



PORSCHE



# The new Porsche 718 Cayman GT4 RS

Press Kit

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## Highlights

# The new Porsche 718 Cayman GT4 RS: A driving machine with fun guaranteed

- **Outstanding performance on the Nordschleife**

A naturally aspirated 4.0-liter flat-six engine developing 493 hp powering a vehicle that weighs just 3,227 lbs. is the perfect combination for outstanding performance. The new car lapped the Nürburgring Nordschleife in 7:09.300 minutes — 23.6 seconds quicker than the 414 hp 718 Cayman GT4.

- **Stirring, high-revving boxer engine**

The 4.0-liter flat-six revs up to 9,000 rpm and delivers its maximum output at 8,400 rpm. This extraordinary engine is also used in the thoroughbred 911 GT3 Cup and 718 GT4 RS Clubsport racing cars.

- **Lightning-fast shifts with the new selector lever**

The standard Porsche dual-clutch transmission (PDK) makes for breathtaking acceleration: from zero to 60 mph in 3.2 seconds on the way to a top track speed of 196 mph. Those who wish to shift manually can use the gearshift paddles on the steering wheel, or the newly designed manual selector lever in the center console.

- **Chassis with racing genes**

Ball joints bind the chassis tightly to the body to deliver even more precise and direct handling. The adjustable, racetrack-ready chassis benefits from an RS-specific damper set-up, as well as modified spring and anti-roll bar rates.

- **Bigger brakes**

With a diameter of 408 mm, the brake discs on the front axle are 28 mm larger than those of the 718 Cayman GT4. The optional PCCB braking system features 410 mm discs at the front. To cool these large discs, the engineers have integrated two additional NACA air intakes in the front hood of the car.

- **Lighter than the 718 Cayman GT4 by 49 lbs.**

The curb weight of 3,227 lbs. is a true achievement of intelligent lightweight construction: the hood and front fenders are constructed from CFRP and the rear window is made of lightweight glass. The amount of insulation material has been reduced, and components such as the rear luggage compartment privacy panel have been eliminated altogether. The result: weight savings of 49 lbs. compared with the 718 Cayman GT4.

- **More downforce for faster lap times**

The front and rear diffusers are aerodynamically optimized, while the fully paneled underbody accelerates the air through it and, as the highlight of its aero package, the GT4 RS also has a fixed rear wing with swan-neck supports. Taken as a whole this means 25 per cent more downforce than the 718 Cayman GT4 on the race track when using the performance setting for a total of 220 lb of downforce at 124 mph

- **Optional Weissach Packages**

The Weissach Package replaces several components with visible carbon fiber and adds exhausts tips made of titanium with a 935 inspired design. Customers who opt for this package may also specify forged magnesium wheels as an addition, which offers a total weight savings of approximately 22 lbs.

## High-revving naturally aspirated race-derived engine

The heart of a Porsche beats right behind the driver: the free-breathing 4.0-liter flat-six engine is mounted between the seats and the rear axle, making the new 718 Cayman GT4 RS the most powerful sports car in the history of the popular mid-engine range. The new car boasts the kind of figures usually only seen with racing cars: 493 hp at 8,400 rpm, 331 lb.-ft. of torque at 6,250 rpm and a maximum engine speed of 9,000 rpm. Indeed, this engine really is used in motor racing: in the Porsche Mobil 1 Super Cup, the Porsche 911 GT3 Cup will compete with the same engine with almost identical performance data. And the road-approved 911 GT3 model is also equipped with the same high-revving engine. The naturally aspirated flat-six responds eagerly to the accelerator pedal and catapults the Porsche 718 Cayman GT4 RS to 60 mph in 3.2 seconds. The 124 mph mark (200 km/h) is reached after 10.9 seconds, ¼ mile in 11.3 seconds, and acceleration continues right up to a top track speed of 196 mph.

### Engine technology derived directly from racing

The engine of the GT4 RS is a prime example of technology transfer from motorsport to series production. For example, the 24 valves of the six-cylinder engine are actuated by rigid rocker arms that do not require hydraulic valve clearance compensation. This ensures the robustness of the valvetrain in the harshest of conditions – even if the engine is frequently run at high rpm. In addition, the proven VarioCam technology ensures that the camshaft control is adjusted precisely to the engine speed and load conditions.

