



PORSCHE

The new Porsche 718 Cayman GT4 RS

Press Kit

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Fuel consumption and emissions

Porsche 718 Cayman GT4 RS

NEDC: Fuel consumption urban 17,4 l/100, extra-urban 9,3 l/100, combined 12,3 l/100 km; CO₂ emissions combined 281 g/km

WLTP: Fuel consumption combined 13.2 l/100 km; CO₂ emissions combined 299 g/km

Porsche 718 Cayman GT4 (manuell / PDK)

NEDC: Fuel consumption urban 15,0 – 13,7 l/100, extra-urban 8,5 – 8,1 l/100, combined 10,9 – 10,2 l/100 km; CO₂ emissions combined 249 - 232 g/km

WLTP: Fuel consumption combined 11,1 - 10,7 l/100 km; CO₂ emissions combined 251 - 242 g/km

Consumption and emission data determined in accordance with the measurement procedure required by law. As all new cars offered by Porsche are type-approved in accordance with the WLTP, the NEDC values are therefore derived from the WLTP values.

Further information on the official fuel consumption and official, specific CO₂ emissions of new passenger cars is available in the publication entitled “Guidelines on fuel consumption, CO₂ emissions and power consumption of new passenger cars”, which is available free of charge from all sales outlets and from DAT, Hellmuth-Hirth-Strasse 1, D-73760 Ostfildern.

Highlights

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

- **Outstanding performance on the Nordschleife**

A naturally aspirated 4.0-litre flat-six engine developing 500 PS (368 kW) allied to an unladen vehicle weight of just 1,415 kilograms is the perfect combination for outstanding performance. The new car lapped the Nürburgring Nordschleife in 7:09.300 minutes — 23.6 seconds faster than the 420 PS (309 kW) 718 Cayman GT4.

- **Stirring high-revving boxer engine**

The 4.0-litre 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 100 km/h in 3.4 seconds on the way to a top speed of 315 km/h. Those who wish to shift manually can not only use the gearshift paddles on the steering wheel, but also the newly designed manual selector lever in the centre console.

- **Chassis with racing genes**

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

- **Bigger brakes**

With a diameter of 408 instead of 380 millimetres, the lightweight brake discs on the front axle are significantly larger. The optional PCCB braking system even 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 35 kg**

The DIN unladen weight of 1,415 kg is a true achievement of intelligent lightweight construction: the bonnet and wings 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 35 kg compared with the 718 Cayman GT4.

- **More downforce for faster lap times**

The front and rear diffusers are aerodynamically optimised, while the closed 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.

- **Optional Clubsport and Weissach Packages**

The Clubsport Package is available as an option on the 718 Cayman GT4 RS. It features a roll-over bar behind the front seats, a six-point seat belt on the driver's side, a motorsport hand fire extinguisher, and pre-fitting for a battery disconnect switch. It is also possible to order the optional Weissach Package. This includes a roll-over bar and sports exhaust system made of titanium, multiple components with a carbon-weave finish, plus forged magnesium wheels available as an option.

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High-revving naturally aspirated race-derived engine

The heart of a Porsche beats right behind the driver: the free-breathing 4.0-litre 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-engined range. The new car boasts the kind of figures usually only seen with racing cars: 500 PS (368 kW) of power at 8,400 rpm, 450 Nm of torque at 6,750 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 100 km/h in just 3.4 seconds. The 200 km/h mark is reached after 10.9 seconds, and acceleration continues right up to a top speed of 315 km/h. Average fuel consumption is 12.3 l/100 km as per NEDC and 13.2 l/100 km as per WLTP.

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 even 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 been provided with 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 fuelling 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.

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 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 sports exhaust system, which shows off the distinctive tones of the car's flat six, especially at high rpm. At the same time, the GT4 RS complies with the current Euro 6 emission standard. Two separate gasoline particulate filters (GPFs) as well as a stereo Lambda control circuit for both catalytic converters, are responsible for carrying out the all-important emission-control functions.

Optimised PDK transmission with multiple manual options

Like every modern RS model, the new 718 Cayman GT4 RS is exclusively available with the Porsche dual-clutch transmission (PDK). PDK allows gearchanges 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 more instantaneous and 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 centre 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 mid-engined sports car was equipped with a racing seat. Optionally available Michelin Pilot Sport Cup 2 R tyres were also fitted. An official confirmed the standard condition and weight of the car.

Chassis

Optimised 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 500 PS (368 kW) 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 millimetres 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 millimetres 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 tyres 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 In addition, 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 circuit driving. The tracking, camber and anti-roll bars can be individually adjusted to the driver's preferences and the circuits characteristics for driving on the racetrack.

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. 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. Sports 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 the 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, 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 with safe handling even without the use of electronic control systems. Therefore, if you want to drive 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 available as 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 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-storey car park ramps without contact. The lift system also reduces the risk of damage caused by kerb edges. It can be used at speeds of up to 60 km/h and, of course, when stationary – but the driver's door must remain closed.

