steering wheel-mounted gearshift paddles or the central gearshift lever.

The gear shift lever used with the 6-speed GT sports manual transmission has an ultra-short travel. It delivers a direct connection between the powertrain and the driver for optimal driving pleasure.

The 6-speed GT sports manual transmission also features an AUTO BLIP function to mimic a 'heel-and-toe' action to rev-match when downshifting.

The 6-speed manual gearbox is 17 kilograms lighter than the 7-speed PDK gearbox.

The final drive ratio in the new 911 GT3 is 8 percent shorter compared to the previous model. This maximises agility and improved dynamics and driving exhilaration.

The 911 GT3 uses a rear-wheel drive format.

An electronically regulated rear differential lock with fully variable torque distribution works in conjunction with Porsche Torque Vectoring Plus (PTV Plus) to maximise acceleration.

Suspension and steering

Porsche's motorsport experience has been integrated into the design and development of the 911 GT3.

Front suspension:

Like the previous 911 GT3, the front suspension is a highly developed double-wishbone design that delivers precise turn-in, agility, high-speed braking stability and exceptional cornering performance.

The advantages of this design are:

- Higher camber stiffness under high suspension compression, which means the outside wheel has more support during higher-speed cornering
- Greater stability under hard braking thanks to the design's ability to counteract braking dive.
- Fewer friction losses and disturbances from lateral loads thanks to the double wishbone layout.
- Better management of rearward forces as well as upward forces thanks to the angled mounting of the spring struts.

Overall, the front suspension delivers precise turn-in agility, higher cornering performance and greater braking stability.

The new 911 GT3 features:

- **Aerodynamically designed suspension wishbones at the front axle.** The teardrop profile of the lower suspension wishbones optimise air movement inside the wheelarch housings to help reduce aerodynamic lift and direct cooling air to the front brakes.
- **The anti-dive system from the 911 GT3 RS:**The lower control arm has a steeper angle thanks to the lower positioning of the lower ball joint. This generates torque to counteract suspension compression under braking, which helps reduce suspension pitching.
- **Redesigned and shortened the bump stops on the suspension struts**: This is to extend wheel travel by 27 mm (front) and 24 mm (rear) to reduce wheel load fluctuations, which is especially noticeable on undulating motorway sections and when driving over race track kerbs and bumps.

Rear suspension:

The new 911 GT3 continues with the five-link rear suspension, which securely locates the rear axle with additional ball joints on the lower wishbones, enabling a direct connection between the car and the road.

Drivers can choose their preferred track-driving set-up with adjustable camber, anti-roll bar stiffness, and toe angles, which can be set on the front and rear.

Integrated helper springs extend the spring travel to help ensure the tyres remain in contact with the road when the car gets elevated over, for example, a crest.

- **Rear-axle steering with sports set-up:**

Up to approximately 50 km/h, when the driver turns the steering wheel the rear wheels of the new 911 GT3 turn by a maximum of 2.0 degrees in the opposite direction of the front wheels. This effectively shortens the wheelbase up to 6 millimetres, which enhances the 911 GT3's turn-in behaviour and maneuverability.

At speeds above 80 km/h, the rear wheels steer in the same direction as the front wheels, also by up to 2.0 degrees. This effectively lengthens the wheelbase by 6 millimetres, increasing cornering stability.

Between 50 km/h and 80 km/h the rear-axle steering responds according to the driving situation.

- **Front axle lift system:**

The new 911 GT3 is fitted with a front axle lift system (also fitted to its predecessor) that lifts the front of the car by 40 millimetres to clear obstacles.

The intelligent Smart Lift memory stores the position of an obstacle and automatically lifts the car at this location in the future. This is ideal for regular routes, such as office car parks.

- **Active chassis systems:**

The sports-tuned Porsche Stability Management (PSM) system allows greater driving freedoms before intervening. On a closed racetrack, it can be switched off (ESC + TC OFF) or with the exception of traction control (ESC OFF).

The Porsche Active Suspension Management (PASM) system has been specifically configured on the new 911 GT3 and lowers the car by 20 millimetres compared to the 911 Carrera.

Brakes

Front brakes:

- 408 mm diameter (34 mm thick) internally vented and dimpled discs with six-piston Aluminium monobloc fixed brake calipers.
- Brake caliper colour: Red

Rear brakes:

- 380 mm diameter (30 mm thick) internally vented and dimpled discs with four-piston Aluminium monobloc fixed brake calipers.

- Brake caliper colour: Red

Brake pad monitoring and an electrically operated parking brake are fitted.

