More distinctive and dynamic than ever: the new Porsche 911 GTS models

23/06/2021 Five model variants are being added to the successful 911 range

Twelve years ago, the very first GTS version of the 911 was introduced – featuring a series of very targeted modifications that, when brought together combined to make a difference – as a more focused, more dynamic and faster 911 that retained the subtly and usability of the car on which it was based. Following a familiar theme, a new generation of the popular sports car model is being launched. More powerful and visually distinctive, and with better driving dynamics than ever, the six-cylinder boxer engine at the heart of the 911 GTS delivers 473 hp, which is 30 hp more than the current 911 Carrera S and 23 hp over the previous 911 GTS. Torque rises to 420 lb-ft.

The result of this extra potency is a zero to 60 mph sprint of just 3.1 seconds in the case of the 911 Carrera 4 GTS coupe equipped with the eight-speed Porsche dual-clutch transmission (PDK): three tenths faster than its predecessor. A seven-speed manual transmission with a gear lever shortened by 10 millimeters is available for all 911 GTS models as an alternative to the PDK.

The 911 GTS is available in five variants:

- 911 Carrera GTS with rear-wheel drive, as Coupe and Cabriolet
- 911 Carrera 4 GTS with all-wheel drive, as Coupe and Cabriolet
- 911 Targa 4 GTS with all-wheel drive

Joining the increase in power is GTS-specific suspension tuning with Porsche Active Suspension Management (PASM), and the high-performance braking system from the 911 Turbo. Driving dynamics can improve even more through the optional Lightweight package, which will be available on the 911 Carrera GTS coupe models for the first time, saving up to 55 lbs. in weight. Setting the 911 GTS apart is black contrasting bodywork elements and darkened headlight housings. Inside, the interior features many of the touchpoints finished in grippy Race-Tex cloth material. The latest generation of Porsche Communication Management (PCM) brings numerous improvements in operation and connectivity.

Technology: bespoke suspension and unique Sport Exhaust system

Derived from the 911 Turbo and modified for the GTS coupe and Cabriolet models, the suspension meets exacting performance demands - with Porsche Active Suspension Management (PASM) Sport

suspension that lowers the ride height by 10 millimeters featuring as standard equipment. The suspension includes helper springs at the rear to help maintain tension on the main springs in all driving conditions, meaning rebound characteristics are consistent. As in the previous generation, the 911 Targa GTS is an exception, sharing its chassis with the 911 Targa 4S.

The engineers in Weissach have also adjusted stopping performance to match the increased performance of the GTS, which makes use of the high-performance braking system from the 911 Turbo. The 20-inch (front) and 21-inch (rear) black, center-lock alloy wheels have a design derived from the 911 Turbo S. The standard Sport exhaust system is responsible for an even more emotive soundtrack, thanks to its GTS-specific set-up and a reduction in sound deadening material.

Exterior: numerous black accents in satin or high gloss

A multitude of black or darkened exterior details are characteristic of the 911 GTS models. On the 911 Targa 4 GTS, this also includes the model-defining Targa bar and Targa lettering. Additional elements painted in Satin Black include the spoiler lip, the center-lock alloy wheels, the engine cover grille, and the GTS script on the doors and rear of the car. The exterior package, in which these and other details are executed in high-gloss black is optionally available.

All 911 GTS models effectively have the SportDesign package, with distinctive trim for the front, rear and the side sills. The headlight trims and daytime running light surrounds are darkened, and the car is fitted with standard LED headlights with Porsche Dynamic Light System Plus (PDLS Plus). The rear lights are also darkened. Satin Black accents characterize the model designation, PORSCHE lettering and charge-air grille slats above the engine.

Lightweight package: less weight

Driving dynamics are further improved with the Lightweight package, which will be available for the first time on a GTS. Up to 55 lbs. can be saved by the lighter carbon fiber full bucket seats, lightweight glass for the side and rear windows, and the use of a lightweight battery. The rear seats are also removed. Other performance enhancements include rear-axle steering as part of this equipment package and additional aerodynamic underbody paneling.

Interior: black Race-Tex and standard Sport Seats Plus

The sporty details of the GTS models continue inside functionally as well as visually. The gear lever of the optional seven-speed manual transmission has been shortened by 10 mm, which enables fast gear shifts with a flick of the wrist. A GT Sport steering wheel as well as the Sport Chrono package with mode switch, Porsche Track Precision app and a tire temperature display are standard features. The standard Sport Seats Plus with electric four-way adjustment provide lateral support, comfort and convenience. The interior insulation has been reduced.

Numerous Race-Tex features underscore the elegant dynamic ambience. The seat centers, the steering wheel rim, door handles and armrests, storage compartment lid and gear lever are all trimmed in Race-Tex. With the optional GTS interior package, the stitching is available in Carmine Red or Chalk. The seatbelts and embroidered GTS lettering on the headrests, tachometer and Sport Chrono clock come in the same contrasting colors. Carbon fiber interior trim panels complete the package.

New display and operating concept: now also with Android Auto

The new generation of the Porsche Communication Management (PCM) features additional functions and significantly simplified operation. The touch icons in the Media menu have been enlarged and the option of rearranging the tiles on the home screen is new. The improved voice assistant recognizes natural speech and can be activated with "Hey Porsche." iOS and Android users will enjoy standard Wireless Apple CarPlay® and now wired Android Auto™.

First deliveries for the US are expected in early 2022 with a starting MSRP of $136,700 excluding $1,350 for delivery, processing, and handling.

911 Carrera GTS	$136,700
911 Carrera GTS Cabriolet	$149,500
911 Carrera 4 GTS	$144,000
911 Carrera 4 GTS Cabriolet	$156,800
911 Targa 4 GTS	$156,800

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Consumption data

911 Targa 4 GTS (Predecessor model)

911 Turbo (Predecessor model)

911 Turbo S (Predecessor model)

911 Carrera GTS (Predecessor model)

911 Targa 4S (Predecessor model)

911 Carrera 4S (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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