Open air pleasure in the new Porsche 911 GT3 S/C

14/04/2026 The GT model line is expanding with a particularly emotional variant. The 2027 Porsche 911 GT3 S/C offers fans of the high-revving six-cylinder boxer engine the opportunity to enjoy its unique, naturally-aspirated sound without a roof. It combines several driver's car attributes that have already delighted fans of the limited production 911 Speedster and 911 S/T.

Porsche has unveiled a 911 GT3 S/C, a new model variant focused squarely on people who prize visceral, open-air driving. The 2027 911 GT3 S/C provides a pure driving experience and combines the lightweight components of the 911 S/T with the naturally aspirated 4.0-litre boxer engine of the 911 GT3 developing 502 hp and 331 lb.-ft. of torque. Its name – GT3 S/C – stands for Sport Cabriolet. The striking carbon fibre fenders and doors of the 911 S/T in combination with the black windshield frame give the new 911 GT3 S/C an unmistakable look. In line with its positioning as a driver's car, it is only available with the short-ratio and lightweight six-speed GT Sport manual transmission. The 911 GT3 S/C is the only open-top variant of the current 911 range that is also a pure two-seater – reminiscent of the 911 Speedster from 2019. In contrast to the 911 Speedster, the 911 GT3 S/C is not a limited production model. For the first time, a Street Style Package is optionally available for the 911 GT3 S/C,

which allows you to adapt the vehicle even more to your personal taste.

"The new 911 GT3 S/C responds to our customers' desire for sports cars that are particularly fun to drive. The exciting powertrain of the 911 GT3 comes into its own even more when driving without a roof, especially on winding country roads. Above all, because we have managed to keep the weight of the 911 GT3 S/C particularly low at 1,497 kg despite the fully automatic top," said Frank Moser, Vice President 911 and 718 model line.

Consistent lightweight construction for maximum driving pleasure

The use of high-quality lightweight materials ensures that the 911 GT3 S/C is appropriately agile as a member of the GT model family. Even at first glance, the lightweight body components borrowed from the 911 S/T are recognizable. The hood, fenders and doors are made of Carbon Fibre Reinforced Plastic (CFRP). The rear anti-roll bar, connecting links, and underbody panel beneath the rear axle are also made of carbon fibre. Brakes and wheels also follow the lightweight S/T formula: the Porsche Ceramic Composite Brake (PCCB) system, which is more than 20 kg lighter than the cast iron brake rotors, is standard on the 911 GT3 S/C. The 20" front axle and 21" rear axle centre locking wheels, which were already featured on the 911 S/T, are made of magnesium and save almost 9 kg of unsprung weight compared to aluminum wheels. Magnesium is also used in the convertible top structure of the 911 GT3 S/C.

Sporty, elegant interior

Weight-saving materials appear in many parts of the interior, as well. Lightweight carpets and lightweight door panels taken from the 911 S/T with CFRP handles are used here. The 911 GT3 S/C is a pure two-seater. Four-way Sport Seats Plus are fitted as standard. Folding lightweight bucket seats with seat shells made of CFRP will be available as an option. The seats are equipped with an integrated thorax airbag, electric height adjustment and manual longitudinal adjustment. Standard three-stage seat heating is included with the folding bucket seat as it is with the standard Sport Seats Plus. The interior is lined with black leather as standard – including the sun visors and the A-pillar trim. The GT3 S/C logo is embroidered in the middle of the rear trim panel. The seat centre inserts are upholstered in perforated leather. As with the 911 S/T, the steering wheel is also upholstered in perforated leather. Just like the other 911 GT3 variants, the 911 GT3 S/C has an ignition switch rather than a start button to the left of the steering wheel. The digital instrument cluster in the middle supports the driver with a clearly structured display and operating concept. The "Track Screen" display mode reduces the digital displays on the left and right of the tachometer to important readouts including tire information, oil, water and fuel, and indicates the optimum shift point with a flashing light. If desired, the tachometer can rotate to position the 9,000 rpm redline at the 12 o'clock mark.

High-revving naturally aspirated engine generating 502 hp

The engine creates a highly emotional sound and is even easier to appreciate when the top is open. The cylinder heads have been revised from the 911 GT3 of the previous generation; the sharper camshafts of the 911 GT3 RS ensure an even more dynamic power delivery in the upper engine speed range. In addition, flow-optimized single throttle valves and optimized oil coolers are used. The six-cylinder boxer engine has an output of 502 hp. The six-speed GT Sport manual transmission has a short constant axle ratio that it shares with the 911 S/T and the current 911 GT3. The new 911 GT3 S/C accelerates to 100 km/h in 3.9 seconds and reaches a top track speed of 313 km/h.

Convertible top using lightweight materials

Because the 911 GT3 S/C is not equipped with a double-bubble rear cover in contrast to its spiritual predecessor, the 911 Speedster, it was possible to implement the power operated lightweight top used on 911 Cabriolet models rather than the manual top of the Speedster. Thanks to the innovative use of magnesium panels, a coupe-like roof curvature is possible. With almost identical lines, the fabric roof stretches in an elegant arc from the windshield frame to the convertible top compartment lid. There are no bows underneath the fabric, nor are there sections that interrupt the flowing design, the typical 911 silhouette– which also has aerodynamic advantages. Thanks to a particularly lightweight hydraulic roof mechanism, the convertible top opens or closes in roughly 12 seconds. Apart from the two panels, the front roof frame and the rear window frame are also made of magnesium. The integrated and electrically operated wind-deflector ensures extended open-top driving pleasure even at higher speeds and cooler temperatures. At the push of a button, the wind deflector opens within just two seconds. It can be deployed and retracted automatically at the touch of a button.

