



PORSCHE



# The new 718 Cayman GT4 RS Clubsport

Perfectly irrational

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We have been in motorsport since the very first second. Not because we have to. But because we cannot do anything else. Time and time again, we scrutinise every idea, every technology and every detail on the test bench. Because in motorsport ideas are developed, tested and tried out under the toughest conditions until they are not only fit for victory, but also for the road.

The idea of pure, unadulterated motorsport – that is what embodies the 718 Cayman GT4 RS Clubsport. It gives the driver the feeling of sporty freedom – and yet it is also pleasantly addictive. You want more. And even more of that driving experience. Another aspect that makes the vehicle stand out is where it comes from, the Porsche Motorsport Centre in Flacht, which is part of the Porsche Development Centre in Weissach. And of course the test track, where every tenth of a second can make all the difference.

The 718 Cayman GT4 RS Clubsport breathes pure motorsport. And does so with every single fibre. Its territory? Sprinting and long-distance races in international competitions. An all-rounder with a large-volume 6-cylinder boxer naturally aspirated engine and an output of 368 kW (500 PS).

The body? Lightweight construction, what else. But one more thing. The 718 Cayman GT4 RS Clubsport has even more distinguishing features: the driver and passenger doors, front cover, front wings and add-on parts made from natural fibre composite materials, just like the fixed rear wing with swan neck connection made of aluminium. Sustainability in motorsport? Sounds crazy. And that is exactly why we did it.

The more you drive it, the less you want to stop. The 718 Cayman GT4 RS Clubsport isn't just a commitment to the race track. It is a declaration of dependence to motorsport.



## Concept

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- Single-seater, near-series racing car
- Optional passenger seat for taxi rides
- Base: 718 Cayman GT4 RS
- SRO GT4 homologated

## Engine

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- Naturally aspirated 6-cylinder boxer engine in mid-engine design with rigid suspension
- 3,996 cm<sup>3</sup>; stroke 81.5 mm; bore 102 mm
- Power: max. 368 kW (500 PS)
- Fuel quality: at least 98 octane, unleaded
- Metal catalytic converter according to SRO specification (quiet exhaust system available in After Sales)
- BOP mapping with restrictor apertures

## Power transmission

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- 7-speed PDK transmission with rigid suspension
- Short gear ratio (in comparison with the 718 Cayman GT4 Clubsport)
- Rear-wheel drive
- Dual-mass flywheel
- Internal pressure-oil lubrication with active oil cooling
- Mechanical differential lock, optimised for racing
- Shift paddles on steering wheel

## Chassis & brakes

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- McPherson strut, adjustable in height, camber and toe
- 2-way shock absorber with improved characteristic curve
- 3 spring rates front axle, 3 spring rates rear axle
- 5-hole wheel hubs
- Adjustable sword-type anti-roll bar on front and rear axles
- Tyre Pressure Monitoring (TPM)
- Two independent brake circuits, brake balance adjustment via balance beam system
- Racing-optimised PSM, map switch for setting ABS, ESC and TC
- Steel brake discs, multi-piece, internally vented and slotted (380 mm diameter)
- Racing brake pads



## Electrics

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- COSWORTH ICD instrument cluster with integrated data logger
- Additional CAN data logger
- Advanced fault diagnosis through PIWIS Motorsport tester
- Track Precision app
- Bi-xenon main headlights, LED tail lights
- Motorsport multifunction steering wheel with optimised functionality (FCY function) made of natural fibre composite material
- Lightweight lithium-ion battery (LiFePo)
- Air conditioner
- Rain light according to FIA regulations
- Central fire extinguishing system according to FIA regulations



## Body

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- Lightweight body in intelligent aluminium-steel Composite construction
- Welded-in roll cage with new geometry for taxi rides, according to FIA regulation for safety cages
- Natural fibre composite body panels (doors, Front lid, front wings, add-on parts and rear wings)
- Roof with escape hatch, certified according to FIA Art. 275a
- Recaro racing bucket seat with fore/aft adjustment, according to FIA regulation, padding system for individual adjustment to the driver
- 6-point harness in accordance with the FIA standard for 2023 for driver seats
- 115-litre FT3 safety tank with 'fuel cut-off' Safety valve according to FIA regulations
- Quick-release fasteners on the front and rear lid
- 3-piston air lifting unit
- Safety nets
- FIA certified towing loops at front and rear
- Optimised aerodynamics (flics, gurney, air curtain, wheel housing vents, larger adjustment range for rear wings)
- Attractive interior
- Optimised brake cooling (via Nacas on the front lid and modified air supply on wishbone)
- Safety foam in the driver's door according to FIA regulation Electrics

## Weight & Dimensions

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- Homologated unladen vehicle weight: 1,330 kg
- Width: 1,810 mm
- Length: 4,450 mm
- Height: 1,238 mm
- Wheelbase: 2,476 mm



## Rims & Tyres

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- One-piece forged light alloy rims with 5-hole connection
- Front axle 9J x 18
- Rear axle 10.35J x 18
- Delivery on Michelin transport tyres

## Colour

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- Exterior: White (C9A)
- Interior: Filler colour in white, without clear coat

## Highlights

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### Performance

- Increased power: ~500 PS
- Shorter gear ratio
- Optimised aerodynamics (new gurney, flics, air curtains, wheel housing vents, etc.)
- Adjustable sword-type anti-roll bars on front and rear axle
- Optimised 2-way shock absorber
- Improved driveability for pro and amateur drivers

### Safety

- FT3 Safety fuel tank
- Welded roll cage
- Escape hatch in the roof
- Safety foam in driver's door
- 6-point harness in accordance with the FIA standard for 2023 for driver seats

## Specifications

- SRO GT4 homologated

## Price

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- 196.000,00 EUR, plus VAT, ex works

## Order

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- As of now
- Delivery as from December 2021

## Sales contact

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## Suitability for regulations

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- The base vehicle is homologated according to SRO GT4 regulations 2021.
- Each customer is responsible for compliance with the requirements of the SRO GT4 Technical Regulations and the homologation document.
- Furthermore, each customer is responsible for compliance with the regulations applicable to them and their vehicle.
- Subject to change.



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