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The Porsche 911 GT3 is one of the best track car in the world, the current generation was already a very fast track car with a 500hp 4.0 liter flat-six paired with a 7-speed transmission and a 6-speed manual transmission, is one of the desirable cars for all motorists, especially with a manual transmission. The new GT3 is rumored to be turbocharged like all their rivals that day, like the 488 Pista and McLaren 720s. Instead of the turbo 992 will stick to a naturally aspirated flat-six that revs up to 9,000rpm and thank goodness for the fact that the engine will produce 523 hp, and all that power goes to the rear wheel only, and would probably have a slight increase in displacement, and if they were correct it would be the biggest Porsche engine ever installed at 911 breakaways with a small one. View gallery imageThe gearbox will be an evolution of the 991.2 seven-speed PDK, rather than the new 8-speed one that is installed in Carrera's. As is the case with the 6-speed manual transmission, it is probably still offered at the 992 GT3As we all know, with all GT3s being presented with less weight such as carbon bits here and there, magnesium roofs, and you can't ignore the massive rear wing on the back. There are some cool technologies as well in the form of a new two 7-inch screen between the central tachometer. On the GT3 version, it will display information related to the track. Sounds very exiting doesn't it? KGP Photography We spied 2021 Porsche 911 GT3 testing at the Nurburgring and now take a closer look at its exterior details. We get a closer look at its double hood vents, center-lock wheels, rear diffuser, and double center-exit exhaust tips. The new GT3 will be equipped with a naturally aspirated 4.0-liter flat six. High revs, of course, aspirated Porsche excite us. When we tested the manual 991-generation 911 GT3 in 2018, we said it provides a driving experience so glorious that we can't help but wonder if it's a great Porsche or perhaps the greatest Porsche. We may have to rethink our choice of words soon because the 992-generation GT3 may be even better. KGP Photography We've spied 992-generation GT3 testing at the Nurburgring before, and we've seen a brief sneak peek of the Porsche 2020 Super Bowl ad. Here we take an even closer look at the look and feel of the new GT3. Its hood has double hood vents, center-lock wheels similar to the ones we saw in the Super Bowl ad, the rear diffuser looks more production ready, and double center-exit exhaust tips are still there. This prototype has a fixed rear wing like the previous GT3s, but it is unlikely that the production of the GT3 wing will look like this. As for the duck spoiler, we hope that remains. We expect the 992-generation to be powered by a high-turnover Porsche, a naturally aspirated 4.0-liter flat-six. In the 991 GT3 it produced 500 horsepower, while the hardcore GT3 RS spun 520 horsepower. The 992 GT3, GT3, should get a small blow in power. The six-speed manual transmission, recently introduced for the 992, should be available with dual-clutch PDK automatic clutch as an option. We've already seen the 640-hp 991 Turbo S and Turbo S Cabriolet. Expect the 992-generation GT3 to make its debut sometime later this year, and the race-ready GT3 RS version will definitely follow. Prices are expected to stay close to the 991.2 GT3 at \$144,050 base price. KGP Photography This content is imported from embed-name. You can find the same content in a different format, or you may be able to find more information on your website. This content is created and supported by a third party and is imported to this page to help users provide their email addresses. You may be able to find more information about this and similar content on the piano.io Porsche has made us wait a year before producing a series of the version itself of its latest generation 911, indicating that we live in a world where a sports car with a manual transmission is no longer a priority. Unfortunately, we can see a future where something clean and good like the new 911 with a stick shift may not be a thing. But we'll hug him while we still have him. It was definitely worth the wait. The 992-generation 911 may have silly electronic door handles and be bigger and heavier than the last, but it remains a great car driver, made even better by an old manual transmission. Porsche launched this 911 in 2019 exclusively with an eight-speed dual-clutch automatic. The once-standard manual has only recently become available as a free option on the S and 4S models of the car. The free aspect of this looks like a win until you remember that Porsche used to charge \$3200 more for an automatic. Well good. HIGHS: Mechanical lever shear, three pedals better than two, a closer connection with a twin-turbo flat-six. View photos of the light still shines on the new 911s equipped with a manual transmission, so get one while you can. While the limited availability of the guide in the lineup is downer, the gearbox remains a delight. This seven-speed totem is a mechanical rightness that slots through a clearly defined gate with a satisfactory positive commitment. Porsche has put the leather handle at the perfect height and distance from the driver. Reaching the seventh gear out there in his own plane remains a bit disorienting, but we'll take the oddities downshifting on the sixth pulling paddle. Compared to the stupid gear selector of the machine, which has been likened to everything from an electric razor to the genitals, the manual changer seems serious and significant, sort of like the difference between water and Winchester. Even its pedal clutch attracts you, with a smooth and progressive takeup. Along with a good range of motion, the telegraph pedal is the exact level of grip interaction with solid resistance, but light enough not to strain your leg in a dead end. LOWS: No launch control, limited to S and 4S models. Using your right arm and left leg to change gear pulls you closer to the flat six sitting behind the wheels. Of course, this twin-turbo 3.0-liter 443 horsepower and 390 pound-feet of torque means you don't really need a downshift to blow around slower traffic, but the joy of