

PORSCHE

The new Porsche 911 GT3 S/C

Press Kit

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Highlights

Highlights of the new Porsche 911 GT3 S/C

- **Open-top driving pleasure**

The 911 GT3 S/C is the first GT3 with a fully automatic convertible roof.

- **Powerful engine and unadulterated sound**

A high-revving 4.0-liter naturally aspirated engine with a 9,000 rpm redline delivers a particularly intense experience while driving with the top open.

- **Sporty, purist driving experience**

The 911 GT3 S/C is equipped exclusively with a six-speed GT Sport manual transmission and features GT3 suspension technology.

- **A driver's car with strict lightweight construction**

Components made of magnesium and carbon fiber, like in the 911 S/T, make the 911 GT3 S/C the lightest open-top 911 in current production, with a curb weight of 3,322 lbs.

- **Optional Porsche Street Style package for a stand-out appearance**

Elaborate decorative graphics, exclusive material choices and colors, additional leather trim and other special details available as options further enhance the 911 GT3 S/C.

- **Innovative storage box for the rear of the cabin**

To provide added in-cabin storage capacity, a removable and lockable box designed to fit where the rear seats normally sit in other 911 models is optionally available.

Summary

A lightweight cabriolet with high-revving naturally aspirated engine and manual transmission

Porsche is introducing an open-top 911 GT3 for the first time, with a fully automatic convertible roof. The 911 GT3 S/C, a model that offers a particularly high level of driving enjoyment, combines lightweight elements of the 911 S/T with the naturally aspirated 4.0-liter boxer engine of the 911 GT3, producing 502 hp (375 kW) and 331 lb.-ft. of torque. The distinctive fenders and doors of the 911 S/T in combination with a black windshield surround give the new 911 GT3 S/C an unmistakable look. The 911 GT3 S/C enables fans of the high-revving six-cylinder boxer engine to enjoy the unique naturally aspirated sound without a fixed roof.

In line with its positioning as a driver's car, this special model is available exclusively with a lightweight, short-ratio six-speed manual transmission. The only open-top variant in the current 911 GT range, the 911 GT3 S/C is designed as a pure two-seater – reminiscent of the 911 Speedster from 2019. Unlike the Speedster, however, the 911 GT3 S/C is not a limited-edition model. With the 911 GT3 S/C, a Porsche Street Style package is available for the first time. The new 2027 Porsche 911 GT3 S/C is available to order now and carries an MSRP of \$273,000 excluding a \$2,350 fee for delivery, processing and handling. Arrival in U.S. Porsche Centers is expected by fall, 2026. The Total Manufacturers Suggested Retail Price (MSRP) shown excludes taxes, title, registration, other optional or regionally required equipment or dealer charges.

Thorough lightweight design for a unique driving experience

Lightweight design defines the character of the GT3 S/C; Porsche's engineers managed to limit the curb weight to just 3,322 lbs. Using components made of carbon fiber and magnesium, the new 911 GT3 S/C is currently the lightest open-top 911 in the lineup. It not only adopts the design of the standard 911 GT3 but also incorporates lightweight elements from the limited-edition 911 S/T.

The carbon fiber doors and fenders of the 911 GT3 S/C are derived from the 911 S/T and feature optimized wheel arch ventilation. As with all 911 GT3 models, the luggage compartment lid is also made of carbon fiber. Forged magnesium center-locking wheels, 20 inches in diameter on the front axle and 21 inches at the rear, also follow the S/T lightweight formula. Compared with the forged aluminum wheels that are standard equipment on the 911 GT3 coupe models, they reduce the unsprung mass by a total of almost 20 lbs. The Porsche Ceramic Composite Brake (PCCB) system, which is equipped as standard, saves approximately 44 lbs. of unsprung weight compared to the standard brakes on the 911 GT3. The rear anti-roll bar, drop links on the rear axle, and the shear plate under the rear axle are made of carbon fiber as standard. By comparison, those parts are included in the Weissach Package on the 911 GT3 or the Lightweight Package on the 911 GT3 with Touring Package.

Fully automatic roof made with magnesium

The new 911 S/C is the first model in the GT family to be equipped with a fully automatic cabriolet roof. It adopts the soft-top roof system from the 911 Carrera Cabriolet. Like on other 911 Cabriolet models, the innovative design featuring flat structural roof ribs resembles the shape of a fixed roof surface, consisting of individual segments seamlessly joined together. This allows the fabric roof to replicate the flowing lines of the Coupé, preserving the characteristic 911 silhouette. This roof design also offers aerodynamic advantages. The front roof frame, two curved panels and the frame of the rear window are made of magnesium. As the frame components are all kinematically linked, only one hydraulic actuator per side is required to operate the roof. The design also delivers a high level of stability. The soft top also features an integrated heated solid glass rear window.