The Porsche Ceramic Composite Brake (PCCB) package is optionally available. This comprises:

- 410 mm (front) and 390 mm (rear) diameter internally vented and cross-drilled Carbon-Fibre Reinforced Ceramic Composite brake discs
- Six-piston (front) and four-piston (rear) Aluminium brake calipers
- Lightweight brake disc chambers in Aluminium (front and rear)
- Brake caliper colour: Yellow

Wheels and tyres

Like its predecessor, the new 911 GT3 is fitted with different-size wheel diameters between the front and rear axles. The size of the weight-optimised forged light-alloy wheels remain unchanged:

- Front wheels: 20 x 9.5 inches (ET 46)
- Rear wheels: 21 x 12 inches (ET 45)

These wheels use a one-piece design and are fitted using a motorsport-derived centre-lock system (instead of five separate wheel studs / bolts).

Porsche ultra-high-performance (UHP) tyres are fitted as standard equipment:

- Front: 255/35 ZR 20
- Rear: 315/30 ZR 21

Tyre Pressure Monitoring (TPM) with race track mode is also fitted.

Body and aerodynamics

Advancements in the 911 model series have allowed Porsche to further improve the cooling-air flow and aerodynamics of the new 911 GT3, which aim to achieve optimised lift reduction with the lowest possible drag.

Highlights include:

- The separate auxiliary light modules at the front have been replaced with larger air inlets for greater airflow to the front brakes and front-mounted radiators.
- This used air exits through the outlet ducts in the front luggage compartment lid.
- Together, these features help reduce aerodynamic lift at the front.
- Front lift is further reduced with the redesigned front spoiler lip and modified contour of the front diffuser. Together with the optimised underbody panels, under-car airflow and aerodynamic balance are improved.
- The rear lid has been redesigned to improve cooling air supply to the engine.
- The fixed rear wing on the 911 GT3, which uses a swan-neck design to reduce flow losses and improve downforce, features redesigned end plates that are now angled slightly outwards and also finished in the body colour.
- The 911 GT3 with Touring Package, which is not fitted with a fixed rear wing, uses the extendable rear spoiler from the 911 Carrera but with a defined tear-off flap, also known as a Gurney Flap.

Customers can choose from 12 different paint colours with the new 911 GT3. These are grouped into four Colour Worlds: Legends, Dreams, Shades, and Contrasts.

Porsche Exclusive Manufaktur's Paint to Sample and Paint to Sample Plus programs offer more than 120 different colour shades, including the option of individual colour choices for customers.

Lightweight design

As with all Porsche GT models, the company has applied its motorsport-derived intelligent lightweight construction principles to the new 911 GT3.

These lightweight measures include:

- Carbon fibre luggage compartment lid
- Lightweight 40-Ah lithium-ion starter battery
- Lightweight forged alloy wheels are around 1.5 kg lighter compared to the previous 911 GT3
- Lightweight stainless steel exhaust system

The optional lightweight sports bucket seats (made of carbon-fibre reinforced plastic) reduce the vehicle weight by more than 7.5 kg compared to the standard seats.

The new 911 GT3 has an unladen weight of 1,461 (911 GT3 with Touring Package and 6-speed manual gearbox), giving it a racing car level power to weight ratio of close to 3.8 kg / kW.

Cockpit and interior

The Black interior of the new 911 GT3 has been designed for sports performance and instils an authentic motorsport feeling.

The standard-fitment Sports seats Plus are trimmed in Black leather and come with four-way electric control and elevated seat bolsters for when cornering.

Electric 18-way adaptive Sports seats Plus are optionally available, as are lightweight sport bucket seats (foldable) made of carbon-fibre reinforced plastic (CFRP).

Motorsport-derived materials including exposed carbon-weave finish and Race-Tex fabric are used throughout the new 911 GT3.

Black leather is used throughout the new 911 GT3 with Touring Package. It is applied to various surfaces, including:

- Steering wheel
- Transmission lever
- Door panel arm rests
- Centre console lid
- Interior door handles
- Seat side bolsters

An Extended Package in leather with coloured decorative stitching is optionally available

Porsche Exclusive Manufaktur offers various interior packages and décor/materials options for customers seeking to further personalise their new 911 GT3.

The multifunction GT3 sports steering wheel has a 360 mm diameter, includes PDK shift paddles (when the 7-speed PDK gearbox is specified) and Driving Mode rotary switch.

In the new 911 GT3, the steering wheel rim is upholstered in Black Race-Rex. In the new 911 GT3 with Touring Package, it is upholstered in Black leather.