Unmistakable appearance

Matching the black top, the windshield frame is foiled in black and makes the 911 GT3 S/C unmistakable, but it can also be ordered in body colour as an option. The stone chip protection film on the side panel is also matte black. The HD-Matrix LED main headlights include daytime running lights, eliminating the need for additional lights in the front fascia. This allows for a particularly large air intake area and a clearly structured appearance. For the first time in a 911 with convertible roof, the retractable rear spoiler has a Gurney flap at the rear, as in the 911 S/T and the 911 GT3 with Touring Package. The front spoiler lip and rear diffuser are shared with the current 911 GT3.

Driving pleasure on a new level

"We have already learned with the 911 Speedster and the 718 Spyder RS how well our high-revving naturally aspirated engine—particularly dynamic handling characteristics and consistent lightweight

construction—fit a driver's car without a roof," says Andreas Preuninger, Director GT Cars. "The arrival of the 911 GT3 S/C marks the first time an open top 911 uses a double wishbone front axle. In combination with the particularly high-grip sports tires and the low weight, the car offers driving pleasure on winding roads that has hardly been experienced with an open-top car before."

The chassis set-up of the new 911 GT3 S/C corresponds to 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 tires are fitted as standard.

Optional Street Style Package offers further means of customization

For the new 911 GT3 S/C, Porsche Exclusive Manufaktur offers an optional Street Style Package. This "Director's Cut" from the pen of the design studio "Style Porsche" conceptually picks up on modern combinations of colours and materials in the interior and exterior.

For example, the eye-catching decorative graphics on the front fenders and the "PORSCHE" lettering on the sides of the vehicle are Pyro Red, which was first available as a wheel colour on the current 911 GT3 RS. The wheels are painted in Slate Grey Neo to match the exterior colour while the brake calipers are painted in Victory Gold with "PORSCHE" lettering in Black. In the wheel barrel there are painted accent strips in Pyro Red. At the front, the HD-Matrix LED headlights in Black and the airblades painted to match the body colour provide visual accents.

In the interior, the optional Adaptive Sport Seats Plus with the embroidered coat of arms outline on the headrests immediately catch the eye. In particular, the seat centres underline the precision and craftsmanship that go into the package. The elaborately produced, four-colour braided leather in Slate Grey, Guards Red, Magnesium Grey, and Kalahari is a visual standout both on the seats and in the glovebox. In addition, the interior is almost completely lined with two-tone leather in Slate Grey and Guards Red. The contrasting stitching, door opener loops, seat loops, and straps in Guards Red also add to the package. The steering column trim, the seat console, the inner door sill trim and the fuse box cover are made of leather, which is also used to trim the air vents including the slats. In addition, the floor mats have leather piping around their edges.

In the front luggage compartment, a reversible mat combines function and style with high-quality carpet in Slate Grey on one side and leather in Guards Red on the other. The sun visors, the upper interior mirror panel and the interior windshield frame are upholstered in perforated Race-Tex in Slate Grey. The material also ensures a sporty and elegant look on the convertible top moulding.

A special visual and tactile highlight is the dark gear lever with an open-pore walnut handle with a shift pattern in Pyro Red. The "GT3 S/C" badge under the gear lever, the accent strips in the dash panel, and the "911" badge attached to the passenger side are also Pyro Red. The "Exclusive Manufaktur" embossing on the storage compartment in the centre console as well as on the owner's manual wallet refer to the production facility. In addition, Porsche Design offers accessories to complement the Street Style Package.

Cargo box behind the seats

As an accessory for the 911 GT3 S/C, a storage box is available as an extra-cost option, which offers additional storage options in the rear. The box, which weighs only 10 kg, has a capacity of 80 litres and is covered with leather on the outside. The two flaps on the upper side have belt loops made of textile fabric and can be closed. The connection via pins anchored in the body enables exceptionally easy and quick installation. Decorative strips, decorative seams, and belt loop colours can be adapted to the interior configuration in many ways. There are matching versions of the box available for the Street Style Package.

911 GT3 S/C Porsche Design timepiece

Exclusively for owners of the 911 GT3 S/C, Porsche Design presents an extraordinary timepiece that transfers 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, which has a flyback function. The ultra-light titanium case, optionally with black titanium carbide coating, combines sports car design with modern watchmaking. The GT3 themed dial with yellow accents and hexagon structure reflects the vehicle's instrument panel, while the winding rotor is modeled after the designs of the respective magnesium forged wheel. The colour ring of the dial is available in all exterior colours of the 911 GT3 S/C, including the coatings of the "colour of your choice" range. The strap, made from original Porsche interior leather and stitching, is also tailored to the respective configuration of the vehicle.

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Consumption data

911 GT3 S/C (WLTP)*: Fuel consumption combined: 13.7 l/100 km; CO_2 emissions combined: 310 g/km; CO_2 class: G

*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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