The idea of an individual throttle body is also derived from motorsport. Each of the six cylinders has its own individual throttle body at the end of the variable resonance intake system. It is particularly close to the intake valves and improves the air supply as well as the precision of the fueling and therefore the engine response. The engine responds to throttle input almost without delay because there is hardly any volume of air between the throttle valve and the intake valves – this applies equally to pressing the accelerator pedal as it does to lifting off it. The central throttle valve remains as a backup solution, but is permanently open during normal operation.

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Given the high degree of longitudinal and lateral forces produced by the new 718 Cayman GT4 RS, the oil supply to the high-revving engine is of particular importance. Like in motorsport, this is carried out by a dry-sump lubrication system with a separate oil tank. With a total of seven suction stages, this system routes the engine oil back into the external reservoir quickly and efficiently, while the heavily loaded connecting-rod bearings are lubricated directly via the oil pump through the crankshaft.

### **Innovative process (combustion) air routing**

Instead of the two rear side windows, the 718 Cayman GT4 RS has additional air intakes that supply the engine with process air. The air from the left and right enters straight into a central airbox, which sits behind the driver and is visible from the outside through the rear window. The result is not only a particularly athletic look but the intake noise of the engine can also be clearly heard by the driver and passenger as the airbox is right at ear height. This soundtrack, which varies considerably depending on load conditions and the engine speed, is rounded off by the lightweight stainless steel Sport Exhaust system, which shows off the distinctive tones of the car's flat six, especially at high rpm.

### **Optimized PDK transmission with multiple manual shifting options**

Like every modern RS model, the new 718 Cayman GT4 RS is exclusively available with the Porsche dual-clutch transmission (PDK). PDK allows shifts to be made in the same way as in racing: within milliseconds and without interrupting the engine's drive. In the GT4 RS, the PDK has seven short-ratio gears and no overdrive function. Top speed is reached in seventh gear.

In PDK Sport mode, downshifting when braking is quicker and more acoustically prominent; during acceleration, the upshift points occur at higher engine speeds. If you do not want to leave shifting to the electronic system, you can also change gears via gearshift paddles on the steering wheel. The right paddle is responsible for upshifting and the left paddle for downshifting. The driver gets precise feedback from the shift action even when they are wearing racing gloves. In addition, a selector lever in the center console can be used to shift sequentially. The lever was adopted from that of the current 911 GT3 and is visually similar to a gated manual gear lever. As is usual in motorsport, the lever is pulled backwards for upshifting and pushed forward for downshifting.

**Faster on the Nordschleife than the 718 Cayman GT4 by 23.6 seconds**

The new 718 Cayman GT4 RS has already left its mark on the world's longest and most difficult circuit. Brand ambassador and development driver Jörg Bergmeister lapped the 20.832 km Nürburgring-Nordschleife circuit in a lightly disguised production car in 7:09.300 minutes. The GT4 RS completed the shorter 20.6 km lap, which previously served as the benchmark, in 7:04.511 minutes – 23.6 seconds faster than its sibling, the 718 Cayman GT4. To protect the driver, the car used for the lap time was equipped with a racing seat. Optionally available Michelin Pilot Sport Cup 2 R tires were also fitted. An official confirmed the standard condition and weight of the car.

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## Chassis

### **Optimized for driving pleasure and performance**

To ensure that the engine's power is best transferred to the road, the chassis engineers who worked on the new Porsche 718 Cayman GT4 RS have regularly looked to racing technology. The main development objective was to provide the driver with a high level of steering precision, combined with excellent grip in the corners. In combination with the near-instantaneous throttle response of the 493 hp engine, this results in exceptional driving qualities that give the driver a high level of confidence in the car and a lot of driving pleasure.

The front axle of the 718 Cayman GT4 RS was taken from the 911 GT3 RS (991.2 generation) and is also used in the 718 Cayman GT4. The classic MacPherson strut-type axle is additionally equipped with helper springs that keep the main springs under tension when they are deflected. The main spring maintains its original tension even under maximum load. This benefits the vehicle's controllability during particularly dynamic driving.

#### **Thirty millimeters lower, wider track, more camber**

Compared to the 718 Cayman, the body has been lowered by 30 mm. In addition, the front track is six millimeters wider and the rear track is eight mm wider than on the 718 Cayman GT4, which reduces the vehicle's lateral inclination. At the same time, the rear axle camber was increased by a quarter of a degree, which means that the rear tires transfer greater cornering forces. The result is even greater predictability when taking corners at speed.

