Porsche 911 GT2 RS Clubsport

13/06/2019 All information about the race car can be found here.

Near standard and spectacular – the Porsche 911 GT2 RS Clubsport celebrated its world premiere at the 2018 Los Angeles Auto Show. The 515 kW (700 hp) racing version of the road-legal 911 GT2 RS* sports car is limited to 200 units and can be run at club racing events as well as selected motorsport meets.

The technology of the car from Weissach is based on the high-performance 911 GT2 RS sports car. The clubsport racers shares the same engine as its road-legal relative: a state-of-the-art 3.8-litre flat-six twin-turbo motor. Power from the rear engine is transferred via a rigidly mounted seven-speed Porsche dual clutch gearbox (PDK) to the 310-millimetre-wide rear wheels.

Assistance systems: Driving pleasure and safety

Like in all other racing versions of the 911, the driver changes gears via ergonomically positioned shift paddles on the steering wheel. The positioning of the engine behind the rear axle ensures excellent traction and braking performances. Six-piston aluminium monobloc racing callipers on the front axle in combination with internally ventilated and grooved steel brake discs with a 390-millimeter diameter provide excellent deceleration values at the front axle. The rear axle is fitted with four-piston callipers and 380-millimeter discs.

Like the road-legal 911 GT2 RS, the 1,390-kilogram Clubsport version is equipped with PSM (Porsche Stability Management) including traction control as well as an anti-lock braking system (ABS). Thanks to a so-called map switch positioned on the centre console, these assistance systems can be adjusted separately or switched off completely, depending on the driving situation.

Air conditioning: Keeping a cool head on hot laps

The carbon steering wheel and the colour display behind it have been adopted from the 2019 Porsche 911 GT3 R model. A massive safety cage combined with a racing bucket seat and a six-point safety harness ensures maximum safety. Air conditioning provides optimal cooling of the interior.

The new Porsche 911 GT2 RS Clubsport was offered at a price from 405,000 Euros plus country-specific VAT. Customers receive their vehicles from May 2019 at exclusive delivery events.

Technical description Porsche 911 GT RS Clubsport

Concept

▪ Single-seater near-standard non-road-homologated race car

▪ Basis: Porsche 911 GT2 RS (991 II)

Weight / dimensions

▪ Weight: ca. 1,390 kg

▪ Length: 4,743 mm

▪ Width: 1,978 mm

▪ Total height: 1,359 mm

▪ Wheelbase: 2,457 mm

Engine

▪ Water-cooled 6-cylinder aluminium twin-turbo rear-mounted boxer engine and rigid suspension; 3,800 cc; stroke 77.5 mm; bore 102 mm; ca. 515 kW (700 hp)

▪ 4-valve technology with camshaft adjustment and valve-lift switchover Vario-Cam Plus

▪ Electronic engine management (Continental SDI 9)

▪ DMSB-approved 100-cell metal catalytic converter

▪ Rear silencer with twin tailpipes mounted centrally

Transmission

▪ 7-speed PDK gearbox with rigid suspension and short throw

▪ Dual mass flywheel

▪ Internal pressurised oil lubrication with active oil cooling

▪ Limited slip differential optimised for racing

Bodywork

▪ Lightweight construction bodyshell in aluminium-steel composite design

▪ CFRP motorsport rear wing

▪ Enlarged air inlets with integrated LED headlights in 4-point design

▪ CFRP roof with removable escape hatch complying with FIA Art. 275a

▪ Lightweight CFRP front hood with quick release catches

▪ Removable CFRP rear hood with quick release catches

▪ 115-litre FT3 safety fuel cell, refuelling through the front hood

▪ Welded-in safety cage

▪ Recaro racing bucket seat with longitudinal seat adjustment and padding system in accordance with FIA Standard 8862/2009

▪ 6-point safety harness

▪ Air jack system (three jacks)

▪ Fire extinguishing system with electronic release unit

Suspension

Front axle

McPherson suspension strut; adjustable height, camber and track, optimised stiffness with high-performance spherical bearings, centre-locking wheel nuts; 3-way racing dampers, reinforced tie-rod; electro-mechanical power steering with variable steering ratio; blade anti-roll bar

Rear axle

Multi-link rear axle; adjustable height, camber and track, optimised stiffness with high-performance spherical bearings, centre-locking wheel nuts; 3-way racing dampers, reinforced tie-rod, blade anti-roll bar

Brakes

Brake system:Two separate brake circuits for front and rear axles; adjustable via brake balance bar system

Front axle

Six-piston aluminium monobloc racing brake callipers with anti-knock-back piston springs; steel brake discs, internally ventilated with 390 mm diameter, racing brake pads, optimised brake cooling ducts

Rear axle

Four-piston aluminium monobloc racing brake callipers with anti-knock-back piston springs; steel brake discs, internally ventilated with 380 mm diameter, racing brake pads, optimised brake cooling ducts

Electrical system

▪ Instrument cluster consisting of COSWORTH ICD with integrated data logger, sport Chrono watch and boost gauge in a vintage finish

▪ Removable Porsche steering wheel with shift paddles

▪ PSM (Porsche Stability Management) with ABS, Traction Control and Electronic Stability Control (able to be completely switched off)

▪ Centre console with map switch to adjust the ABS, ESC, TC and switch between preset tyre circumferences

▪ Porsche Track Precision Race App

▪ Integrated lap trigger

▪ Lightweight lithium-ion (Li-Fe-Po-) battery, 60 Ah, leakproof, mounted in passenger footwell

▪ Emergency cut-off switch in cockpit and outside left of the windscreen

▪Tyre pressure monitoring system (TPMS)

▪Air conditioning

Rims / Tyres

Front axle

One-piece light-alloy forged wheels; 10.5J x 18 offset 28 with centre-locking nut; Michelin transport tyres 27/65-R18

Rear axle

One-piece light-alloy forged wheels; 12.5J x 18 offset 46 with centre-locking nut; Michelin transport tyres 31/71-R18

Info

*911 GT2 RS: combined fuel consumption 11.8 l/100 km; CO2 emissions 269 g/km

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