A high-resolution 12.6-inch curved display is situated in front of the driver. The centrally mounted rev

counter can position the 9,000 rpm rev limit at either the traditional position or at the 12 o'clock position, depending on the display mode chosen.

The 'Track Screen' option displays data that's relevant to driving, such as oil pressure, oil temperature, tyre pressure, tyre temperature, water temperature and fuel level.

A gearshift indicator and shift flash (that suggest the next gear change at the optimal engine speed) are positioned in front of the driver. These features are useful when driving on a closed track.

Part of the optional Chrono Package is an analogue stopwatch at the centre of the dashboard.

Optional Clubsport Package: 911 GT3

Porsche offers an optional Clubsport package for customers who wish to drive their new 911 GT3 on a closed track. This package comprises:

- A bolted-in steel roll cage in Black in the rear section of the interior. This roll cage includes reinforcements with connection to the bodyshell
- A six-point racing harness in Black for driver's side
- Lightweight motorsport hand-held fire extinguisher

Optional Weissach Package: 911 GT3

Porsche is offering the Weissach Package for the first time with the new 911 GT3.

This package sharpens the motorsport focus of the 911 GT3 both technically and visually and reduces the car's weight to further enhance its driving performance.

The optional Weissach Package comprises:

Exterior

- Front luggage compartment lid, roof, rear wing in made of carbon fibre reinforced plastic (CFRP). These components are painted in body colour but incorporate a high-gloss stripe of visible high-gloss carbon fibre weave.
- Exterior mirror top shells, rear-wing end plates and front airblades are made of exposed carbon fibre reinforced plastic (CFRP).

Interior

- Bolted-in roll cage made of carbon-fibre reinforced plastic (CFRP) finished in satin gloss
- Lightweight interior door panels with door pull handles made of carbon-fibre reinforced plastic (CFRP) finished in visible satin gloss carbon
- Carbon fibre door handles
- Black interior package in Carbon
- Upper part of gearshift panel covered with Black Race-Tex Black
- Enclosed 6-point racing harness seat belts for driver and front passenger
- Storage net
- Seat headrests with embroidered Weissach package
- Badge with Weissach package logo on passenger side

Chassis

- Rear anti-roll bar, its drop links made and the shear plate on the rear axle made of carbon-fibre reinforced plastic (CFRP)

The optional Weissach Package is also available without the roll cage included.

Optional Lightweight Package: 911 GT3 with Touring Package

For the first time, Porsche is offering a lightweight Package for the 911 GT3 with Touring Package.

This package's lightweight features further enhance driving agility and direct handling. It comprises:

Exterior

- Roof made of carbon-fibre reinforced plastic (CFRP) painted in exterior colour

Interior

- Lightweight interior door panels with door pull handles made of carbon-fibre reinforced plastic (CFRP) finished in visible satin gloss carbon
- Shortened GT-specific gear lever (same used in the Porsche 911 S/T; only in conjunction with 6-

speed GT sports manual transmission)

- Badge with 'Lightweight' logo in front of gear selector
- Black interior package in Carbon
- Lightweight sport bucket seats (foldable) made of carbon-fibre reinforced plastic (CFRP)

Chassis

- 20 / 21-inch lightweight forged Magnesium wheels
- Rear anti-roll bar, its drop links made and the shear plate on the rear axle made of carbon-fibre reinforced plastic (CFRP)

The Lightweight Package reduces the total weight of the sports car by about 20 kg.

The Lightweight Package is also available with Black exterior highlights. It comprises the same items as the Lightweight Package but with these items in Black:

- Side window trims
- Tailpipe trims
- PORSCHE logo at rear

Driving performance

The new 911 GT3's motorsport derived development ensures exemplary driving performance.

- 0 – 100 km/h: 3.4 seconds (PDK transmission)
- Top speed (on a closed race track): 313 km/h (manual transmission; 311 km/h PDK transmission)

The 911 GT3 with Touring Package

For the first time, Porsche is offering the Touring package available from launch with this new 911 GT3 model generation.

This version of the 911 GT3 delivers GT3 levels of performance in an understated package for classic driving pleasure.

The 'Touring Package' model designation began 52 years ago when this equipment variant was first offered on the 1973 911 Carrera RS 2.7.

The Touring package has been part of the 911 GT3 program since 2017.