The new Porsche 718 Cayman GT4 RS uses aluminium monobloc fixed-calliper brakes with six pistons at the front and four pistons at the rear. As the housing of the monobloc brake calliper 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 behaviour even under high loads.

Enlarged brake system with additional ventilation

The cast-iron/aluminium 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 bonnet direct air flow to the front wheels. These air ducts mean that the brakes can withstand even a continuous load on the racetrack without any problems. 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 callipers 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, recognisable by its distinctive yellow brake callipers. On request, these are also available in High-Gloss Black. Unlike the cast iron/aluminium composite

brakes, the discs of the PCCB system are still drilled, but are a bit larger: 410 mm at the 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 aluminium forging technology. The wheels are painted Dark Silver (satin finish) as standard and for the first time in the 718 series feature a centre-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 a further 10 kilograms of unsprung and rotating mass on the vehicle. 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.

Tyre pressure monitoring takes into account conditions on the racetrack

Road-approved sports tyres 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 tyres from their Porsche dealer. Their technology is based on that of the standard sports tyres, but uses a modified rubber compound and an optimised profile. This makes them primarily suited to use on racing circuits; they offer even better performance on a dry race track, with certain performance losses in wet conditions. Nevertheless, the tyres are also road-approved.

The standard Tyre Pressure Monitoring (TPM) system is also optimised 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 bonnet, the extra air intakes behind the side windows — the GT4 RS is clearly recognisable 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 per cent 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 aluminium 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 diffuser, 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 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 all other models of the 718 Cayman, the GT4 RS has process air intakes for the 368 kW

(500 PS) 4.0-litre 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 wings 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 bonnet 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 optimised. 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 — the main beneficiary being the gasoline particulate filter — 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 stabilisation of the airflow at the rear and have a positive effect on downforce.

Lightweight construction techniques cut weight by 35 kg

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 lightweight construction. Measured according to DIN standards — fully fuelled and without

a driver — the 718 Cayman GT4 RS weighs in at 1,415 kg. Thus, each one of the engine's 500 PS is responsible for accelerating just 2.83 kg (3.8 kg/kW). To achieve this goal, both the front wings and the bonnet are made of carbon fibre-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 35 kg 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 a further 10 kg. Externally, the Weissach Package can be recognised by its use of carbon-weave finish on the bonnet, side air intakes and surrounding trim, the rear wing, the door mirror covers and the Porsche logo on the rear window. In addition, the tailpipes of the stainless steel sports exhaust system are made of titanium. The optional titanium cage is also approximately six kilograms lighter than its steel counterpart.

Individual colours grounded in Porsche history

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

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 fibre-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 sports steering wheel with a top centre marking

The sports steering wheel is especially wieldy, with a diameter of just 360 millimetres, and is trimmed in black Race-Tex with a yellow top centre 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 reach and rake. 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 centres 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 centre 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 colour-coded +/- symbols to indicate the shift direction.

Clubsport Package with roll cage

The Clubsport Package is optionally available on the new 718 Cayman GT4 RS. With its bolted steel roll cage, a six-point seat belt for the driver and a hand-held fire extinguisher with holder, the GT4 RS Clubsport Package offers additional safety on track days. The shoulder straps can be used with or without a HANS® system. The Clubsport Package is only available with standard full bucket seats.

If you choose the optional Weissach Package, the roll cage comes in titanium, which makes the vehicle six kilograms lighter. The upper section of the dashboard is covered in Race-Tex. In addition, the Weissach Package logo adorns the bezel of the cupholder and is also embroidered into the headrests.

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 SIM card reader helps with operation of the standard online functions. The vehicle can be ordered without the infotainment system, which reduces the vehicle weight by a further six kilograms.

Other optional equipment is available, such as a smartphone compartment and Porsche Vehicle Tracking System Plus (PVTs Plus). The latter system uses a driver card to monitor whether the authorised driver is at the wheel. If the 718 Cayman GT4 RS is on the road without a Driver Card, PVTs Plus automatically triggers a silent alert to the alarm centre commissioned by Porsche, as well as sending a notification to the rightful owner's Porsche Connect App.

Measuring lap times and analysing 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-engined 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 colour can be seen in the dial and the running seconds dial features the GT4 RS logo along with a chequered flag motif. The winding rotor is based on the design of the wheels and can be selected in a variety of colours 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 customised even further. The watch can be ordered at the vehicle purchaser's Porsche Centre after they have configured their car.

