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MOTORSPORT
NORTH AMERICA

Porsche 911 GT3 RSR

Model Year 2012

Vehicle Description / Technical Specifications / Pricing



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Summary of Major Modifications and Improvements

- Paddle shift Megaline (electro-pneumatic gear shift activation)
- Horse power increase to 460 hp
- 30 mm diameter increase of front tires (to 680 mm)
- 50 mm increase of front and rear track width
- Completely redesigned intake system with side air intake above rear side panel
- Optimized add-on parts with improved aerodynamic efficiency and new suspension geometry
- Lightweight modular race exhaust system
- Optimized suspension setup due to redesigned geometry
- Inverted rear SACHS gas pressure shock absorbers
- Front and rear anti-roll bars with adjusted rate due to new lever arm

Vehicle Description / Technical Specifications / Pricing Details

- Concept:
- Single-seat, production-based race car
 - Basis: 911 GT3 RS (2nd Generation)
- Engine:
- Naturally aspirated engine with intake above rear side panel
 - Water-cooled flat six-cylinder boxer engine with four-valve cylinder
 - Capacity: 3,996 cc (stroke 80.4 mm, bore 102.7 mm diameter)
 - Max. power: 339 kW (460 hp) with restrictors 2 x 28.9 mm (subject to BoP)
 - Required fuel: 98 octane RON, unleaded
 - Dry-sump lubrication
 - Sequential multi-point fuel injection
 - Returnless fuel system
 - Lightweight modular race exhaust system
 - Rear muffler with twin-branch, centrally aligned tailpipe
 - Thermostat
- Transmission /
Power Train:
- Porsche six-speed sequential dog gearbox with pneumatically activated shift mechanism, active oil cooling and internal pressurized oil lubrication system
 - Gear ratios:

| | | |
|----------------------|-------|-----------|
| Drop gear | 25/32 | i = 1.280 |
| Bevel crown wheel | 09/26 | i = 2.889 |
| 1 st gear | 13/41 | i = 3.154 |
| 2 nd gear | 17/39 | i = 2.294 |
| 3 rd gear | 19/36 | i = 1.895 |
| 4 th gear | 22/35 | i = 1.591 |
| 5 th gear | 23/31 | i = 1.348 |
| 6 th gear | 25/29 | i = 1.160 |
 - Limited slip differential 45/65 %
 - Single-mass flywheel
 - Race clutch (5.5" triple-disc carbon clutch)
 - Hydraulically operated release bearing
 - Oil-water heat exchanger
 - Rear-wheel drive
 - Combined gear box and air-conditioning compressor frame

Bodywork:

- Lightweight, widened chassis using add-on carbon/kevlar parts
- Welded-in roll cage
- Carbon fiber/kevlar parts:
 - Bumper panels with front spoiler
 - Air intake and exit ducts for center and side coolers
 - Front lid with louvers for ventilation outlet middle cooling
 - Fenders and inner wheel arch liners
 - Widened side skirts
 - Doors with window frame and plastic mirrors
 - Rear wheel arch extensions with side intake air duct
 - Rear inner wheel arch liners
 - Rear cover with adjustable rear wing
 - Rear panels with wheel arch ventilation
- Closed underbody with rear diffuser
- Removable rear windscreen
- Pedal box
- Air-jack system with safety pressure valve
- Racing seat (driver side only) with fire retardant upholstery
- Six-point seat belt optimized for use with HANS system
- Removable steering wheel (with quick-decoupler)
- Electric fire extinguishing system
- 90-liter fuel tank (FT-3 safety cell)

Suspension:**Front axle:**

- Height-adjustable McPherson strut-type axle with adjustable spring mount and damper setting
- SACHS gas pressure shock absorbers (through rod)
- Double coil springs (main spring and helper spring)
- Adjustable spring platform
- Camber adjustment on lower wishbone
- Adjustable bilateral blade-type anti-roll bar with adapted stiffness
- Reinforced front axle cross rail
- Rear axle track rod adjustable in length
- Power steering with electro-hydraulic pressure feed
- Forged supporting mounts

