

From a sleek athlete to a technological spearhead

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The history of the GTS (Gran Turismo Sport) abbreviation at Porsche is as old as that of the iconic 911 number sequence: 1963, the same year that the 911 was born, was the first time a Porsche sports car bore the three letters. However, the Porsche 911 has only featured the GTS abbreviation since 2010. Shortly after the major model upgrade to the 997 generation, Porsche introduced the 911 Carrera GTS as an additional derivative. This was a particularly high-performance Carrera that was more suitable for everyday use than the purist GT3 and GT2 models but was noticeably more purposeful than the traditional Carrera variants.

Even at its debut in 2010, the 911 Carrera GTS made an impression with its exclusive details. These included black accents on the bodywork; a model-specific front apron; Alcantara upholstery on the sports seats, steering wheel rim, gear lever and handbrake lever; adaptive suspension; and an optimised 3.8-litre boxer engine with a special intake tract, a higher rev limit of 7,500 rpm and an output of 300 kW (408 PS). In addition, there are many details that were previously reserved for the dynamic, top-of-

the-range RS models. In the 911 Carrera GTS, Porsche combined the 44 mm-widened bodywork from the all-wheel drive models with rear-wheel drive as standard and fitted 19-inch centre-lock RS Spyder wheels that were painted black. In addition, the model, which was available as a Coupé and Cabriolet, was an attractively priced package: the base price in 2010 was a precisely calculated 104,935 euros.

Its international success secured the Carrera GTS a permanent place in the 911 portfolio. The 991 generation that followed also received a GTS derivative with its time-tested characteristics and even greater individuality. The GTS once again positioned itself at the top of the Carrera portfolio, initially with 430 PS and later with 450 PS. It retained its black accents, wide body with separate front end, centre-lock wheels, and its attractive price. New features included bi-xenon headlights as standard, the Sport Chrono package (also standard), an exclusive aerodynamic setup for reduced lift, and a wheel design carried over from the Turbo range.

With the model change to the current 992 generation, Porsche streamlined the 911 Carrera GTS (**911 Carrera GTS (WLTP)*:** Fuel consumption combined: 10.6 – 10.1 l/100 km; CO_2 emissions combined: 242 – 230 g/km; CO_2 class: G) even further. Its 480 PS six-cylinder boxer engine sounded even more exciting thanks to a sports exhaust system, specially developed for the GTS, and reduced interior insulation. The Carrera GTS inherited the high-performance braking system and the chassis setup with helper springs on the rear axle from the 911 Turbo, which generated optimum pre-tensioning in all driving situations. A lightweight package was available for the first time: lightweight bucket seats, lightweight glass, a lightweight battery, and many other details reduced the vehicle weight by 25 kg, at a customer's request.

In 2024, the 911 Carrera GTS assumes a pioneering role in its model series and is becoming a technological spearhead. It is the first road-approved Porsche 911 with a performance hybrid drive and is even more agile and faster, but hardly any heavier despite the major technological leap forward. With its innovative drive system, it emphasises its special position in the 911 portfolio as a particularly attractive blend of everyday practicality, driving dynamics and technological excellence.

MEDIA ENQUIRIES



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Consumption data

911 Carrera (WLTP)*: Fuel consumption combined: 10.4 – 9.9 l/100 km; CO_2 emissions combined: 238 – 226 g/km; CO_2 class: G

911 Carrera GTS (WLTP)*: Fuel consumption combined: 10.6 – 10.1 l/100 km; CO_2 emissions combined: 242 – 230 g/km; CO_2 class: G

911 Carrera GTS Cabriolet (WLTP)*: Fuel consumption combined: 10.6 – 10.3 l/100 km; CO_2 emissions combined: 240 – 235 g/km; CO_2 class: G

*Further information on the official fuel consumption and the official specific CO_2 emissions of new passenger cars can be found in the "Leitfaden über den Kraftstoffverbrauch, die CO_2-Emissionen und den Stromverbrauch neuer Personenkraftwagen" (Fuel Consumption, CO_2Emissions and Electricity Consumption Guide for New Passenger Cars), which is available free of charge at all sales outlets and from DAT (Deutsche Automobil Treuhand GmbH, Helmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, www.dat.de).

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