



PORSCHE



The new 911 GT3 Cup.



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## All for one. One for all.

In motorsport, there is only one thing that matters to us: our team. We drive together. We win together. Of course, the race car, drivers, and the lap times are in focus, but we know for sure: it's the teamwork that enables all of us to achieve our pinnacle. We face every challenge as one because achieving a dream has always been our strongest drive. In every racing series, in every race, on every track around the world.

### 'It takes a team to achieve a dream.'

Especially at all those places where the Porsche One-Make-Series are at home. Those are the places where you can feel the team spirit – or as we like to call it Dream Spirit – in a unique way. With more than seven decades in motorsport, we know exactly that dreams are achieved in teams. No matter if it's 24-hours-racing or a race in the Porsche One-Make-Series, Dream Spirit is always key to success.

With the new Porsche 911 GT3 Cup, a new team member is standing by: for our customer racing teams, our motorsport fans and for everyone who loves sports cars.

## We call the race tracks of the world our home.

The race track is where the sense of team spirit can be truly felt. The first Porsche One-Make-Series with a 911 took place three decades ago, and every race weekend since then has seen vast numbers of motorsport racers compete against one another. Their team partner on the most thrilling race tracks in the world is always the same: the Porsche 911 GT3 Cup.

The purpose of Dream Spirit is also reflected in the vehicle design. For the first time, the new race car is being delivered in GT Silver Metallic. A colour, which on the one hand emphasises the sportiness and on the other hand has historical significance in motorsport.

Those who take a closer look at the communication design of the new 911 GT3 Cup will notice a myriad of race tracks running across this silver-coloured vehicle. These indicate where the 911 GT3 Cup will be taking to the grid in its inaugural season. Another design highlight is the stripe running across the race car. Already a feature of the 911 RSR, this line represents a red thread, or blue in the case of the 911 GT3 Cup, that has long run through the timeless design of the 911 family.





## We live up to our dream. As a team.

The new Porsche 911 GT3 Cup is the first race car based on the eighth generation of the Porsche 911 (992). It's made for young focused talents starting their careers as well as experienced professionals who are fighting for places on podiums. And yet, enthusiastic classic drivers will still find it easy to handle.

The 4.0-litre, six-cylinder horizontally opposed engine provides 375kW (510PS) of power, a clear indicator of its intended purpose: to take part in races and to win. The proven Porsche six-speed sequential dog-type gearbox with electronic shift barrel actuator, more downforce, double wishbone

front suspension, and optional available ABS and traction control are developed especially for those looking for the ideal line in the Porsche One-Make-Series.

Team players always think of their teammates first: with an ergonomic, completely revised interior with a large colour display, illuminated controls and a motorsport steering wheel made of carbon-fibre reinforced plastic (CFRP), the inside of the race car quickly feels like home. The new 911 GT3 Cup is rounded off with the characteristic GT rim-tyre combination and an increased number of personalisation options for the seating position.

In its newest form, the Porsche 911 GT3 Cup is primed for the race track with every fibre of its steel body and is just waiting to be unleashed.

The Porsche 911 GT3 Cup is the most versatile race car of Porsche Motorsport. Because it can be used by the novice drivers in the Porsche Racing Experience, but can also be called into action for national and international One-Make-Series. For the 2021 season, these exclusively include the Carrera Cups Asia, Benelux, Germany, France and North America, as well as the Porsche Mobil 1 Supercup.

# PORSCHES

## Technical data.

### Concept

- Single-seater customer race car

### Engine

- Water-cooled six-cylinder boxer engine
- Displacement 3,996cm<sup>3</sup>; stroke 81.5mm; bore 102mm
- Max. power: 375kW (510PS) at 8,400rpm
- Max. torque: 470Nm at 6,150rpm
- Max. rpm: 8,750rpm
- Single throttle butterfly system
- Intake manifold with two resonance flaps
- Dry-sump lubrication with oil-water heat exchanger
- Race exhaust system with DMSB certified catalytic converter
- Engine control unit Bosch MS 6.6
- Single-mass flywheel
- Fuel quality: Superplus unleaded, to E20 (min. 98 octane)
- Sealed

### Transmission

- Porsche six-speed sequential dog-type gearbox
- Gear ratios:

|                    |       |           |
|--------------------|-------|-----------|
| Ring & pinion gear | 15/23 | i = 1.533 |
| Final drive        | 16/39 | i = 2.438 |
| 1st gear           | 13/41 | i = 3.154 |
| 2nd gear           | 17/40 | i = 2.353 |
| 3rd gear           | 20/37 | i = 1.850 |
| 4th gear           | 24/36 | i = 1.500 |
| 5th gear           | 24/30 | i = 1.250 |
| 6th gear           | 28/30 | i = 1.071 |
- Internal pressure-oil lubrication with active oil cooling via oil-water heat exchanger
- Mechanical limited slip differential
- Three-plate sintered metal racing clutch
- Paddle shift with electronic shift barrel actuator
- Sealed



## Bodyshell

- Lightweight body featuring intelligent aluminum–steel composite design
- Integrated (welded) roll-cage in accordance with FIA regulations (permitted for co-driver usage on circuit events)
- Front cover with integrated quick-release fasteners; cooler exit-air duct and central air intake for cockpit ventilation
- Removeable rescue hatch in accordance with the latest FIA safety regulations
- Mounting points for lifting device
- Fenders with extensions
- Widened front bumper with spoiler lip
- Rear bodywork with integrated rain light in accordance with FIA regulations