Suspension (continued):**Rear axle:**

- Height-adjustable multilink rear suspension with solidly mounted subframe and adjustable spring mount and damper setting
- SACHS gas pressure shock absorbers (through rod)
- Double coil springs (main spring and helper spring)
- Adjustable spring platform
- Forged, two-piece lower control arms with camber adjustment
- Reinforced, continuously variable rear axle track rod
- Adjustable bilateral blade-type anti-roll bar with adapted stiffness

Brake System:

Brake system with adjustable bias bar and two master cylinders

Front axle:

- Single-piece, fixed aluminum six-piston caliper
- Steel brake rotors, 380 mm diameter
- Race brake pads

Rear axle:

- Single-piece, fixed aluminum four-piston caliper
- Steel brake rotors, 355 mm diameter
- Race brake pads

Rims / Tires:**Front axle:**

- Three-piece BBS light aluminum rims 12J x 18; 9 mm offset with center lock wheel nuts (due to 50 mm width increase of front and rear track)
- Michelin rain tires 30/68-18

Rear axle:

- Three-piece BBS light aluminum rims 13J x 18; 12.5 mm offset with center lock wheel nuts
- Michelin rain tires 31/71-18

Electronics:

- MoTec display with integrated data recording
- Motec PDM - programmable multifunctional on-board electronics control box
- Motec SLM - multifunctional display with integrated shift-point control
- Bosch MS 4.0 engine control unit
- Megaline paddle shift (paddles integrated into steering wheel)
- Electrically adjustable mirrors with memory function
- Bosch Memory Windarab data recording (without license)
- External LCD oil-level sensor
- Heated windshield
- Battery: 12 Volt, 80 Ah
- 140 Ah alternator
- LED rear lights
- Rain light integrated into rear cover
- Light-weight wiring loom (prepared for ACO data logging)

Air-Conditioning System:

- A/C pipes including quick-release couplings
- Compressor in gearbox area
- Condenser in front bodywork
- Carbon-fiber kevlar cockpit bulkhead panel
- Temperature sensor

Vehicle Weight:

Approx. 1220 kg (ACO spec)

**Vehicle Measurements
(for Transportation):**

- Length: TBD
- Width: TBD
- Height: TBD

Color:**Water-based paint**

- Exterior: Carrara white B9A
- Interior: White filler coat, no clear-coat finish

| | |
|---|---|
| Vehicle Base Price: | US\$ 533,000 f.o.b. Weissach (Germany) <ul style="list-style-type: none">- including A/C system- including heated windshield- including Bosch memory kit- including thermostat needed for long-distance kit- plus four required transportation hooks (\$657.80)- plus sales tax (if applicable) |
| Lighting Package (required extra feature): | US \$5,600 Required to run in ALMS events; consists of: <ul style="list-style-type: none">• Xenon main headlights• Additional headlight• Start number lighting• Cockpit lighting |
| Bosch Memory Darab License (optional): | US \$5,100 <ul style="list-style-type: none">• Teams have the option to select this feature• One license per team is sufficient |
| Deposit: | \$200,000 (non-refundable) due upon signing contract |
| Vehicle Order: | Porsche Motorsports North America, Inc. Vera Frank 714-361-2503 Direct Line 714-957-1386 Fax vera@porschemotorsport.com |
| Delivery: | Pickup in Germany during January/February 2012, subject to change, depending on production schedule. Delivery to North America depends on customs and transportation processing. |

Importation/
Transportation from
Germany to the U.S.:

All cars will be transported by air (i.e. Lufthansa, British Airways) or by sea (optional). Customer will be charged directly by the logistics agency.

The sale of the vehicles is ex. Factory Weissach, Germany.

Porsche Motorsports North America, Inc. is not involved in, or responsible for, any aspects of the logistics process.

Estimated air-freight price (main deck due to vehicle dimensions) \$39,500 per vehicle, subject to change; depending on fuel costs, available cargo space, etc.

Quote can be obtained directly from logistics agency, Kroll USA (Michael Knauth), 770-909-6450, KROLLUSAINC@aol.com

Conformity with
Regulations:

In their basic versions the vehicles are homologated in accordance with 2012 A.C.O. LM-GT Endurance regulations.

Customers are solely responsible for their cars to fully comply with the relevant regulations.

All previously published technical data and prices are no longer valid. All data subject to change without prior notice.

Vehicle cannot be registered for public road use.

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