

GT3

BASE PRICE
\$131,350

AS-TESTED PRICE
\$148,155

ENGINE
3.8-liter DOHC H6

OUTPUT
475 hp @ 8,250 rpm,
324 lb-ft @ 6,250 rpm

LAYOUT
Rear-engine, RWD

TRANSMISSION
Seven-speed dual-clutch
sequential manual

BRAKES
Six-piston calipers with
14.9-inch discs front,
four-piston calipers with
14.9-inch discs rear

TIRES
Michelin Pilot Sport Cup
2; 245/35 ZR20 front,
305/30 ZR20 rear

WHEELBASE
96.5 inches

**LENGTH/WIDTH/
HEIGHT**
178.9/72.9/49.9 inches

CURB WEIGHT
3,152.6 lb

**POWER-TO-
WEIGHT RATIO**
1 hp:6.63 lb

0-60 MPH
3.3 sec (mfr)

**FUEL ECONOMY
(EPA CITY/HWY/
COMBINED)**
15/20/17 mpg

**BARBER
MOTORSPORTS
PARK LAP TIME**
1:35.76 sec

PILGRIM'S POV

"This car looks, sounds and goes like the business. The biggest change is its focus. It's more street car than track—and this is not a bad thing."



SUSPENSION

"There's much more sliding due to less mechanical and aero grip. When I was at the limit, the GT3 was in a full two- or four-wheel drift from turn-in to exit on every turn."

TIRES

"You feel the compliance in the Michelin Pilot Sport Cup 2 tires compared to the Z/28's Pirelli Trofeo Rs."

AERODYNAMICS

"The GT3 has good downforce for a street car, but if it was mine, I'd add some rear to balance it out for quick corners."

REAR-WHEEL STEERING

"I could not feel the rear-steer system, but I question if any change of toe during vehicle transition, at the limit of tire adhesion, might add or take away from rear-tire grip."

TRANSMISSION

"Gearbox is ridiculously good and phenomenal in its own right."

