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Porsche 911 GT3 R **“Special Limited Edition for North America”**

Model Year 2011/A

Vehicle Description / Technical Specifications / Pricing



Statement from MARC LIEB – Porsche Factory Driver:

"The 911 GT3R is a very powerful car. Despite the high technical level it is very easy to drive even for non-professionals. The Porsche engineers in Weissach were able to give the car the perfect balance, which means that it is very precise and forgiving when it comes to "driving mistakes."

The combination of the perfect balance, ABS and electronic throttle makes the 911 GT3R an ideal car using advanced and proven components from other Porsche race cars.

Another important feature is the Porsche gear box that shifts smoothly and precisely.

Since the car has no "restrictor" the full power of 490 bhp will make it the strongest competitor in many private track/club events. All customers who have driven the car so far were overwhelmed by the sheer performance and the easy handling. Overall it is the ideal car for non-professional racers offering top performance with less effort for the driver."

Vehicle Description / Technical Specifications

- Concept:
- Single-seat production-based race car; not approved for road use
 - Based on the 911 GT3 Cup car
- Engine:
- Naturally aspirated engine
 - Water-cooled six-cylinder boxer engine with four-valve technology
 - 3,996 cc; stroke 80.4 mm; bore 102.7 mm
 - Max. power: 353 kW (480 hp)
 - Fuel: Super plus unleaded, 98 RON
 - Dry sump lubrication
 - Multi-point fuel injection (sequential)
 - Bosch MS 4.0 electronic engine management
 - Electronic throttle with “throttle-blip” function
 - Race exhaust system with pre and final silencer and twin end pipes aligned centrally
- Power Train:
(Transmission)
- Porsche 6-speed sequential dog gearbox with active oil cooling and internal pressurized oil lubrication system
 - Gear ratios:
 - Drop gear 25/32 $i = 1.280$
 - CW & P 09/26 $i = 2.889$
 - 1st gear 13/41 $i = 3.154$
 - 2nd gear 17/39 $i = 2.294$
 - 3rd gear 20/37 $i = 1.850$
 - 4th gear 23/35 $i = 1.522$
 - 5th gear 22/28 $i = 1.273$
 - 6th gear 31/34 $i = 1.097$
 - Mechanical locking valve 37% drive/52% overrun
 - Single mass flywheel
 - Race clutch (5½“ triple plate carbon clutch / hydraulic release bearing)
 - Oil-water heat exchanger
 - Rear wheel drive

Bodywork:

- Weight optimised, increased width of 911 using add-on parts (carbon/kevlar)
- GT3 RS body
- Welded roll-over cage
- Bespoke driver ventilation via front cover
- Carbon-fibre kevlar add on parts:
- Bumper panels with front spoiler -> optimised aerodynamics
- Fender and inner wheel arch
- Doors with side-screen frame and plastic mirrors
- Rear wheel arch extensions
- Rear cover with adjustable rear wing
- Rear panels
- Closed flat bottom with rear diffuser
- Improved rear wing adjustment range
- Car mounted air-jack system with pressure release valve
- Race bucket-seat (driver side only) with fire-resistant upholstered cover
- Six-point safety harness (red), adapted for use with HANS
- Removable steering wheel (with quick-release coupling)
- Electric fire extinguisher system
- 100 litre fuel cell (FT3 safety tank)

Suspension:**Front axle:**

- McPherson spring strut type axle with adjustable spring/dampers, adjustable ride height
- SACHS dampers (2-way dampers, Through Rod)
- Twin coil springs (main and helper spring)
- Spring platform with 3 adjustment positions
- Lower front wishbone with integrated camber adjustment
- Both anti-roll bar blades adjustable
- Strengthened front cross member
- Toe-rod length adjustable
- Electro-hydraulic servo assisted steering
- Forged strut mount

Rear axle:

- Multi-link rear axle with rigidly mounted cross member and adjustable spring/dampers, adjustable ride-height
- SACHS dampers (2-way dampers, Through Rod)
- Twin coil springs (main and helper spring)
- Spring platform with 4 adjustment positions
- Forged, two-piece lower wishbone with integrated camber adjustment
- Infinitely adjustable strengthened rear toe-rod
- Both anti-roll bar blades adjustable

Brake System:

- Adjustable via a brake balance bar system
- Independent dual circuit brake system
- Race ABS fitted as standard equipment

Front axle:

- Aluminium monoblock six-piston fixed caliper
- Ventilated steel brake discs, 380mm diameter
- Race brake pads
- Optimized brake cooling ducts

Rear axle:

- Aluminum monoblock four-piston fixed calliper
- Ventilated steel brake discs, 355mm diameter
- Race brake pads
- Optimized brake cooling ducts

Wheels/Tires:**Front axle:**

- One-piece, forged light-alloy wheels (Rays) 11J x 18, 35 offset with centre-lock nut
- Tire dimension: 27/65-18

Rear axle:

- One-piece, forged light-alloy wheels (brand name "Rays") 13J x 18, 12.5 offset with centre-lock nut
- Tire dimension: 31/71-18

Electronics:

- MoTec Display with integrated data-logging
- MoTec SLM – multi-function display with integrated gear shift point display
- Bosch MS 4.0
- Battery: 12 V, 80Ah
- 140 A alternator
- Electronic throttle with "throttle-blip" function
- Traction control (TC)

Vehicle Weight:

Approx. 1,200 kg

Vehicle Measurements:

TBD

Color:

Water-based paint

- Exterior: Carrara white B9A
- Interior: white primer without clear lacquer

Technical Summary:	<ul style="list-style-type: none">• Cubic capacity increased to 3996 cc• Optimised driver ventilation via air intake duct in boot lid• Improved rear wing adjustment range• Improved aerodynamics• MoTec SLM – multi-function display with integrated gear shift point display• Race ABS as standard• Electronic throttle with “throttle-blip” function• Traction control (TC)• Porsche sequential 6-gear dog gearbox• Optimized locking-differential
Vehicle Price:	\$350,000 f.o.b. Weissach (Germany) - plus four transportation hooks \$657.80 (required) - plus sales tax (if applicable)
Option:	Unique one-time only Porsche Design livery “Tribute to GT3 R Hybrid” provided by Porsche through Becker Design (see attached graphic sample); extra cost: \$5,000
Estimated Pickup Date from Germany:	Between December 2010 and April 2011, subject to change, depending on the factory’s production schedule; delivery to the U.S. depends on customs and transportation processing by Kroll USA.
Importation/ Transportation from Germany to the U.S.:	All cars will be transported by air (i.e. Lufthansa, British Airways) or by sea (optional). Customers will be charged directly by the Porsche logistics company, Kroll USA. Estimated air-freight costs \$16K per vehicle, subject to change depending on fuel costs, available cargo space, etc. <i>Quote to be obtained from Michael Knauthe, Kroll USA, (770) 909-6450, KROLLUSAINC@aol.com.</i>
Conformity with Regulations:	The basic version of the vehicle is homologated to meet the FIA - GT3 regulations 2010 (Article 257 A, Appendix J). This model is currently not eligible to run in any of the North American race series (i.e. ALMS/IMSA/WC/Grand-Am). Each customer is responsible for his car to fully comply with these regulations. All previously published technical data and prices are no longer valid.

Vehicle cannot be registered for public road use.

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