Ball joints at all connection points of the chassis ensure a particularly tight connection to the body, which results in very precise and direct handling.

With adjustable PASM chassis as standard, the track-focused chassis of the new top-of-the-range model in the 718 series features RS-specific spring rates and damper tuning. The chassis can also be adjusted for driving on the racetrack. The tracking, camber and anti-roll bars can be individually adjusted to the driver's preferences and the circuits characteristics.

The GT4 RS is equipped with Porsche Active Suspension Management (PASM) and sports tuning as standard. This active damping system unites what is effectively two chassis in one.



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In Normal mode, the dampers operate in a more comfortable state of tune, but they automatically switch to a more athletic mode when the car is being driven dynamically. In Sport mode, on the other hand, firmer damper characteristics are directly activated, supporting an agile driving style. Sport tuning, which can additionally be switched on, results in even more tightly controlled damping and ensures even better performance on the circuit.

### **Porsche Torque Vectoring makes for more agile cornering**

The heart of the driving assistance systems is Porsche Stability Management (PSM), which also combines three electronic control systems in the 718 Cayman GT4 RS: the anti-lock braking system (ABS), Electronic Stability Control (ESC) and Traction Control (TC). As one would expect from an RS model, these control systems intervene very sensitively and only when very close to the limit – drivers should not feel that control has been taken away from them, particularly when they're on the racetrack. Porsche sets up its chassis so that it already combines the best possible performance and handling even without the use of electronic control systems. Therefore, if you want to drive on a closed course without a safety net, you can switch off the systems in two stages (ABS excepted): ESC OFF gives the driver sole responsibility for cornering stability, and the ESC+TC OFF setting overrides traction control as well.

Porsche Torque Vectoring (PTV) is also standard for the GT4 RS as a further driving dynamics system. PTV works with an electronically triggered brake intervention on the rear wheels; in addition to this, the 718 Cayman GT4 RS has a mechanical limited-slip differential with RS-specific locking values (traction 30 per cent/overrun 37 per cent). In practice, PTV, which cannot be switched off, works in such a way that, in dynamic driving, the inside rear wheel is braked slightly as soon as the driver turns the steering wheel. This means that additional power is delivered to the rear outside wheel and, in a corner, gives the car a steering impulse in the direction in which the steering wheel is already turned. This extra steering effect leads to an even-more agile and direct driving experience and makes cornering faster and safer at the same time.

### **Lift system protects against contact with speed bumps**

For the first time in the 718 series, Porsche is offering an optional front axle lift system for the 718 Cayman GT4 RS. At the touch of a button, the ride height is hydraulically raised by

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approximately 30 mm at the front axle. The ground clearance at the front spoiler lip is therefore increased by around 40 mm, which makes it easier for the driver of the RS to cope with speed bumps, garage entrances or multi-level parking garage ramps without contact. The lift system also reduces the risk of damage caused by curb edges. It can be used at speeds of up to 37 mph and, of course, when stationary – but the driver's door must remain closed.

### **Enlarged brake system with additional ventilation**

The new Porsche 718 Cayman GT4 RS uses aluminum monobloc fixed-caliper brakes with six pistons at the front and four pistons at the rear. As the housing of the monobloc brake caliper is also the brake carrier, brake pistons are located on both sides of the brake discs. This results in a high level of rigidity, which ensures very good pressure point behavior, even under high loads.

The cast-iron/aluminum composite brake discs have a diameter of 408 mm at the front. They are therefore 28 mm larger than those on the 718 Cayman GT4. The brake cooling system has also been adapted to the increased performance: two NACA air intakes in the hood direct air flow to the front wheels. These air ducts mean that the brakes are very well suited to the demands of racetrack use. On the rear axle, deceleration is provided by the familiar brake discs from the GT3, which have a 380 mm diameter.

As on the current 992-generation 911 GT3, the brake discs on the 718 Cayman GT4 RS are no longer drilled, but dimpled. The dimpling process creates small dents on the brake disc, which, just like the bore, helps clean the copper-free brake pads. Another advantage of the countersunk brake disc is its even higher temperature resistance.