The hydraulic actuators open or close the roof in around 12 seconds at speeds of up to 37 mph, either at the touch of a button or remotely via the relevant button on the key fob. The integrated wind deflector is also electrically operated and takes only two seconds to open or close, which can be done at speeds of up to 74 mph. The 911 GT3 S/C combines the performance of a 911 GT3 with lightweight construction and an open-top driving experience like no other model that has come before. The soft top is available in a choice of either red or black.

High-performance, aerodynamic and lightweight construction

The Porsche 911 GT3 S/C combines classic GT3 design elements with the Cabriolet silhouette. The fenders, along with the doors, define the distinctive side view of the model. Black protection film highlights the functional character of the GT3 S/C. The body-colored front bumper features integrated cooling-air intakes. Mesh screens in front of the intakes are finished in an anthracite color, while the airblades and the spoiler lip with “GT3” lettering are finished in black. The GT3 S/C is equipped as standard with Matrix Design LED headlights. Like on the 911 GT3, the lightweight carbon-fiber hood features two distinctive air outlets. The windshield frame is finished in matte black, which, combined with black side mirror bases and body-colored upper and lower mirror shells, creates a premium and cohesive appearance. The brake calipers of the PCCB system are painted yellow as standard, although numerous other colors are newly available.

A distinctive rear lid grille with integrated laser-etched ‘GT3 S/C’ lettering characterizes the rear view of the 911 GT3 S/C. Additional accents are provided by the standard Exterior Package Black with side window strips, the ‘PORSCHE’ lettering in the rear light strip and the matte-black tailpipe trims of the lightweight twin-tip stainless steel Sport Exhaust system. The Porsche 911 GT3 S/C can be optionally equipped with the Carbon Fiber Exterior Package, in which the exterior mirrors, window triangle trims, the air blades in the front fascia and the rear Gurney flap are all made of carbon fiber.

Interior

Exclusively available with a two-seater layout

The interior of the 911 GT3 S/C strikes a perfect balance between sportiness and elegance. The focus here is firmly on the driving experience. Cleverly placed details further enhance the already driver-centric design. For example, the multifunction GT sport steering wheel, with a diameter of 360 millimeters, is upholstered in perforated black leather at the 3 o'clock and 9 o'clock positions. As with the 911 S/T, the gear lever is shortened for particularly sporty shift throws. The new model does not feature rear seats – a first for the 911 in the Cabriolet body style. As an accessory, Porsche offers a storage box that fits perfectly into the rear area of the cabin. Just like the 911 GT3, the 911 GT3 S/C starts with a rotary ignition switch to the left of the steering wheel.

The 12.6-inch curved digital instrument cluster enhances the driving experience with a clear, updated display layout and operating concept. The tachometer sits at the center of the display which features a color scheme designed by Porsche to be especially easy to read. In the “Track Screen” display mode, the digital displays to the left and right of the tachometer are reduced to tire, oil, coolant and fuel readouts. The driver is also informed of the optimal moment to change up a gear by means of shift lights. In addition, the driver can rotate the tachometer so that the 9,000 rpm redline is positioned at the 12 o'clock mark, thereby placing it directly in their field of vision.

Porsche upholsters the interior of the car in black leather as standard – including the sun visors and the A-pillar trims. “GT3 S/C” lettering is embroidered in the center of the rear bulkhead trim panel. The standard four-way electrically adjustable Sport Seats Plus include perforated leather seat centers. The extended leather interior package adds leather surfaces to the interior door-sill guards, both fuse box covers, and the interior mirror adjustment panel and is included as standard in the 911 GT3 S/C. Contrasting decorative stitching in GT Silver and door panels with quilted leather trim give the interior an additional touch of precision craftsmanship. As an option, the decorative stitching of the extended leather upholstery can also be specified in Guards Red or Shark Blue. Interior trim in Black with inlays in matte carbon fiber are standard equipment and round off the overall sporty look and feel, featuring black trim strips with inserts in visible matte carbon fiber. The decorative trims on the dashboard, door panels, center console and the door sill guards are all finished in this style.

The Black accent package, which is also included as standard, brings an even higher level of refinement and elegance to the interior.

