



ARESDSIGN

GT3 for Porsche 911 Targa





PHILOSOPHY

Today's business world is all about delivering solutions for people's needs, even though they might not have realised that need before. Of course, what people think they 'need' is very individual. People pleasing is huge business and the trick to winning at it, in my view, is to get ahead of the game – don't just deliver what people expect but find out what they want before they even know they want it.

This is especially relevant when it comes to the luxury car industry. Years ago, I remember going for lunch with a friend of mine in the South of France and feeling his abject frustration as we rocked up to a car park littered with supposedly rare and exclusive supercars... and four Bugatti Veyrons! He thought he had something special only to find he was one of many.

His disappointment was a defining moment for me. I'd seen the potential with the Ferrari Corse Clienti and other special projects over the years, people want something different and I felt that, with

the right team in place, we could meet that 'need'.

Jump to 2018 and we have steadily built an incredible team of industry-leading, passionate individuals with the support of a global network of equally passionate investors who put their money where their mouths are, helping us to deliver extraordinary bespoke cars using cutting edge technological solutions.

Our clients can actually design their own car, choose materials, colours, define the shape of the silhouette and even decide how many doors and windows it should have. Just imagine actually being able to create some of the stunning concepts we see in Geneva that never hit the road.

Our 18,000 square metre ARES DESIGN smart factory houses everything from CAD, carbon fibre ovens, electrical system engineering specialists, drivetrain assembly, paint shop, artisan



leather works and metal coachbuilding – the list is almost never ending. I think we had as much fun designing the factory as we do test-driving the Land Rover Defenders we are transforming.

We're currently focussing on three core creations. Firstly, delivering bespoke automotive interiors and exteriors, like the world's only Coupé version of the Bentley Mulsanne, the astonishing ARES X-Raid based on a Mercedes-Benz G63 AMG or our ARES Design GT3 for Porsche Targa concept. Secondly, transforming classic cars into turnkey, tech-loaded, rock-solid, reliable cars that still look like the original from decades past, but without the potential "drama" of ownership. For example, our '64 Corvette Sting Ray on the chassis of a C7. It looks like something straight out of a classic McQueen or Newman film, but features a 525hp V8, keyless go, LED halo beams, air conditioning, hi-fi stereo, Bluetooth, USB – all hidden under a big block bonnet and wrapped in red leather. Thirdly, the resurrection of automobile icons – our current 'hero' is a modern-day iteration of one of the most popular Italian-American sports cars of all time, the Pantera from the 1970s, with a completely new body sitting on the chassis of a modern, Italian supercar.

Dany Bahar, CEO ARESDESIGN



















PORSCHE TARGA GT3

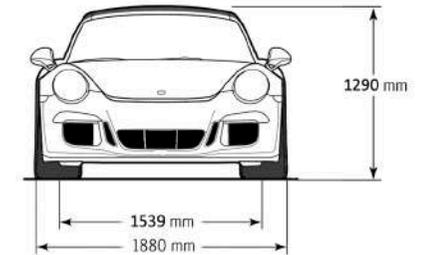
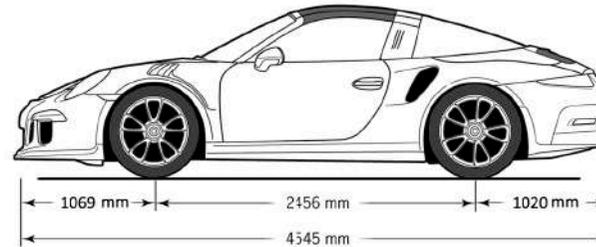
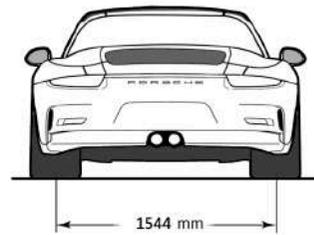
TECHNICAL SPECIFICATIONS

DONOR CAR

Porsche Targa 4GT3

DIMENSIONS

Length:	4545 mm
Width:	1880 mm
Height:	1290 mm
Front Track:	1539 mm
Rear Track:	1544 mm
Wheelbase:	2456 mm
Front Hoverhang:	1069 mm
Rear Hoverhang:	1020 mm



CHASSIS

Based on Donor Car chassis

TRANSMISSION

Type: AWD
Gearbox: 7-Speed automatic, PDK double clutch transmission

WHEELS & TYRES

Front Axle: Centerlock Alloy 20" rims with 245/35 ZR20
Rear Axle: Centerlock Alloy 20" rims with 325/30 ZR20

WEIGHT

Weight: 1605 Kg
Weight Distribution: -/-

DRIVING PERFORMANCES

Acceleration 0-100 Km/h: < 4,0 sec
Vmax: > 310 Km/h

BRAKES

Front Axle: carbon ceramic discs, ventilated and cross-drilled (410 mm diameter and 36 thickness). 6-Piston monoblock calipers
Rear Axle: carbon ceramic discs, ventilated and cross-drilled (380 mm diameter and 34 thickness). 4-Piston monoblock calipers

ENGINE

Number and arrangement of cylinders: 6, boxer Twin Turbo
Displacement: 2.981 cm³
Engine Control Unit Tuned by Ares
Exhaust System from Porsche GT3 RS version
Maximum power: 429 kW (575 hp) at 6.500 rpm
Torque: 675 Nm at 5500 rpm

AERODYNAMIC

Accurate CDF analysis will be done to match or enhance the donor aerodynamics values

SUSPENSIONS

Front Axle: MacPherson strut suspension with anti-roll bar
Rear Axle: LSA multi-link suspension with anti-roll bar

ACCESSORIES

New interiors covered in nappa leather and alcantara
New carbon inserts
New wheels
Porsche GT3 exterior parts (front bumper, rear bumper, side panels, exhaust system, air intake system, brake system)



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