

The new Porsche 991 GT3 RS

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Dear all,

After months of camouflage, Porsche presents its long-awaited new race track monster. The new Porsche 911 type 992 GT3 RS is finally here! Everyone should agree, it has become a dream car again!

Today, Wednesday 17 August 2022 at 5pm, the Porsche 992 GT3 RS will finally be unveiled, in an amazing ice gray metallic colour. Although we've been waiting impatiently for months to test its performance, we'll have to save that for later and see what this new Porsche 911 GT3 RS has to offer us.

A NATURALLY ENGINE IN THE PORSCHE 992 GT3 RS

The new Porsche 911 GT3 RS should also make the hearts of enthusiasts beat faster. And yes, Porsche has once again managed to homologate its latest 911 GT3 RS with its naturally aspirated engine, which is no small feat in the current political context.

With this good news, the 992 GT3 RS takes a modified 4-liter six-cylinder with 525 hp on the road.

What a martial delight to think that Porsche still manages to make us roar with the joy of driving!

With its 525 hp, these are almost the GT3 Cup values, the new GT3 RS has 10 hp more than the 992 GT3 and 5 hp more than the 991 GT3 RS Phase 2.

If the difference seems too small, you have to realize that performance orgies are primarily inhibited by increasingly stringent anti-pollution standards, not by the technical skills of Porsche

engineers ... what the heck ...



The new Porsche 911 GT3 RS has a tightly shifted PDK gearbox with slightly shorter gear ratios than the 992 GT3.

Our favorite brand gives the acceleration as follows: 0 to 100 is reached in 3.2 seconds, versus the 3.4 seconds for the 992 GT3. WoW, Schmid's cat will have to make an effort to keep up adequately here!

The GT3 RS, on the other hand, is beaten at top speed: "ONLY" a whopping 296 km/h compared to 318 km/h announced for the 992 GT3.

But folks, every toddler knows that the GT3 RS isn't designed to break speed records. This cracker still belongs on the racetrack, and for the drive there, because that's exactly what the bomber was designed for!

Our trackday enthusiasts will be shouting "Hosanna" when they have the device under their behind and finally get to step on the gas pin!



THE PORSCHE 911 GT3 RS, NEW LINES AND NEW AERODYNAMICS

The Porsche engineers concentrated on the aerodynamics and, of course, on the lines already mentioned. Today nothing is hidden anymore! Even if we sometimes thought about the camouflage and reality beforehand. We were always positively surprised.

The outlets on the front hood, the like chiseled fenders and doors you can only dream of. Scoops in the fenders, the little twists at each end of the roof, everything is spot on where it belongs!

And once again nothing was left to chance!

The 991's three radiators have been replaced by a single cooling unit, lighter and much more efficient, just like my race car!

The air flows in at the front center through the radiator and the heat is released again through the outlets. Then the small slats on the top of the bonnet vents direct the hot air currents to the flanks. So that the warm air flow is not sucked in again by the engine.

The front fenders are also designed to limit air turbulence and ensure the stability of the RS. The air intakes in the rear fenders have shrunk a bit compared to the 991 GT3 RS as their function has changed. They are no longer used for engine cooling or intake, but promote the downforce of the 992 GT3 RS. And he needs a lot of that so he doesn't have to constantly take the bends in front of him.



But the most impressive thing, as with the GT3, is the spoiler at the rear of the new Porsche 911.

It takes up almost the entire width of the body. But to limit it to just that would be unthinkable.



The spoiler of the Porsche 992 GT3 RS opens up active aerodynamics for civilian Porsche driving. In other words, the inclination of the upper blade adjusts according to a number of parameters and can go from fully open to fully closed in 0.3 seconds, just like F1 DRS style.

The GT3 RS will be second to none when it comes to cornering speed. Amateur riders will progress quickly! Because the simple handling gives them a lot of self-confidence.



THE PORSCHE 911 (992) GT3 RS, BODY AND CHASSIS

Surely you surprised yourself when you thought the new GT3 RS was "huge". Note that the body is still only 29mm wider compared to a 992 GT3.

However, Porsche has worked on the weight for this. The spoiler, roof, front and rear fenders and hood are made of lightweight carbon fiber. The Weissach package option reduces the overall weight by 20 kg. The 992 GT3 RS therefore weighs around 1,450 kg.

On the chassis side, the GT3 RS has 20-inch wheels at the front and 21-inch wheels at the rear. Optionally, the rims can also be ordered in magnesium with a "new design". The rims shown in the photos are the standard wheels. The standard brakes are (luckily) made of steel. The 408mm front brake discs are gripped by 6 32mm diameter pistons versus the 30mm calipers on the GT3.

The thickness of the discs ranges from 34 to 36 mm. At the rear, the 380mm discs are gripped by four pistons. And if you want even more, you can switch to 420 mm carbon-ceramic discs at the front and 390 mm at the rear with the PCCB (Porsche Ceramic Composite Brake) option and at the same time reduce the suspended masses.





ALL PORSCHE CODES SLEEP IN THE 992 GT3 RS

And to please enthusiasts, Porsche has kept the analogue tachometer. In addition to the driving mode selector (Normal, Sport and Track), three buttons are used behind the steering wheel to individually adjust three chassis parameters: the suspension in compression and rebound stages, the response behavior of the self-locking differential when accelerating and braking, and the sensitivity of the traction control.

As an option, the Weissach package, as said, saves 20 kg on the scales and is aesthetically remarkably beautiful thanks to the presence of visible carbon on the bodywork.

Inside, the headrests are embroidered with the "Weissach RS" lettering and the steering wheel paddles are made of magnesium. This optional package comes with a carbon roll bar for the first time, making the 992 GT3 RS a whopping 7kg lighter.





THE FUTURE OF THE PORSCHE 911 - 992 GT3 RS

We can already look forward to the fact that this new GT3 RS extends the 992 generation. With evolving regulations, it's difficult to predict when Porsche will be able to continue releasing such atmospheric GT3 RSs.

Porsche got the maximum out of the 992 GT3 RS. You have to see what limitations are being imposed on us and what technological advances are coming to advance further in terms of technology.

But before we think about the future and what it may hold for us better or worse, let's use what Porsche still has to offer us: joy for the eyes, the heart and the ears... In short, pure joy!

And precisely to have fun with this new 911 GT3 RS, it is advertised in Germany for €229,517, bare, with no options!





I'm curious if and how Porsche will allocate the vehicles

and whether again, as with the GT3, watches, financing, etc.
must be ordered.

Warm greetings

Jurgen Albert

master mechanic

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