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2006 Porsche 911 GT3



Porsche will have two new models on display at Geneva. In addition to the recently announced Turbo there's a GT3 based on the latest 911 that promises even better performance from its 415-bhp 3.6-litre flat-six. The new 911 GT3 will be unveiled to the world public for the very first time on 28 February, 2006, and will go on sale in Europe in May 2006 and in the UK on 26 August, 2006 - at a basic price of £79,540.

The six-cylinder engine reaches its nominal output at 7,600 rpm. At 8,400 rpm, the engine speed limit is 200 rpm higher than the previous model. This makes it a world leader in its engine-size class. In addition to this high engine speed, the optimised airflow rate considerably improves performance. This is made possible by the variable intake system with a throttle valve enlarged from 76 to 82 millimetres, the optimised cylinder heads and an exhaust system with low backpressure.

The driver has a revised six-speed transmission at his disposal with a very short gearlever travel and lower ratios in 2nd, 3rd, 4th, 5th and 6th.

New for the GT3 is a change-up display, which lights up on the rev counter shortly before the relevant engine speed is reached. It provides an additional signal at the best time to change gear. The new GT3 accelerates from 0 to 100 km/h (62mph) in 4.3 seconds, and reaches 160 km/h (100mph) from a standing start in 8.7 seconds. Its top speed is 310 km/h (194mph).



The new 911 GT3 boasts an active chassis for the first time. Porsche Active Suspension Management (PASM) offers two sporty chassis in one: the basic configuration is largely similar to that of the previous model and is suitable for driving on alternating road surfaces. In sport mode, the system switches to harder damping, thereby enabling even better dynamism on the racetrack.

For the best-possible transmission of engine power to the road, the GT3 is equipped with a comprehensive traction package, which includes not only the standard-equipment 19-inch sports tyres but also a mechanical limited slip differential. In addition, the new electronic Traction Control - adapted from the Carrera GT high-performance sports car - ensures safe traction under any driving conditions. It features traction-slip and

drag-torque control functions, and can be switched off completely if required.



Text - Classic Driver
Photos - Porsche

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