

CLASSIC DRIVER

[Here's everything new with the 992.2 Porsche 911 GT3](#)

Lead

It's mid-life makeover time as Porsche debuts their reinvigorated 992.2-generation 911 GT3 and GT3 Touring models, celebrating 25 years of the GT3 name. The differences with the new model can be hard to spot, so let's dive in and discover all the updates...



If it ain't broke, don't fix it. That seems to be [Porsche's](#) mantra for the 992.2-generation [911 GT3](#) and GT3 Touring, which have just been revealed simultaneously for the first time. While it's a game of spot-the-difference at first glance, the most obvious visual change is at the front. Thanks to the 992.2 911's move to incorporating the indicator LEDs into the headlights, Porsche has been able to redesign the GT3's nose and re-contour the front diffuser for increased downforce and optimised airflow.



The rear has similarly been gently re-sculpted, with a new diffuser, air inlets, and rear lid, while the sideplates on the wing of the new GT3 are more angular. The wingless Touring model gets a new special badge on the rear lid grille, while its extendable rear spoiler now features a Gurney flap for a hint of added aggression. Another first on the Touring model is the option to add rear seats, finally cementing it as arguably the ultimate 911 for daily duties.



Under the familiar skin of both GT3s, you'll also find a number of refinements, including aerodynamically shaped trailing arms with a teardrop profile on the double-wishbone front axle and retuned suspension that implements learnings from the ballistic GT3 RS. Perhaps the biggest mechanical change, though, is that both the 6-speed manual and 7-speed PDK gearboxes now have eight percent shorter gear ratios, no doubt providing a more engaging blast along your local backroads.



In other news, while the 992.2 GT3s have stuck with the change to digital instrument dials (at least the tachometer can be rotated so the 9,000 rpm rev limit is at 12 o'clock, motorsport-style), the GT3 models will still feature a rotary ignition switch, unlike the [Carrera](#) which now uses a button.





Then there are the optional packages, designed to send collectors a decade from now into a frenzy. The 'Leichtbau' package makes a return for the Touring model, adopting a body colour roof, and CFRP stabilisers, coupling rods, and shear panel on the rear axle alongside lightweight door panels and magnesium forged wheels. As a cherry on top, you'll get the short shifter from the 911 S/T and a special plaque to remind you how lightweight your 911 is.



Those who prefer their GT3s with the wing won't be left out either, with the Weissach package being offered for the first time. The highlights include a boatload of CFRP accoutrements, an anti-glare Race-Tex dashboard, and an optional CFRP roll cage.

While the changes aren't exactly revolutionary, considering just how incredible the 992.1 GT3 already was, we can't wait to see how much better the 992.2 version is. We'll take a manual GT3 Touring with the Leichtbau package, thank you very much!

Gallery