### **Optional ceramic brakes and magnesium wheels**

The brake calipers of the GT4 RS have a red paint finish as standard; they are optionally available in High-Gloss Black. The Porsche Ceramic Composite Brake (PCCB) system is also available as an option, recognizable by its distinctive yellow brake calipers. On request, these are also available in High-Gloss Black. Unlike the cast iron/aluminum composite brakes, the discs of the PCCB system are still drilled, but are a bit larger: 410 mm at the

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front, 390 mm at the rear. Ceramic brake discs guarantee the highest level of fade resistance under heavy loads, but their decisive advantage lies in their weight: PCCB discs only weigh about half as much as cast-iron discs. This reduces unsprung mass and increases both driving comfort and agility.

The 718 GT4 RS has the ideal wheel size, just right to fill its wheel arches: 20-inch wheels (8.5 J x 20 ET61 at front, 11 J x 20 ET50 at rear), made using aluminum forging technology. The wheels are painted Dark Silver (satin finish) as standard and for the first time in the 718 series feature a center-lock nut in Black with an 'RS' logo in Silver, also as standard. In addition, attractive special paint finishes are available as options: Indigo Blue (satin finish), Neodyme (satin finish), Black (satin finish) and classic Silver. One special highlight is the optional paint finish in Black (satin finish) with a rim edge painted in Racing Yellow. In conjunction with the optional Weissach package, 20-inch forged magnesium wheels are also available, which reduce unsprung and rotating mass on the vehicle by about 22 lbs. An exclusive version in White Gold Metallic is also available for this variant, but the combination of Black and Racing Yellow is not included in the Weissach package.

### **Tire pressure monitoring takes into account conditions on the racetrack**

Road-approved UHP tires fitted to the GT4 RS in the same dimension as on the GT4 ensure the necessary grip: 245/35 ZR 20 at the front and 295/30 ZR 20 at the rear.

Drivers who plan on spending most of their time on track can also purchase special track-focused tires from their Porsche dealer. Their technology is based on that of the standard sports tires, but uses a modified rubber compound and an optimized profile. This makes them primarily suited to track use; they offer even better performance on a dry race track, with certain performance losses in wet conditions. Nevertheless, the tires are also road-approved.

The standard Tire Pressure Monitoring (TPM) system is also optimized for use on track. It not only warns against gradual or sudden pressure loss, but also takes particular account of pressure and temperature.

## **Motorsport as a role model**

Visually, the new Porsche 718 Cayman GT4 RS makes no secret of its high performance. The striking rear wing with its swan neck attachment, the NACA air intakes in the hood, the extra air intakes behind the side windows — the GT4 RS is clearly recognizable as the flagship model in the 718 range. With the front diffuser and rear wing in their performance position, a setting reserved for use on racetracks, the 718 Cayman GT4 RS generates 25 percent more downforce than the 718 Cayman GT4.

### **A rear wing like a Le Mans winner**

Even at first glance, the new rear wing of the 718 Cayman GT4 RS catches the eye. The fixed CFRP wing with black side blades and swan neck attachment is derived from the one fitted to the Le Mans class-winning Porsche 911 RSR GT-racing car. The current 911 GT3 was the first Porsche series production car to have this feature. Now the 718 Cayman GT4 RS also benefits from its aerodynamic design. This concept – which holds the wing from above via two firmly attached aluminum struts – results in as little disruption as possible to the airflow beneath the wing. This is only briefly interrupted by the struts and is reunited directly behind them, as a result striking the underside of the wing in a concentrated packet of air. A powerful and constant airflow at this point is more relevant for downforce than the flow over the top. With the car's rear wing, the effect is the exact opposite to that of an aircraft wing where the air flows faster over the top in order to generate lift.

The angle of attack of the rear wing on the GT4 RS can be manually adjusted in three stages. The same is true of the front diffusers, which can be adjusted in four stages using mechanical sliding elements. This means that a bespoke aerodynamic balance can be attained as required, bringing the vehicle perfectly in line with the track and the driver's preferences.

### **Innovative routing of process (combustion) air**

As the eye wanders from the trailing edge at the rear of the car, with its integrated third brake light, towards the front of the vehicle, it lingers on the new air intakes behind both the driver's and passenger's side windows. Where one would normally find small triangular windows on

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all other models of the 718 Cayman, the GT4 RS has process air intakes for the 493 hp, 4.0-liter boxer engine. The side air intakes behind the doors serve to cool the six-cylinder engine.