Lightweight construction from the trim to the seats

Weight reduction also played a key role in the development of the interior of the 911 GT3 S/C. The lightweight carpets and door panels of the 911 S/T have been carried over to this new model. The interior door pull handles are made of lightweight carbon fiber, and instead of a conventional handle for opening the doors, fabric pull-loops reflect the car's focused design approach. This detail once again emphasizes the extent to which the 911 S/C has been meticulously optimized for reduced overall weight.

In addition to the standard-equipped Sport Seats Plus, lightweight carbon fiber bucket seats with folding backrests are also available. They combine uncompromising sportiness with long-distance comfort and everyday usability. The seat centers are trimmed in perforated leather and the seat bolsters in smooth leather. The headrests feature embossed Porsche crests. Unlike with the 911 GT3, Porsche has omitted the removable headrest padding for use with a helmet in the 911 GT3 S/C. This detail underlines the car's positioning as a car developed primarily for winding country roads. The Folding Lightweight Bucket Seats feature electric height adjustment and manual longitudinal positioning. A head-thorax airbag is equipped as standard, as is integrated seat heating. Thanks to the folding design of the seats, the rear area of the cabin is particularly easy to access, making it easier to load luggage.

For added comfort and even greater practicality for everyday use, 18-way Adaptive Sport Seats Plus are offered as an added-cost option. The seatbacks are painted in Dark Silver. The backrest angle, seat height, longitudinal seat position and lumbar support can be adjusted electrically. Seat heating is included as standard equipment with all three available seat types. Customers who specify the optional 18-way Sport Seats Plus may also opt to add seat ventilation in a GT3 model variant for the first time.

Emotive high-revving character

Manual transmission, high revving, highly emotive: the 911 GT3 S/C adopts the powertrain of the 911 GT3. Its naturally aspirated 4.0-liter six-cylinder boxer engine generates an output of 502 hp (375 kW), 331 lb.-ft. of torque and an incomparable sound. The open-top, high-performance sports car accelerates from 0 to 60 mph in 3.7 seconds and on to a top track speed of 194 mph¹. The powertrain is derived from motorsport and has undergone only subtle modifications for use on the road. The engine features six flow-optimized individual throttle bodies, a 9,000 rpm redline, titanium connecting rods, and forged pistons. Its dry sump lubrication system with fully variable oil pump and separate oil tank delivers a sufficient supply of lubricant required for high engine speeds. To reliably lubricate the heavily loaded connecting rod bearings, the oil is pumped directly to the bearings through the crankshaft. Optimized oil coolers help the lubricant to remain at the optimal temperature. Porsche uses solid cam followers in the valvetrain to handle high engine speeds. Plasma-coated cylinder walls reduce friction. The naturally aspirated engine of the 911 GT3 S/C is equipped with four catalytic converters. The standard lightweight stainless steel Sport Exhaust system with two center tailpipes communicates an impressive sound, despite the highly effective exhaust gas purification systems. Without a fixed roof, the engine noise fills the interior even more intensely. In addition, the exhaust system is also part of the overall lightweight construction approach.

The powertrain of the new 911 GT3 S/C also contributes to weight reduction in other ways. The compact and lightweight 40 Ah lithium-ion starter battery weighs only 16 lbs., and is 500 grams lighter than the battery used in the Type 992.1 911 GT3. The new model is equipped exclusively with a manual six-speed GT Sport transmission, which is approximately 37 lbs. lighter than the seven speed Sport PDK offered in the 911 GT3 and is therefore another important part of the overall lightweight design. It has a selectable auto-blip function, extremely short shift travel, increased detent, reduced cable damping and a short gear lever. All of which contributes to establishing a direct connection between the driver and the drivetrain. The gear ratios, which are notably short and have been precisely tuned to suit the high-revving engine, are the same as the 911 GT3 coupe models.

¹ Where conditions permit.

The first double wishbone front suspension in a 911 Cabriolet

Responsive, precise and smooth driving characteristics are essential for optimal handling and driving pleasure. For this reason, the new 911 GT3 S/C is equipped with the highly effective suspension components of the 911 GT3 models. In a first for the cabriolet body style, Porsche is using a double wishbone front suspension setup in the 911 GT3 S/C. Its design includes an anti-dive system, in which the front ball joint of the lower wishbone has been offset downwards so that the control arm is at a steeper angle. Under braking, this generates a resistive torque that counteracts the suspension compression caused by the braking force. This noticeably reduces the pitching motion of the car under heavy braking. Also new in the open-top 911 are special aero-profiled control arms. The lower wishbones of the front suspension are designed with an aerodynamically shaped teardrop profile. They optimize the airflow in and through the wheel arches, which experience a high degree of high velocity airflow and turbulence to reduce drag. Furthermore, they direct the airflow specifically towards the front brakes for additional cooling.

