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Porsche Introduces the 2010 911 GT3 RS

The ultimate track star.

Some companies are quick to throw around terms like “race-inspired” or “race-proven.” One company is willing to sell you a real racecar that also happens to be street-legal. Meet the 2010 Porsche 911 GT3 RS, freshly introduced at the Frankfurt Auto Show and arriving in the spring.



Porsche has won more than 28,000 races over six decades – more than any other carmaker. Many of those wins have been with 911 models and their derivatives. That makes the Porsche 911 the most successful road/track car of all time. Although the 911 Turbo models have long been the ultimate street versions, when it comes to sportscars you can drive to the track, on the track and then home, the 911 GT3 takes the spotlight. Taking that to its ultimate level is the 2010 911 GT3 RS.

One thing Porsche does not do is affix alphanumeric badges to its cars simply because they test well with marketing clinics. Take GT3 RS. The “GT3” part signifies the racing class for which this model was originally developed. Race-prepped versions of the GT3 have won several major 24-hour races and essentially dominated their class at Le Mans.



“RS” is short for “rennsport,” which is German for “racing.” This is the real deal – a production car built to homologate (approve) the model for racing. That means you can drive the GT3 RS on any road and also use it for track events. It’s reason enough to join a club that occasionally rents tracks. (The Porsche Club of America is a great place to start.)

The newest street-legal racing version of the 911 rolls into 2010 sporting a new look, a more powerful engine and even higher track limits. Performance connoisseurs will consider the MSRP of \$132,800 a bargain for the racing technology and performance packed between this car’s bumpers.

The casual enthusiast should be forewarned: The GT3 RS is not merely dressed up to look like a 911 racer; it *is* a 911 racer. So, while you could commute to the office in one, it’s not going to treat you with luxury for that purpose. When buying a GT3 RS, your next purchase should be one of the programs in the Porsche Sport Driving School – or a refresher if you’ve already done that.

On the track, a GT3 RS will demand total concentration and skills few were born with.

Let's delve into what makes the 2010 GT3 RS car such a genuine track machine.

The engine is a high-revving, naturally aspirated 3.8-liter boxer six that puts out 450 hp (15 more than the GT3). This highly developed engine achieves a specific power output of more than 118 hp per liter of displacement.

Like the GT3, the GT3 RS is available exclusively with a six-speed manual transmission that is lightweight and optimized for short shift travel. The transmission ratios are even shorter across the entire speed range than in the 911 GT3, which makes the car even more suitable for track performance.

The RS shares its basic wider body shell with 911 Carrera 4 models, needed to accommodate wheel track dimensions that are one inch wider in front and 1.7 inches wider at the rear. That change helps increase cornering grip and improve directional stability on a track. The 19-inch wheels carry 245/35 Michelin Pilot Sport Cup tires up front and super-wide 325/30s in the rear.

Racing requires lightness, and the GT3 RS complies throughout. A titanium rear muffler and exhaust tips reduce weight by 13 pounds compared to the GT3. A lithium-ion battery saves an additional 22 pounds. Overall, the RS weighs just 3,020 pounds, about 50 or so pounds lighter than the GT3. Zero-to-60 will take 3.8 seconds and the top track speed is 193 mph.

The latest GT3 RS continues a tradition of standout paint themes. You can choose Aqua Blue Metallic, Grey Black or the oddly spelled Carrara White (odd, because it's not *Carrera*). Each can be paired with contrasting graphics in either Guards Red or White Gold Metallic.

Aluminum struts hold up the huge carbon fiber rear wing, which, you can tell those curious kids with hotrod Hondas, actually works: It provides substantial downforce at track speeds.

If ever there was a reason to sign up for racing lessons and join a track-driving club, the 2010 911 GT3 RS is it.

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