

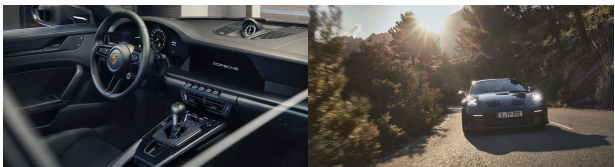
# CLASSIC DRIVER

## Porsche's incognito road racer returns with the new 911 GT3 Touring

**Lead**  
Fans of the subtle GT car rejoice! This is Porsche's new 911 GT3 Touring, shorn of enormous swan-neck rear wing and with a specification list focused on discretion, this is the gentleman racer's pick of the 992 range.



Many will be familiar with the Touring formula at this point; take a GT3, remove the wing, job done. After all, with a starting point as close to perfection as the regular GT3, the only real request one can imagine is to tone down the extremity — not everyone wants to host a dinner party atop their rear wing. In the case of the 992 generation car, this is especially true, as the GT department's latest creation shares more with their race cars than ever before, both in appearance and under the hood.



The modern Touring recipe can be traced back to the 911 R from 2017. At the time, the 991.1 gen GT3 could only be specced with a PDK dual-clutch auto, whereas the R swapped the wing in exchange for reduced sound-deadening, a single-mass flywheel, and a good old stick shift. The 991 units made were gone in a flash, and as a result 911 Rs were soon trading for double their sticker price. Those lamenting their missed chance at a manual GT3 needn't have worried, however, as the 911 R proved that the demand for manual was still there. Soon after, Porsche introduced the 991.2 GT3, manual optional, as was the no-cost Touring specification, which could only be had if you were willing to row your own gears and forgo the spoiler.



Unsurprisingly, the first GT3 Touring proved immensely popular, and so we have been blessed by Stuttgart with another GT3 Touring — still a no-cost option, but this time available in both manual and PDK. Aside from the absent wing, the main differences are more leather inside, a nose painted entirely in body-colour (whereas the standard GT3 has a satin black finish around the front intake), and polished aluminium on the exhausts and side window trim. Crucially, the 4.0 NA flat-six remains, as does RSR race car-derived diffuser. Is this your dream GT3, or do you prefer your 911s with a little more downforce? Let us know on our Instagram page!

**Gallery**





