A more powerful customer sports racing car for the GT4 category

The new Porsche 718 Cayman GT4 RS Clubsport

The 718 Cayman GT4 RS Clubsport mid-engined sports racing car is the racing version of the 718 Cayman GT4 RS. Its 4.0-litre 368 kW (500 PS) flat-six engine has been adopted unchanged from the series production vehicle. The new entry-level club racer model is 55 kW (75 PS) more powerful than its predecessor, the 718 Cayman GT4 Clubsport. The improvement of the overall performance of the vehicle compared to its predecessor was the focus of development, alongside many other detailed modifications. The standard Porsche dual-clutch transmission (PDK) now features seven forward ratios instead of six. The gearbox ratios are also shorter than on the previous model. Depending on the track and regulations, the new 718 Cayman GT4 RS Clubsport is a good two per cent faster around a lap than the previous model. The homologated vehicle is ready to race from the factory and can be used in the various SRO GT racing series around the world without further modifications. The basic price is 196,000 euros (229,000 US dollars) plus country-specific VAT.

Increased performance

“We have taken into account the experience and customer wishes of recent years in this significant advancement of the Clubsport model,” says Michael Dreiser, Head of Sales at Porsche Motorsport. “The increased lap-time performance combined with the further improved driving quality will offer our customers a competitive product for worldwide use in the GT4 competitions over the next few years.” As early as 2016, Porsche offered a competitive racing car for this new customer sport format, with the 981-generation Cayman GT4 Clubsport. A total of 421 examples had been produced by 2018. In 2019, its successor made its debut, based on the 718 Cayman GT4. It has also developed into a remarkable success and approximately 500 examples have been produced so far. This high demand is also due to its comparatively low operating costs. The use of robust series production technology coupled with race-specific components significantly reduces costs for customer teams.

Racing cars for professionals and amateurs

The new 718 Cayman GT4 RS Clubsport continues this tradition and combines it with further improved competitiveness. The 368 kW (500 PS) six-cylinder 4.0-litre engine, borrowed from the current 911 GT3 Cup, exceeds the power of the previous model's 3.8-litre engine by almost 18 per cent. Thanks to the optimised side air intake, the engine's peak power now arrives at 8,300 rpm – 800 rpm higher than before. Meanwhile, the engine can rev all the way to 9,000 rpm. Maximum torque is now 465 Nm at 6,000 rpm instead of 425 Nm at 6,600 rpm. The effect of this is a much broader and more usable powerband. This makes it easier to get the most out of for professional and amateur drivers alike.

Extensive chassis options

The chassis modifications have also made the handling of the 718 Cayman GT4 RS Clubsport more approachable. The suspension has been fundamentally reworked in order to optimise response and improve body control. This was a major step towards improving overall vehicle performance and driving quality.

The new features include two-way dampers with an improved characteristics curve and adjustable blade-type anti-roll bars at the front and rear. Ride height, camber and tracking can also be adjusted. In addition, three different spring rates are available for the front and rear axles. Special NACA intakes in the bonnet are particularly efficient at ventilating the generously dimensioned racing braking system with its 380 mm steel brake discs. The Porsche Stability Management system (PSM) has been given a special racing design with a switch for traction control (TC), ABS and refined ESC tuning.

The well-controlled handling of the 718 Cayman GT4 RS Clubsport remains balanced even when cornering at high speeds thanks to more efficient aerodynamics. Front dive planes and an extended front spoiler lip increase downforce on the front axle. Meanwhile, 911 GT3 R-style wheelarch vents in the wings and special 'air curtains' calm the air turbulence around the front wheels, while the underbody trim optimises airflow to the functional diffuser at the rear. The swan-neck rear wing has a 20 mm Gurney flap and an adjustment range that has been extended by an extra two adjustment positions.

Body components made from sustainable natural fibre composite material

The first 718 Cayman GT4 Clubsport was the first series-produced racing car with body components made from sustainable natural fibre composite (NFC) material. The new GT4

RS Clubsport now uses even more of this material, including for its bonnet, wings, front aero detailing and new steering wheel, in addition to its doors and rear wing. The use of flax-based fibres as a possible alternative to carbon fibre composite materials can be tested on these components for potential future use in roadgoing series production cars. For more than 70 years, Porsche has been using motorsport as a test laboratory for technology, processes and materials that are later used in series production cars.

The equipment of the 718 Cayman GT4 RS Clubsport meets all the basic requirements for immediate racing use. This starts with the welded-in safety cell and the Recaro racing bucket seat (which can be adjusted fore and aft), and ranges from six-point seatbelts that comply with the forthcoming 2023 standard to safety nets, an inbuilt fire-extinguishing system and a three-piston air jack system. The new safety foam in the driver's door also complies with the international regulations of the SRO racing series. With a capacity of 115 litres, the FT3 safety tank is suitable for endurance racing. In addition, Porsche offers two different exhaust systems – allowing the GT4 RS Clubsport to race on tracks with stricter noise limits. Special pre-fittings on the vehicle, such as the holders for homologated additional headlights and appropriate openings in the front hood for quick refuelling, allow quick conversion to endurance racing at night.