An examination of the front of the vehicle reveals four openings which have never been seen before on any model in the 718 range. On top of the fenders are wheel arch vents with slats. These slats, a motorsport-derived design, were first used in series production in the 991-generation Porsche 911 GT3 RS. Particularly at high speeds, they reduce the excess pressure in the wheel arch caused by the rotation of the wheels. This is effective in preventing lift on the front axle. Two NACA air intakes give the lightweight hood its characteristic appearance. The air intakes were originally developed by the National Advisory Committee for Aeronautics (NACA) — the predecessor of the NASA space agency — and combine two properties that are normally mutually exclusive: they improve brake cooling but without impairing the drag coefficient of the vehicle, which is why NACA air intakes are also frequently used on racing cars.

### **Vacuum at the rear sucks the GT4 RS onto the road**

The entire front bumper area of the 718 Cayman GT4 RS is derived from the GT4 but has been aerodynamically optimized. For example, the front splitter has been redesigned and fitted with flow-around side blades. This improves ventilation and airflow through the wheel arch, further increasing downforce on the front axle. The air flowing under the GT4 RS is greatly accelerated via new deflectors on the fully clad underbody, creating a vacuum at the rear. This provides more downforce at the rear axle.

There are two further NACA air intakes in the underbody of the GT4 RS. They are also used for cooling without a negative impact on the car's overall drag coefficient. Finally, the air flowing under the car exits through a rear diffuser. This component has been taken from the 718 Cayman GT4 and improved using aerodynamic fins on the sides. They provide additional stabilization of the airflow at the rear and have a positive effect on downforce.

### **Lightweight construction techniques cut weight by 49 lbs.**

While the aerodynamic elements designed to enhance the new car's driving dynamics are clearly visible, another performance-enhancing characteristic lies hidden within the body: its

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lightweight construction. Measured according to DIN standards — fully fueled and without a driver — the 718 Cayman GT4 RS weighs in at 3,227 lbs. Thus, each of the engine's 493 hp is responsible for accelerating just 6.5 lbs. To achieve this goal, both the front fenders and the hood are made of carbon fiber-reinforced plastic (CFRP), the rear window is made of lightweight glass, and bi-xenon lightweight headlights — without a headlight cleaning system — save further weight. Some insulating material has been eliminated, too, and the privacy panel on the luggage compartment has been left off altogether. The interior is fitted with lightweight carpets. And naturally, no RS model is complete without lightweight door panel trim with textile pull loops and nets for storage compartments.

The bigger brake discs add weight to the car, but the Porsche 718 Cayman GT4 RS still weighs 49 lbs. less than the GT4. With the optional Weissach Package, the weight of the GT4 RS can be reduced even further. If, for example, the customer also orders the 20-inch forged magnesium wheels, the unsprung mass is reduced by roughly 22 lbs. Externally, the Weissach Package can be recognized by its use of carbon-weave finish on the hood, side air intakes and surrounding trim, the rear wing, and the door mirror covers. This package also adds a PORSCHE logo on the rear window. In addition, the tailpipes of the stainless steel Sport Exhaust system are made of titanium.

### **Individual colors grounded in Porsche history**

Nine standard colors are available for the body of the new 718 Cayman GT4 RS: White, Black, Guards Red and Racing Yellow as solid colors; and Carrara White Metallic, Gentician Blue Metallic, GT Silver Metallic, Arctic Grey and Shark Blue as special colors. Buyers of the optional Weissach Package can also select unique paint finishes to suit their particular tastes. In the Paint to Sample program, Porsche Exclusive Manufaktur offers a palette of 115 pre-approved colors.

## **When everything fits like a glove**

Functional, ergonomic and reduced to the essentials, the Porsche 718 Cayman GT4 RS is a driving machine for the purist – even on the inside. In true RS fashion, full bucket seats are fitted as standard. These were first installed in the 918 Spyder super sports car. They are made of carbon fiber-reinforced plastic (CFRP) with a carbon-weave finish and offer optimum lateral support with minimal weight. The thorax airbag is integrated, height adjustment is electric and longitudinal adjustment is manual.

### **An exclusive sport steering wheel with a top center marking**

The sport steering wheel is especially wieldy, with a diameter of just 360 millimeters, and is trimmed in black Race-Tex with a yellow top center marking — so the driver always knows in which direction and how far the front wheels are turned. The marking can provide valuable additional information when control is what is needed, particularly during performance-oriented circuit driving and in situations with correspondingly fast steering movements.

