911 GT3 (WLTP)*: Fuel consumption combined: 13.8 – 13.7 l/100 km; CO_2 emissions combined: 312 – 310 g/km; CO_2 class: G

Twenty-five years of the Porsche 911 GT3

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The era of the 911 GT3 began in March 1999 with the unveiling of the new model at the Geneva Motor Show. As a road-legal track tool, it replaced the iconic 911 Carrera RS to become the point in the 911 model range where series production meets motorsport.

Since then, the puristic and authentic 911 has earned itself a dedicated fan base. Part of the principle of the 911 GT3 is that experience and technology from motorsport are translated as directly as possible into series production. The reason for this is simple: most of the 911 GT3 models ever built have been used regularly on the race track. Thanks to the level of innovation typical of Porsche, the 911 GT3 consistently breaks new ground with continuous enhancements in performance.

The first 911 GT3, based on the 996.1 model generation, developed a remarkable 100 PS per litre in 1999. Its 3.6-litre naturally aspirated engine delivered 265 kW (360 PS) and 370 Nm of torque. The

sports car revved to 7,800 rpm and reached a top speed of 302 km/h (0–100 km/h: 4.8 s). It was the first road-approved series-production car to complete a lap of the Nürburgring Nordschleife in less than eight minutes.

In 2003, the model update of the 996 generation followed, which was set apart from the original by its new rear wing, new wheels and new headlights. These components made the 911 GT3 even easier to distinguish from the Carrera models in the series. The power increased to 280 kW (381 PS), and the top speed and acceleration were also improved (306 km/h; 4.5 s). An important new feature was the Porsche Ceramic Composite Brake (PCCB), which was offered as optional equipment for the first time and reduced the unsprung mass by 18 kg.

With the model change to the 997 generation in 2006, the 911 GT3 underwent significant further development, both technical and aesthetic. A key innovation: with Porsche Active Suspension Management (PASM), which was fitted as standard, an adaptive suspension system was introduced in the sports car for the first time. The completely redesigned 3.6-litre boxer engine was now capable of delivering 305 kW (415 PS) and 405 Nm of torque. In addition, the aerodynamics were improved thanks to a new spoiler lip on the front end and a new, one-piece rear wing. The top speed increased to 312 km/h, and the new GT3 could accelerate from 0 to 100 km/h in 4.3 seconds.

With the model update in 2009, the performance of the 911 GT3 was even further enhanced. The displacement of the naturally aspirated engine was increased to 3.8 litres, and the rev limit rose to 8,500 rpm. This resulted in an increase in power output up to 320 kW (435 PS). Porsche once again improved the design of the rear wing, which also contributed to the increase in performance: the sprint to 100 km/h was now possible in 4.1 seconds, with a top speed of 312 km/h. An enticing feature was the central locking of the wheels, which now came as standard. This would soon become one of the trademarks of the 911 GT3.

The move to the 991.1 generation in 2013 marked a significant leap in terms of dynamics. Although the Porsche 911 had grown larger, it had also become lighter and more agile. Equipped for the first time with a seven-speed dual-clutch gearbox and rear-axle steering, the 911 GT3 significantly improved upon the lap times of its predecessors. The enhancements were also reflected in its faster acceleration (0–100 km/h: 3.5 s) and the increased top speed (315 km/h). The completely redeveloped 3.8-litre naturally aspirated engine, which for the first time was no longer based on the legendary Mezger engine, provided a power output of 350 kW (450 PS).

With the model update of the 991 generation in 2017, the 911 GT3 was fitted with a newly developed naturally aspirated engine with a displacement of 4.0 litres. The power output increased to 368 kW (500 PS). While the performance was modestly improved (0–100 km/h: 3.4 s; Vmax: 318 km/h), Porsche had also introduced a significant change. The Touring Package was made available for the first time, which gave the puristic 911 GT3 completely new qualities that made it even more practical for everyday use while maintaining an exhilarating driving experience. This variant dispensed with the model-defining rear wing and, at the request of many customers, a manual GT sports gearbox was offered, intensifying the connection between the car and driver.

With the transition to the 992 generation, Porsche once again focused on enhancing handling on the race track. Various technical details were carried over to the 911 GT3 from the 911 RSR motorsport model. These included the double-wishbone front suspension, a four-way adjustable swan-neck rear wing, an aerodynamically optimised rear diffuser and an adjustable front diffuser. The power output increased to 375 kW (510 PS). As a result, the 911 GT3 completed a lap of the demanding Nürburgring Nordschleife in less than seven minutes for the first time.

Moving to the 992.2 generation in 2024, Porsche further differentiated the available variants of the 911 GT3. For the first time, a rear seat system and a Lightweight Package are available for the 911 GT3 with Touring Package. The 911 GT3 can be equipped with the Weissach Package as an option. Both models are equipped as standard with aerodynamic features that were previously reserved for the 911 GT3 RS. The 911 GT3 continues to strive for the ideal line between racing and everyday usability.

MEDIA ENQUIRIES

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Consumption data

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*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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