### Lightweight exterior:

- Carbon-fibre reinforced plastic doors with quick release push button
- Carbon-fibre reinforced plastic rear lid with integrated quick-release fasteners; removeable
- Carbon-fibre reinforced plastic adjustable rear wing with 'swan neck' mounting (11 positions)
- Polycarbonate windows with hard coating
- Rear underbody paneling with NACA ducts for brake, driveshaft and shift barrel actuator cooling

### Modified 911 cockpit:

- Carbon-fibre reinforced plastic interior trim panels
- Ergonomic digital touch panel with multi-colour backlight aligned towards driver
- Multifunctional carbon-fibre reinforced plastic motorsport steering wheel with quick release coupling, shift paddles and illuminated push buttons
- Adjustable steering column with steering angle sensor
- Safety nets (centre and driver's side) in accordance with latest FIA safety regulations
- Optimised cockpit ventilation featuring airflow directed at driver

- Racing bucket seat in accordance with FIA standard 8862/2009:
  - Infinite longitudinal adjustment, two positions for height and inclination adjustment
  - Padding system in four sizes to adapt seat to individual drivers (delivered with size M)
  - Preparation for seat ventilation
- Six-point racing safety harness
- FT3 safety fuel cell (approx. 110 litres) and dry break couplings for fueling and draining using a fully enclosed system
- 'Fuel-Cut-Off' safety valve in accordance with FIA regulations
- Integrated air-jack system (three jacks) with valve mounting points on either side of the car

## Suspension

- Forged control arms & top mounts:
  - Stiffness optimised
  - Heavy-duty spherical bearings with dust protection
- Wheel hubs with centre-lock wheel nut
- Shock absorbers with motorsport-specific valve characteristic, non-adjustable
- Double-blade-type adjustable anti-roll bars
- Tyre pressure monitoring system

### Front axle

- Double wishbone front suspension, adjustable ride-height, camber and toe
- Electric power steering with manual function to ease car maneuvering

### Rear axle

- Multi-link rear suspension, ride-height adjustment, camber and toe
- Motorsport driveshafts optimised for reliability and durability

## Brake system

- Two independent brake circuits incorporating front and rear axle brake pressure sensors, driver-adjustable brake force distribution via brake balance system
- Racing brake pads
  - Optimised brake ducts
  - Ergonomic brake pedal positioning

### Front axle

- Six-piston aluminium monobloc racing brake calipers with 'anti knock-back' piston springs
- Ventilated 380mm x 32mm steel brake discs mounted on aluminium disc bells

### Rear axle

- Four-piston aluminium monobloc racing brake calipers with 'anti knock-back' piston springs
- Ventilated 380mm x 32mm steel brake discs mounted on aluminium disc bells

## Rims/tyres

- Typical GT rim/tyre combination

### Front axle

- Single-piece centre-lock alloy wheels conforming to Porsche specification and design, 12J x 18
- Treaded Michelin transportation tyres; tyre size: 30/65-18

### Rear axle

- Single-piece centre-lock alloy wheels conforming to Porsche specification and design, 13J x 18
- Treaded Michelin transportation tyres; tyre size: 31/71-18

## Electrical system

- 10.3" Porsche colour display
- Porsche logger
- Porsche power box
- Fire extinguisher system (extinguishing agent: NOVEC gas)
- Lightweight 12V, 60Ah battery (LiFePO4) leak-proof, installed in co-driver's footwell
- Digital touch panel with multi-colour backlight
- 175A alternator
- Single-arm windscreen wiper with direct drive (intermittent and continuous operation)
- Three additional centre console switches for additional power consumers
- Data connection (data logger, video system)

### LED Lighting system

- Main headlights
- Daytime running lights
- Taillights
- Rainlight in compliance with FIA homologation regulation

## After-sales options

- Bosch racing ABS, Generation 5
- Porsche Motorsport Traction Control PMTC
- Exhaust system:
  - Noise-optimised rear silencer
  - Exhaust system with open tailpipes
- Auxiliary weight plates for car weight balancing
- Passenger seat for taxi rides
- External USB-logger function

## Weight/dimensions

- Total weight: approx. 1,260kg (2,778lbs)
- Total length: 4,585mm (180.51 inch)
- Total width (front axle): 1,920mm (75.59 inch)
- Total width (rear axle): 1,902mm (74.88 inch)
- Wheelbase: 2,459mm (96.81 inch)

## Colours

- Body painted with water-based paint
- Exterior: GT Silver Metallic (M7Z)
- Interior: GT Silver Metallic (M7Z), without clear lacquer finish
- Rims: Platinum semi-matt (OB5)
- Rear wing in naked carbon

## Compliance with regulations

- Customers are exclusively responsible for ensuring that they and their car comply with the pertinent regulations applicable to themselves and their vehicle.
- This document replaces all previously published versions.
- Vehicle cannot be registered for public road use.
- Subject to change without notice.

## Accessory package

The new Porsche 911 GT3 Cup lives up to our vision of being ready to race right from the first second. Hence, the accessory package provides the teams, the racers, and every dreamer with all the parts, tools and essential equipment to set new lap records. The package is included in the car price and consists of the following items:

- Set of wishbone camber shims
- Equipment for air-jack system
- Fuel tank defueling hose
- Car diagnosis/interface cable
- Set of front axle underbody air guide plates
- Set of front axle wishbone air guide plates
- Wheel nut socket
- Special tool for transportation nuts
- Set of wheel nuts
- Wheel nut grease
- Sticker set (mandatory fire extinguisher, electric symbol & sticker to cover car recovery pick up points)

**Orders** with immediate effect | **Delivery** from February 2021

### Sales Contact

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