The standard steering wheel can be adjusted for tilt and telescoping. Anyone who needs maximum flexibility from their seats can alternatively select the optional Adaptive Sports Seats Plus with 18-way power adjustment. All functions for both the driver and passenger seats can be adjusted electrically: backrest angle, seat height, fore and aft position, tilt angle and depth of the seat surface. There is also an electrically adjustable lumbar support in both seats, and even the side bolsters on the seat cushion and backrest can be individually adjusted at the touch of a button. The seats are upholstered in black leather, with seat centers made of black Race-Tex. A black GT4 RS logo is embroidered into the headrests.

As in the GT3, the PDK selector lever in the center console resembles a manual gear lever. It can be used in manual guise to sequentially shift between gears in the seven-speed dual-clutch gearbox. Pulling back triggers upshifts, while pushing forward triggers downshifts; a common setup with motorsport gearboxes. At the same time, drivers have shift paddles on the steering wheel at their disposal, with color-coded +/- symbols to indicate the shift direction.

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## **Networked track tool**

Among the standard equipment on the 718 Cayman GT4 RS is Porsche Communication Management (PCM) and a navigation system that includes Porsche Connect. Car Connect Services with Remote Services, Safety Services, Security Services and Apple CarPlay® are also fitted as standard. The navigation system is capable of dynamic route calculation, can be operated by voice command and receives automatic map updates. The integrated LTE module with a built in eSIM helps with operation of the standard online functions.

Other optional equipment is available, such as a smartphone compartment for antenna boosting and deletion of SiriusXM antenna for a cleaner look of the roof.

## **Measuring lap times and analyzing performance**

The Chrono Package is an option designed specifically for taking the vehicle onto the racetrack and includes the Track Precision App. Lap times can be recorded manually using, among others, the Chrono Package control lever. The Track Precision App provides detailed recording, display and analysis of driving data on a smartphone. Lap times are gathered automatically via a precise GPS signal from the PCM and can be compared on a smartphone. Furthermore, the Porsche Track Precision App generates visuals for the vehicle's driving dynamics. Sector and lap times are displayed as well as any deviations from a previously defined reference lap — recorded by an instructor or professional driver, for example. Graphic processing of the driving data and video analyses help drivers further improve their performance on the circuit.

## **Exclusive Chronograph only for buyers of the GT4 RS**

The exclusive Porsche 718 Cayman GT4 RS can never be matched – except by an equally exclusive Chronograph bearing the name of the new mid-engine sports car, which is offered only to buyers of the GT4 RS. A titanium case and the 01.200 movement with flyback function are the key technical features of the watch, the design of which echoes that of the new sports car. For instance, the Arctic Grey color can be seen in the dial and the running seconds dial features the GT4 RS logo along with a checkered flag motif. The winding rotor is based on the design of the wheels and can be selected in a variety of colors to match the car's paint scheme. It is rounded off by a striking central clasp that features the RS logo. The wristband is made of Porsche vehicle leather combined with Race-Tex, and benefits from



GT4 RS embossing and stitching with vehicle thread in Arctic Grey. Anyone who orders the optional Weissach Package for their car can do the same for their Chronograph. The carbon-weave finish for the dial and the Deep Sea Blue decorative stitching on the wristband are the highlights of this option. In Germany and some other markets, the Chronograph can be customized even further. The watch can be ordered at the vehicle purchaser's Porsche Centre after they have configured their car.

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A more powerful customer sports racing car for the GT4 category

## **The new Porsche 718 Cayman GT4 RS Clubsport**

Porsche first revealed the new 718 Cayman GT4 RS Clubsport at the Los Angeles Auto Show. The mid-engine race car from Weissach is based on the new, and recently revealed, 718 Cayman GT4 RS road car.

As with its road-going sibling, the new 718 Cayman GT4 RS Clubsport is equipped with a mighty 4.0 liter six-cylinder boxer engine. This high-revving power plant is taken directly from the 911 GT3 Cup race car and develops 500 hp in the 718 Cayman GT4 RS Clubsport – 75 hp more than the previous GT4 Clubsport model.

Fitted as standard is a seven-speed dual-clutch transmission (PDK), replacing the GT4 Clubsport's six-speed version. All gears feature shorter ratios than on the GT4 Clubsport.