The 911 GT3 S/C also adopts the newly designed bump stops from the 911 GT3. With its shorter design, the linear suspension travel is extended by 27 mm at the front and 24 mm at the rear. Drivers particularly notice the benefits on fast, undulating roads where wheel load fluctuations are reduced and directional stability of the wheels is improved. The carbon-fiber anti-roll bar, drop links and shear plate on the rear axle are carried over from the 911 S/T. The suspension tuning of the new 911 GT3 S/C mirrors that of the 911 GT3.

Brakes and wheels with GT3 performance

The 911 GT3 S/C is equipped with the PCCB system as standard, an upgrade that is available as an option for fixed-roof variants of the 911 GT3. It features 410 mm brake rotors on the front axle and 390 mm rotors at the rear. Compared to conventional brakes with cast iron rotors, the ceramic composite braking system offers several advantages, including rotors that weigh only about half as much. This contributes significantly to the 911 GT3 S/C being the lightest open-top 911 of the current model generation. In addition, the reduced unsprung mass brings clear advantages for agile driving, for example on winding mountain passes. Enhanced thermal resistance is another advantage of the ceramic brake system.

The new 911 GT3 S/C is equipped as standard with forged magnesium wheels, as previously found on the 911 S/T and optionally offered on the current 911 GT3. A special highlight of the wheels, giving them a striking appearance, is their California Gold paint. The color choices of Black (satin) and Dark Silver (satin) are also optionally available. Porsche also offers a Silver paint finish as a no-cost option. Exclusively with the Porsche Street Style package, the wheels can be ordered painted in Slate Grey Neo (high gloss). Pyro Red (satin) wheels are also available as an option. As is customary in Porsche's GT3 range, the 911 GT3 S/C features center-lock wheels similar to those typically found in motorsport. The use of lightweight magnesium and the back-milled spokes save a total of about 20 lbs. compared to comparable forged aluminum wheels, greatly reducing unsprung and rotating mass. The driver feels this effect in the form of improved agility and enhanced driving precision.

With the GT3 S/C, Porsche is offering customers the opportunity, for the first time, to choose the color of their brake calipers via Porsche Exclusive Manufaktur. In addition to the standard yellow, there is a choice of six other expressive colors, including orange, blue and white.

More individuality – from the factory

Porsche Exclusive Manufaktur is known for its personalized design options and stylishly crafted equipment packages. For the 911 GT3 S/C, the renowned department has developed the optional Porsche Street Style Package. Through artful application of color, trim and materials, the package emphasizes the model's striking presence and offers an additional and unique opportunity for individuality. The idea is: "A concept car you can actually buy".

The key distinguishing feature of the Porsche Street Style Package for the 911 GT3 S/C is the eye-catching decorative graphic on the front fenders and 'PORSCHE' lettering on the sides, each in the contrasting color Pyro Red. To properly and appropriately showcase the lettering, Porsche has opted to use transparent stone-chip-protection film on the side panels instead of the standard matte black. Color-coordinated brand emblems are a subtle, but special design distinction of the package. The wheel center caps, for example, feature an outline of the Porsche crest in Pyro Red. In addition, LED door projectors project the outline of the Porsche crest onto the ground. At the front, body-colored air blades and tinted HD-Matrix design headlights provide additional accents. The car also features an aluminum-look fuel filler cap. The brake calipers are finished in Victory Gold with black 'PORSCHE' lettering.

In the interior of the 911 GT3 S/C with Street Style package, high-quality materials meet exclusivity. The center panels of the Adaptive Sport Seats Plus are trimmed in braided leather in the colors Slate Grey, Guards Red, Magnesium Grey and Kalahari. This combination is also optionally available with Seat Ventilation. The material and pattern extend to the interior of the glove box. Combined with the two-tone leather upholstery in Slate Grey and Guards Red, the interior exudes a sense of exceptional quality. The contrasting decorative stitching, seatbelts, door handle loops and seat handles are all color-matched in Guards Red. The seat consoles, the inner sill trim, the covers of the glove box and fuse box, and the air vents including their slats, are trimmed in leather, while the floor mats feature leather edging. The sun visors, interior mirror console and the soft-top headliner are upholstered in Slate Grey perforated Race-Tex. The headrests of the seats feature embroidered outlines of the Porsche crest. A special highlight is the darkened gear lever with open-pore laminated walnut gear knob with a shift pattern displayed in Pyro Red. The "GT3 S/C" badge beneath the gear lever, the accent strips in the dash panel and the

“911” badge fitted on the passenger side are also finished in Pyro Red. It rounds off the interior both in terms of appearance and touch.

