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## Extreme 911 for the circuit racetrack

The new Porsche 911 GT3 RS breaks down the barrier between street-legal sports cars and race cars more than ever. Selected media representatives now had the opportunity to test the high-performance sports car.



The 911 GT3 RS is traditionally the highest street-legal performance stage of the 911 with a naturally aspirated engine. Ever since 2003, and now in its fifth generation, this car has been offering racing drivers high-carat motorsport technology for circuit racetrack use in a sports car that is still practical for everyday use.

“The 911 RS models have always stood for top sportiness and emotional appeal. Their direct correlation with motorsport makes possible uncompromising driving dynamics and an intensive driving experience, regardless of whether the vehicle is driven on public roads or on the race track”, says Andreas Preuninger, Director GT vehicles.

Selected media representatives from around the world now had the chance to test the extreme 911 in an exclusive driving event on the test track “Bilster Berg”. Also present was Youtube star Chris Harris. Watch his rating in this video. And: Pay attention to his t-shirt in the second part of the clip.

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### Info

Extensive modifications to the drive system, aerodynamics and lightweight design boost performance even more significantly compared to the 911 GT3. And the 911 GT3 RS – now in its fifth generation – achieves these gains despite having already set standards in its class on the circuit racetrack ever since making its debut.

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### Performance

With a lap time of seven minutes and 20 seconds on the North Loop of the Nürburgring, the 911 GT3 RS even beats the historic record time of the Carrera GT super sports car of just around seven minutes and 29 seconds. Top performance by applying motorsport know-how.

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## Drive System

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Four-litre six-cylinder engine with 368 kW (500 hp) and 460 Newton metres of torque combined with a specially developed PDK transmission. The engine, which has the largest displacement and most power of any naturally aspirated engine with direct fuel injection in the 911 series, accelerates the 911 GT3 RS from zero to 100 km/h in 3.3 seconds and to 200 km/h in 10.9 seconds.

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## Lightweight Design

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The innovative magnesium roof, engine and boot lids and wings made of carbon fibre, as well as other lightweight parts made of alternative materials, make the RS ten kilograms lighter than the 911 GT3 despite its Turbo body that is even wider at the rear. In addition, the lightweight roof lowers the sports car's centre of gravity, which improves its already excellent lateral dynamics.

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## Chassis

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The larger track widths at the front and rear axles give the car even better roll stability than in the 911 GT3. In addition, the 911 GT3 RS comes with the widest tyres of any 911 model as standard. The results: even better mechanical grip which enables even higher speeds through bends.

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## Circuit Racetrack

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Functions such as "paddle neutral" declutching – which is comparable to pressing the clutch with a conventional manual gearbox – and speed limiting by pressing the Pit Speed button have been customised not only for more driving pleasure but also for motorsport use. They give the driver more ways to influence vehicle behaviour, and they assist the driver more when driving on a circuit racetrack

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## External Reporting

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topgear.com - [First drive: Porsche 911 GT3 RS](#)  
wheelsmag.com - [2015 Porsche 911 GT3 RS review](#)  
drive.com - [Porsche 911 GT3 RS first drive review](#)

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## Consumption Data

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911 GT3 RS: Combined fuel consumption 12.7 l/100 km; CO2 emissions: 296 g/km

### Link Collection

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#### Media Package

<https://newsroom.porsche.com/media-package/porsche-911-gt3-rs-test-bilster-berg-11069>

**Videos**

[https://www.youtube.com/embed/-hTLk1rU\\_ZI](https://www.youtube.com/embed/-hTLk1rU_ZI)

<https://player.vimeo.com/video/129416603>

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**External Links**

<http://www.porsche.com/microsite/911-gt3-rs/usa.aspx#intro>