The homologated 718 Cayman GT4 RS Clubsport is track-ready from the factory and can be used in SRO racing series around the world without further modifications. The starting price of the new 718 Cayman GT4 RS Clubsport, which will be sold and distributed through Porsche Motorsport North America in the U.S., is \$229,000, not including tax.

“We thrive on competition, and will always push for improvements,” said Volker Holzmeyer, President and CEO of Porsche Motorsport North America. “This is what our customer teams expect of us and what we demand of ourselves at Porsche. Acting on their feedback, we’ve made the new 718 Cayman GT4 RS Clubsport more capable than ever. It’s quicker, even more rewarding and confidence inspiring to drive – exactly what drivers competing in the IMSA Michelin Pilot Challenge and SRO series need to be successful.”

Porsche began offering the Cayman GT4 Clubsport of the 981 generation in 2016, entering into this new customer racing format early with a competitive car, and 421 units were built up to 2018. In 2019, the next generation model debuted based on the 718 Cayman GT4. It was also a success: Around 500 units have been produced to date. The strong demand for these vehicles is also due to the low running costs. The use of proven series production technology combined with racing-specific components reduces the cost for customer teams.

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“The GT4 Clubsport has a special place in my heart,” adds Holzmeyer. “As I’ve been deeply involved with the car from the start, ever since it first began development. Therefore, it’s also a personal ambition for me to continuously improve it, to make it better and better.”

### The 718 Cayman GT4 RS Clubsport in detail

The 500 hp 4.0 liter six-cylinder boxer engine is taken directly from the current 911 GT3 Cup racing car and is 18 percent more powerful than the 3.8 liter engine used in the previous model – the 718 GT4 Clubsport. Thanks to an optimized air intake, maximum power is achieved at 8,300 rpm – 800 rpm higher than previously. The new engine can rev up to 9,000 rpm and develops 343 lb.-ft. at 6,000 rpm, while the previous engine generated 313 lb.-ft. at 6,600 rpm. The result is a much wider, more usable power band of the new engine, improving the drivability of the car for pro-racers as well as amateur drivers alike.

The suspension of the 718 Cayman GT4 RS Clubsport was also extensively enhanced. The damper technology was revised from the ground up to offer an optimized responsiveness and a further improvement in body control, making a significant impact on track performance and handling. Two-way racing adjustable shock absorbers with further improved valve characteristics as well as adjustable double-blade anti-roll bars, front and rear, are among the updates. Ride height, camber and toe are also adjustable. Additionally, three different spring rates for front and rear axle are available. Special NACA ducts in the front lid feed air efficiently to the large race braking system with 380 mm multi-piece rotors that are vented and slotted. The Porsche Stability Management-System (PSM) is programmed specifically for the track and includes a switch for traction control, ABS and an updated stability control programming.

The aerodynamics of the 718 Cayman GT4 RS Clubsport have also been enhanced in great detail. Front dive planes as well as an enlarged front spoiler lip increase downforce at the front axle. Fender vents inspired by the 911 GT3 R and special air curtains calm the air flow around the front wheels, while the enclosed underbody optimizes air flow to the diffuser at the rear of the car. The swan neck rear wing has been fitted with a 20 millimeter long Gurney flap and gains two further stages of adjustability.

The previous 718 Cayman GT4 Clubsport was the first series production race car to use body panels made of sustainable natural fiber composites. This material is being used even more extensively on the new GT4 RS Clubsport. In addition to the doors and the rear wing, the front lid, fenders, aerodynamic components at the front and the steering wheel consist of this material. The use of this flax-based fiber as an alternative to carbon-fiber composite can be tested in racing for a potential future use in road cars. Porsche has been using motorsport as a test bed for technology, processes and materials potentially capable of being used in road cars for more than 70 years.

The 718 Cayman GT4 RS Clubsport is equipped to compete straight out of the box. This begins with the welded-in roll cage, as well as the longitudinally-adjustable Recaro racing seat, and extends to six-point harnesses with 2023 FIA standard, all the way to the fire extinguisher system and built-in air jack system with three jacks. The new foam on the driver's side meets the international requirements of the SRO racing series. The FT3 fuel cell can accommodate up to 115 liters (30.4 gallons) of fuel, making it suitable for endurance racing. Additionally, Porsche offers two different exhaust systems, allowing the GT4 RS Clubsport to compete at tracks with stricter noise limits. Special Fitment preparations for homologated additional headlights or openings in the front lid for quick refueling allow a quick conversion to suit nighttime endurance racing.