It's main feature on this new model series are:

- The 6-speed GT sports manual transmission is fitted as standard equipment (7-speed PDK is a no-cost option)
- The external rear wing is replaced by an automatically extending rear spoiler with a Gurney Flap and an adapted fin design on the underbody to provide aerodynamic balance
- Porsche Torque Vectoring (PTV) with mechanical (not electronically regulated) rear differential lock

Externally, the new 911 GT3 with Touring Package comes with:

- Aluminium anodised side window trims
- 'GT3 Touring' logo at rear
- Body-coloured front apron (not Black in colour)
- A rear engine-lid grille with the logo 'GT3 touring'
- 'PORSCHE' logo in Light Silver at rear
- Exhaust tailpipes finished in high-gloss Silver

The interior of the new 911 GT3 with Touring Package includes:

- Interior roof lining with matching A-/B-/C-pillar trims in Black fabric
- Seats bolsters and headrests in Black leather with the seat centres partially in Black fabric
- Headrests embossed with the Porsche crest
- Door pulls and door panel armrests in Black leather
- Multifunction GT3 sports steering wheel upholstered in Black leather
- Door sill guards in brushed Aluminium in Black with 'GT3' logo

Infotainment

The new 911 GT3 comes equipped with a 12.6-inch curved display for the driver offering three layouts.

The Porsche Communications Management (PCM) system includes:

- High-resolution 10.9-inch touchscreen in full HD
- Online Navigation, smartphone preparation, audio interfaces and voice control
- Porsche Connect, which includes Navigation Plus with RTTI, online radio, Remote Services via the My Porsche App and a wide range of other Porsche Connect Services
- Connect Care, which includes Breakdown Call, online software and map updates and a digital user manual
- Wireless Android Auto™ and Apple® CarPlay
- DAB+ digital radio
- Porsche Track Precision app

The standard-fitment 150-Watt eight-speaker Sound Package plus includes an integrated amplifier and digital signal processing.

There are two USB-C charging ports fitted.

Assistance systems

The driver assistance systems fitted to the new 911 GT3 include:

- Cruise control
- Reverse camera with rear ParkAssist
- Warn and Brake Assist including pedestrian protection
- Driver Awareness Detection
- Traffic Sign Recognition

Exclusive: 911 GT3 chronograph and 911 GT3 Touring Package chronograph

Porsche has created the 911 GT3 chronograph and 911 GT3 Touring Package chronograph as elegant racing-inspired wristwatches accompany these new Porsche GT sports cars.

These two watch models are reserved exclusively for owners of the new 911 GT3 or 911 GT3 with

Touring Package, respectively.

The housing of these two timepieces are made from either titanium or titanium with a black titanium carbide coating, depending on the model.

The strap and decorative stitching are made of genuine Porsche car leather. The colour matches the configuration of the customer's car.

The dial matches the design of the Sport Chrono clock from the car's instrument panel. It features a new hexagonal shape and is finished in the same exterior colour as the car.

The rotor replicates the details of the car's wheels, down to the centre cap with GT3 lettering or two-tone Porsche crest.

Both watch variants are powered by the COSC-certified Porsche Design WERK 01.200 movement and a 911 GT3 rotor, or the 911 GT3 Weissach rotor for models with the Weissach Package.

All Porsche watches are produced in Porsche's own watchmaking workshop, which was founded in 2014 in Solothurn, Switzerland.

By the numbers

- 375 kW / 510 PS* at 8,500 RPM
- 450 Nm at 6,250 RPM
- 9,000 rpm maximum engine speed
- 3,996cc flat 6-cylinder petrol engine, naturally aspirated
- 7-speed Porsche Doppelkupplung (PDK) or 6-speed GT sports manual transmission, rear-wheel drive
- Top speed 313 km/h (manual transmission; 311 km/h with PDK)
- 0 – 100 km/h in 3.4 seconds (3.9 seconds with manual transmission)
- 2 model variants available (911 GT3, 911 GT3 with Touring Package)
- 408 mm (front) and 380 mm (rear) brake discs
- 20-inch (front) and 21-inch (rear) diameter forged alloy wheels
- 3.8 kg per kW: power-to-weight ratio (with manual transmission)

In summary

Since its introduction in 1999, the 911 GT3 has embodied the perfect combination of true racing roots and everyday usability in a road-going sports car. On its 25th anniversary, this new version offers an even more lightweight design powered by a naturally aspirated 4.0-litre boxer engine producing 375 kW (510 PS*) and 450 Nm.