feeling more involved makes you want to give up gears or two at every opportunity. View photos of Mark UrbanoCar and driver One of the biggest threats to the existence of the manual in the 911 is the Porsche dual-clutch automatic, PDK. This is a favorite of the staff among the autoboxes. This requires less effort than a guide and clicks away from seamless changes in the ratio to clairvoyant sharpness. These robotic abilities give it an advantage on the track as well. It's smart enough to downshift into the right gear when braking, and it upshifts faster than a person can. Choosing a guide does not offer any benefit to fuel economy; it earns the same 20 mpg EPA combined fuel economy rating as automatic. Factor in the extra 0.7 seconds that it takes the guidance of the Carrera S coupe to reach 60 mph, and it's hard to blame the vast majority of 911 shoppers who gave up DIY gear. Some of this guilt may be attributed to Porsche, however. To protect the line of drive from catastrophic abuse, Stuttgart limits the engine to 3500 rpm when the vehicle is stopped. Drop the grip at engine speed and six swamps. Extracting the best from the car requires a careful clutch slip, which will undoubtedly shorten its lifespan. But a small blow to acceleration time is an acceptable price to pay for increased driving pleasure. View photos of Mark UrbanoCar and Porsche driver expects about 20 percent of U.S. buyers to go for a guide that looks like a mix for the outgoing 991.2 model and the highest take bid in any market. In Germany, this figure falls by single digits. It helps that the leadership of the loyalists discover that 911 really has no competition. With the exception of the Aston Martin Vantage AMR, the 911's direct competitors are only automatic. The withering demand for the stick shift makes it that much harder for Porsche to justify the cost of transmission engineering and model specific components and additional regulatory red tape, which comes with meeting increasingly stringent emissions and safety standards. Three pedal buyers miss out on an automatic electronically controlled differential and must agree to an old-fashioned limited slip diff, but at least the manual transaction is about 60 pounds lighter than the PDK. The stick also limits the driver's available means- you can't get adaptive cruise control, for example, but that doesn't bother us much. Buying any 911 has always been a big cash commitment, and the 2020 Carrera S's \$114,650 base price is no exception. At least non-PDK buyers get Sports Sports The package is thrown for free. The \$2,790 option on automatic 911s, the package on hand-equipped cars consists of a rev matching, a drive-mode selector handle, a sports setup for a stability control system, and adaptive powertrain mounts that automatically soften or cinch depending on the drive mode. Don't worry purists, you can disable the function of matching revs if you want to have the heel of the toe downshift and Blip throttle itself. View photos of Mark UrbanoCar and the driver of the base 992 Carrera still does not offer a stick; it is quite possible that never will be. But Porsche is still committed to creating manual 911s as long as enough people actually buy them. The company even demonstrated a willingness to accept consumer demand by restoring the once discontinued change of stick in the 911 GT3. In addition to supply and demand, however, the decline in the manual transmission reflects humanity's desire for quantitative improvements with each iteration. There's no denying that when measured in this way, the automatic 992 surpasses its manual counterpart. But the Porsche 911 is not the same as the iPhone. This car is perfect for use and practical transport, but the happiness it attaches is what makes it more than just a car. Inexorable technological advances can make our lives easier, but not necessarily more fun. For those who understand and appreciate the difference that stick shift makes, the automatic 911 will remain about as unpleasant as a well done filet mignon. We want cars that attract us. We enjoy the taste, we crave control, and if we find something that brings us joy, we will fight to keep it. The manual 911 offers a connection missing from the automatic car and serves as a hammer home maxim that the clutch and changer are an integral part of the driving experience. Do your part and buy one. Viewing photos of Mark UrbanoCar and driver 0.3 vs.1 When it comes to gear shifting, the human hand - even Schwarzenegger's limbs in Mr. Olympia's condition - is not suitable for computer-controlled solenoids. To find out the advantage of the dual-clutch automatic, we've made changes to the manual 911 using CAN bus data and our test equipment. Absolute fast we can manage 1-2 hair gear shifts under 0.3 seconds. Porsche claims that the 992's thF-supplied PDK can snap off a shift in just 0.1 seconds-swap gear so fast and smoothly it's invisible on the speed trail from our test data. The 200 percent disadvantage will never win the race, but the 911 manual remains 100 percent more enjoyable whether test equipment can measure it or not. - K.C. ColwellFound's TranslationTo offer stick shift in 911, Porsche Its dual-clutch automatic work like a manual trance. This was not an easy procedure, as the automatic puts its gears in a way that would create a strange shear pattern for the manual if left alone (see below). For example, the first show where you expect to expect find the fourth and fourth, where the sixth should be an A. To avoid confusion and allow this guide to maintain a familiar shift pattern, Porsche has developed MECOSA, which means mechanically converted shift drive. MECOSA translates the driver's custom pattern switching commands into the desired gear shifts in the B transmission. Without it, the driver will have to use the aforementioned odd shift scheme. This bit of mechanical ingenuity is worth celebrating in this vast majority of computer age. - C.K. This content is created and maintained by a third party and is imported to this page to help users provide their email addresses. You may be able to find more information about this and similar content on piano.io piano.io

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