The Porsche Street Style Package also includes body-colored painted vehicle keys and a Guards Red leather key pouch embroidered with the outline of the Porsche crest, as well as a leather documentation folder embossed with “Porsche Exclusive Manufaktur” lettering. The design package even extends to the front luggage compartment. A reversible floor mat with high-quality Slate Grey carpet on one side and Guards Red leather on the other offers design-led versatility. When combined with the Porsche Street Style Package, the optional lightweight folding lightweight bucket seats feature perforated Guards Red leather center panels, an embroidered outline of the Porsche crest on the headrest and color-matched stitching. A version of the rear compartment storage box tailored to match the Porsche Street Style Package is also available as part of the Porsche Accessories range. Porsche Design also offers accessories that complement the Street Style Package.

Digital Performance: optimized infotainment experience with AI

The Porsche 911 GT3 S/C uses the same comprehensively updated Porsche Communication Management (PCM) system implemented across the 911 model line for model year 2027. During development, special attention was paid to a consistent user experience within the Porsche Driver Experience. It is characterized by fast response times and a particularly intuitive, unified operating logic. At the heart of the operating concept is a high-quality 3D vehicle model in the PCM monitor, which is displayed in the car's actual exterior color. The 3D model can be rotated freely and acts as an interactive anchor point. All central vehicle functions can be operated directly from the virtual image, and all functions are also accessible via quick access. Smooth visualizations with dynamic transitions between the various views provide a highly intuitive user experience.

The Themes app brings contributes to the level of personalization the vehicle offers. Various selectable color schemes influence both the display content and the lighting mood in the interior. The themes harmonize with the available exterior paint colors and are carefully matched to the ambient lighting. For added flexibility, there is a customizable widget area where you can store frequently used and favorite apps. Via the integrated App Center, a growing portfolio of Porsche's own and third-party apps is available directly for download into the PCM, seamlessly integrating them into the Porsche ecosystem. The offering includes apps for audio and video streaming, as well as navigation, and is adapted to suit the respective markets. Apps such as navigation or Apple CarPlay® can be displayed either in split-screen mode or across the full display area.

In addition to the 3D model, the AI-supported Voice Pilot feature can be used for operating the PCM. The system is designed to recognize natural language outputs and enables intuitive control of navigation, media and selected applications, without requiring specific voice commands or predefined phrases. Once a conversation has been started, the Voice Pilot recognizes follow-up questions, so there is no need to reactivate it with the command 'Hey Porsche'. This is supplemented by a POI search feature supported by Google™. The on-board manual is also voice-activated and can provide tips and how-to guides.

Online navigation in the Porsche 911 GT3 S/C is carried out with cloud-based route calculation. Navigation instructions at key points are delivered with lane-specific precision.

Traffic information is processed in real time such that route guidance is constantly adapted to current conditions and alternative routes are suggested. A stylized map view provides visual assistance to the driver when finding a route. Alternatively, a satellite map view is available. Thanks to continuously updated online map data, the navigation is always current. The integration of the navigation system into the My Porsche app delivers a seamless user experience both inside and outside the vehicle.

Deep smartphone integration enables convenient access to well-known smartphone apps and user-defined presets. When using third-party apps, such as for navigation, route guidance can be displayed in the instrument cluster if desired. This function is provider-dependent and is compatible with Apple® Maps, Google Maps™ and Waze™, for example. Smartphone integration is carried out wirelessly via Apple CarPlay® and Android Auto, with further improved connection stability. Thanks to comprehensive over-the-air (OTA) updates, the infotainment system in the Porsche 911 GT3 S/C benefits from ongoing software updates, even without visiting a Porsche Center.

Optional removable storage box

To complement the sporty character of the 911 GT3 S/C with a touch of extra practicality, a storage box is available as an accessory. It fits into the rear area of the cabin and provides additional cargo storage. The box has a total volume of approximately 2.8 cubic feet and features two lockable lids on the top. Like the doors of the 911 GT3 S/C, the box lids are opened using fabric loop handles.