Driving comfort and dynamics

- Porsche Active Suspension Management (PASM) with sports set-up and 20-millimetre lower ride height (compared to 911 Carrera)
- Porsche Stability Management (PSM) including ABS braking, can be gradually disengaged in two stages (ESC OFF and ESC + TC OFF)
- Suspension adjustable for racing use (toe angle, camber, anti-roll bars)
- Speed-sensitive electro-mechanical power-assisted steering with variable ratio
- Rear axle steering with sports setup
- Rear differential lock
- Rear spoiler with 'swan-neck' mount (retractable rear spoiler fitted to the 911 GT3 with Touring Package)

Audio and Communication

- Porsche Communication Management (PCM) including navigation, mobile phone preparation, audio interface and voice control
- Smartphone integration
- Porsche Connect with Apple® CarPlay (wireless) and Android Auto (wired)
- Porsche Track Precision App

Australian standard specifications

- Tyre fit set
- Up to the Dreams exterior colour range

- Lifting system on the front axle
- ParkAssist (rear) with reversing camera
- Light Design Package
- Digital radio

Warranty and Service Pricing

- 3-year / unlimited kilometre warranty
- 1-year / 20,000 kilometre service intervals
- Service pricing varies from state to state due to different labour rates. For an indication of service pricing please visit the website of your nearest Porsche Centre.

Info

- More information for consumers: here.
- More information for media: here or contact press@porsche.com.au

* PS (Pferdestärke, German for horsepower) is the standard unit used in the European Union to measure the power output of a motor in 'metric horsepower'

The published consumption (l/100km and Wh/km), emissions (g/km) and kilometre (km) range figures are determined by Porsche AG testing in accordance with ADR 81/02 on test vehicles. Actual figures will vary as they are dependent on many factors, including without limitation: individual driving style, road and traffic conditions, environmental conditions, fuel quality, a vehicle's or battery's condition, load and use. Extra features and accessories (eg: equipment, wheels or tyres used etc.) can change relevant vehicle parameters such as weight, rolling resistance and aerodynamics and can also affect the consumption, emission, range and performance values of a vehicle. CO2 emissions can also be generated at the power source when vehicles are being recharged, unless 100% renewable energy is used. Generally, consumption, emissions, kilometre range and charging times will vary from the published figures in real world Australian driving and charging conditions.

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available factory-installed, and cannot be retrofitted. Some functions may require separate subscriptions, or data charges may apply. **Porsche Connect includes a free subscription period of 10 years. An integrated LTE-enabled SIM card with data for use of selected Porsche Connect services will be included. For further information on free subscription periods, follow-on costs and availability of individual services in your country, please visit www.porsche.com/connect or consult your official Porsche Centre.

Consumption data

Taycan Turbo S Cross Turismo (Predecessor model)

Taycan Turbo Cross Turismo (Predecessor model)

Taycan with Performance Battery (Predecessor model)

Taycan 4 Cross Turismo (Predecessor model)

Taycan 4S Cross Turismo (Predecessor model)

*Further information on the official fuel consumption and the official specific CO_2 emissions of new passenger cars can be found in the "Leitfaden über den Kraftstoffverbrauch, die CO_2-Emissionen und den Stromverbrauch neuer Personenkraftwagen" (Fuel Consumption, CO_2Emissions and Electricity Consumption Guide for New Passenger Cars), which is available free of charge at all sales outlets and from DAT (Deutsche Automobil Treuhand GmbH, Helmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, www.dat.de).

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Path: media/Images/img_1.jpg
Title: DSC00831.jpg
Subline: Porsche 911 GT3 with Weissach Package (L) and 911 GT3 with Touring Package (R)

Path: media/Images/img_4.jpg
Title: PCCB.jpg
Subline: The optional Porsche Ceramic Composite Brake (PCCB) package with yellow calipers

Path: media/Images/img_5.jpg
Title: 298501_6000x4500.jpg
Subline: Weight optimised, forged light-alloy wheels with central locking in a one-piece design

Path: media/Images/img_6.jpg
Title: DSC00250.jpg
Subline: The rear spoiler and diffuser fitted to the new 911 GT3

Path: media/Images/img_7.jpg
Title: DSC01531.jpg
Subline: The new 911 GT3 is fitted with a lightweight stainless steel exhaust system

Path: media/Images/img_8.jpg
Title: DSC00318.jpg
Subline: The optional lightweight sport bucket seats made of carbon-fibre reinforced plastic (CFRP)

Path: media/Images/img_9.jpg
Title: 911 GT3 Touring Badge.jpg
Subline: The 911 GT3 with Touring Package delivers GT3 performance in an understated package.

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Dr. Ing. h.c. F. Porsche Aktiengesellschaft
Porscheplatz 1
70435 Stuttgart