The box weighs roughly 22 lbs., offering flexible storage while keeping added weight minimal. It can be completely removed, if desired. The box is designed to integrate securely into the rear compartment while offering quick installation and removal. Recessed handles at the front and on the rear panel make handling the compartment easier. The box is trimmed in black leather on the outside, but it can also be configured to match the extensive range of interior colors with a total of 25 decorative stitching choices and matching decorative trims. There are five different colors to choose from for the fabric loop handles: Black, Racing Yellow, Guards Red, Silver Grey and Shark Blue. For cars equipped with the optional Porsche Street Style Package, Porsche offers a specially designed version of the storage box to match. Porsche also offers an even higher level of exclusivity and seamless integration into the configured vehicle with customizable Sonderwunsch options, similar to those available for the car as a whole. The rear storage box is available for purchase either on the configurator or through a Porsche Center.

The 911 GT3 S/C for the wrist

Exclusively for owners of the 911 GT3 S/C, Porsche Design presents an extraordinary timepiece that brings the design and performance of the sports car to the wrist. The chronograph and vehicle were developed in tandem and are therefore inextricably linked. Just like the Porsche 911 GT3 S/C, the Porsche Design Chronograph 911 GT3 S/C follows an uncompromising lightweight design strategy. The case, push buttons and bezel are available in a choice of either glass-bead-blasted titanium or titanium with a titanium carbide coating. The bezel is available with a choice of pulsometer, tachymeter or minute scale.

The dial reflects the design of the vehicle's instrument panel. In particular, the Sport Chrono GT additional instrument developed by Porsche Design for the Porsche GT models, is reflected in the design of the chronograph. The tachometer and the chronograph's sporty sub-dial at the 6 o'clock position are visually matched. The dial of the timepiece features a hexagonal pattern, reminiscent of the hexagonal air intakes on the car. The GT dial and the optionally available carbon-look RS dial are protected by sapphire crystal with a seven-layer anti-reflective coating on both sides and a highly scratch-resistant hard coating. The clear design of the indices, a yellow decorative ring and black rhodium-plated hour and minute hands with Super-LumiNova® luminous coating ensure optimum readability. The hands are available in three colors: Performance (white), Essence (black) and GT (yellow). To match the vehicle paintwork, the color ring around the dial is available in each of the exterior colors of the 911 GT3 S/C, as well as those from the Paint to Sample program. A special highlight is the motif in the small sub-dial at the 9 o'clock position – featuring '911 GT3' lettering, a checkered flag icon and a "Born in Flacht" inscription – paying homage to motorsport and the location of the Porsche Development Center.

The chronograph 911 GT3 S/C is equipped with the precise, COSC-certified Porsche Design Caliber WERK 01.200. The movement is visible through the sapphire crystal caseback with a seven-layer anti-reflective and hard-coated sapphire crystal. The timepiece also features a flyback function that allows you to stop, reset and restart an ongoing timekeeping with just the touch of a button. The visual and technical highlight is the "911 GT3 S/C Rotor." Its design is modelled on the car's forged magnesium wheel. It can be configured in Silver, Dark Silver, California Gold and Black (satin) and is rounded off with a black center cap with a two-tone Porsche crest. The sapphire crystal is framed with glass-bead-blasted titanium, or titanium with a black titanium carbide coating if desired. It can be individualized with a laser engraving with up to 12 characters. Owners of the 911 GT3 S/C with Street Style Package also have access to additional specially designed highlights.

The strap also offers many possibilities for individualization. It is made from genuine Porsche interior leather and thread and can be tailored to the specific configuration of the customer's car. The straps are available in three different sizes and can be easily swapped thanks to the quick-change mechanism. As an alternative to the leather straps, Porsche Design offers a titanium bracelet featuring a titanium folding clasp with fine adjustment. It is available in a glass-bead-blasted finish or with a black titanium carbide coating. For owners of the 911

GT3 S/C with Street Style Package, there is a matching two-tone leather strap in Guards Red and Slate Grey. "GT3" embossing is also available for the leather strap on request.

The Porsche Design Chronograph 911 GT3 S/C is delivered in a limited-edition box with a plaque featuring a personalized laser engraving that corresponds to the customer's own car. The Porsche Design Chronograph 911 GT3 S/C and the Porsche Design Chronograph 911 GT3 S/C with Street Style Package are available at Porsche Centers and Porsche Design Stores worldwide. It is available exclusively to buyers of the new Porsche 911 GT3 S/C and the Porsche 911 GT3 S/C with Porsche Street Style Package.
