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# Porsche 911 GT2 RS Clubsport

Press Kit

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**911 GT2 RS:** Combined fuel consumption: 11.8 l/100 km; Combined CO<sub>2</sub> emissions: 269 g/km

The consumption and CO<sub>2</sub> emission values were determined in accordance with the new Worldwide Harmonised Light Vehicle Test Procedure (WLTP). The NEDC values derived from this should continue to be specified for the time being. These values cannot be compared to the values determined in accordance with the NEDC measuring procedure used up to now.

Further information on the official fuel consumption and official, specific CO<sub>2</sub> emissions of new passenger cars is available in the "Guidelines on fuel consumption, CO<sub>2</sub> emissions and power consumption of new passenger cars" [Leitfaden über den Kraftstoffverbrauch, die CO<sub>2</sub>-Emissionen und den Stromverbrauch neuer Personenkraftwagen], which are available free of charge from all sales outlets and from Deutsche Automobil Treuhand GmbH (DAT).

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World Premier in Los Angeles

## **Porsche 911 GT2 RS Clubsport Brings 700 hp to the Starting Line-up**

Spectacular and almost ready for series production: the new Porsche 911 GT2 RS Clubsport has celebrated its world premiere at the Los Angeles Auto Show. The 515 kW (700 hp) racing version of the 911 GT2 RS road sports car is limited to a series of 200, and can only be used at Clubsport fixtures and selected motorsport events. "Our customers will not only be able to drive the GT2 RS Clubsport at track days, but also – over the next few years – at international racing events. We're currently having very productive conversations about this with race organiser SRO," comments Dr. Frank-Steffen Walliser, Head of Motorsport and GT Vehicles.

As is also the case with the 935 introduced nine weeks ago, the engineering in this race car from Weissach is based on the high-performance 911 GT2 RS sports car. Both share their drive systems with the road version: a highly advanced 3.8 flat-six engine with biturbo charging. The power of the rear engine is transferred to the 310 mm-wide rear wheels by means of a seven-speed dual-clutch transmission (PDK) with rigid suspension. In all racing versions of the 911, including this one, the driver uses easy-to-access rocker switches on the steering wheel for changing gear. The position of the engine behind the rear axle guarantees extraordinary traction and braking behaviour. On the front axle, six-piston aluminium monobloc racing brake callipers are combined with ventilated and slotted steel brake discs with a diameter of 390 mm, ensuring excellent deceleration values. Four-piston callipers and 380 mm discs are fitted on the rear axle.

Exactly as in the street-legal 911 GT2 RS, the lightweight 1,390 kg Clubsport version features Porsche Stability Management (PSM) including traction control, as well as an Anti-Blocking System (ABS). The driver assist systems can be separately adjusted or completely switched off depending on the respective driving situation, using a "map" switch on the central console.

In the 911 GT2 RS Clubsport, the carbon steering wheel with colour display as its backdrop are taken from the 911 GT3 R from the 2019 model year. A solid roll cage guarantees maximum safety, alongside the racing bucket seat and six-point belt; while an air conditioning system ensures optimum internal cooling.

The new Porsche 911 GT2 RS Clubsport is available to order at the price of €405,000 plus VAT at the appropriate country-specific rate. From May 2019, customers will receive their vehicles while there are also exclusive delivery events taking place.

## Technical data for the Porsche 911 GT2 RS Clubsport (type 991 II)

### The concept:

- Single-seat close-to-production racing vehicle, not street-legal
- The basis: Porsche 911 GT2 RS (991 II)

### Weight/dimensions:

- Weight: approx. 1,390 kg
- Length: 4,743 mm
- Width: 1,978 mm
- Total height: 1,359 mm
- Wheelbase: 2,457 mm

### Engine:

- Water-cooled aluminium flat-six biturbo engine positioned in the rear and rigid suspension; 3,800 cm<sup>3</sup>; stroke 77.5 mm; bore 102 mm; approx. 515 kW (700 hp)
- 4-valve engineering with Vario-Cam Plus camshaft adjustment and valve lift switch-off.
- Electronic engine management (Continental SDI 9)
- 100-cell metal catalytic converter in accordance with DMSB
- Muffler with twin tailpipe in central position

### Power transmission:

- 7-speed PDK gearbox with rigid suspension and short switching times
- Dual mass flywheel
- Internal pressurised oil lubrication with active oil cooling
- Racing-sport-optimised differential lock

## Bodywork:

- Lightweight chassis in an aluminium and steel composite design
- CFK motorsport spoiler
- Enlarged air inlets with integrated LED headlights in 4-point design
- CFK roof including removable escape hatch in accordance with FIA Art. 275a
- Lightweight CFK bonnet with quick fasteners
- Removable CFK boot lid with quick fasteners
- 115 litre FT3 safety fuel tank, filled through the front hood
- Welded-in safety cage
- Recaro racing seat with longitudinal adjustment and padding system in accordance with FIA Standard 8862/2009
- 6-point safety belt
- Three-piston air lift system
- Fire-extinguishing system with electronic release unit

## Chassis:

### Front axle:

McPherson strut; with adjustable height, camber and toe, stiffness-optimised forged control arm with high-performance spherical plain bearing, central wheel lock; 3-way racing shock absorbers, reinforced tie rod; electromechanical power steering with variable steering ratio; blade-type anti-roll bars

### Rear axle:

Multi-link rear suspension, adjustable in height, camber and toe; Stiffness-optimised forged control arm with high-performance spherical plain bearing, central wheel lock; 3-way racing shock absorbers, reinforced tie rod; blade-type anti-roll bars

## Brakes:

Braking system:

Two separate brake circuits for front and rear axle; adjustable via brake balance bar system.

Front axle:

Six-piston aluminium monobloc racing brake callipers with "Anti-Knock-Back" piston springs; steel brake discs, ventilated with a 390 mm diameter; racing brake linings; optimised brake air deflector

Rear axle:

Four-piston aluminium monobloc racing brake callipers with "Anti-Knock-Back" piston springs; steel brake discs, ventilated with a 380 mm diameter; racing brake linings; optimised brake air deflector

## Electrical system:

- Instrument cluster consisting of COSWORTH ICD with integrated data logger, sports chrono clock and boost pressure display in a heritage look
- Removable Porsche racing steering wheel with rocker switches
- Porsche Stability Management (PSM) with ABS, Traction Control and Electronic Stability Control, can be fully switched off
- Centre console with map switch for adjusting ABS, ESC, and TC and changing between preset tyre circumferences
- Porsche Track Precision Race App
- Integrated lap trigger
- Lightweight lithium-ion (Li-Fe-Po) battery, 60 Ah, leak-proof and positioned in the co-driver footwell
- Emergency shutdown switch, cockpit and windscreen frame, external on the left
- Tyre pressure monitoring system (RDK)
- Air-conditioning

### **Rims/tyres:**

Front axle:

One-piece forged light alloy rims

10.5J x 18 ET 28 with centre lock; Michelin transportation tyres 27/65-R18

Rear axle:

One-piece forged light alloy rims

12.5J x 18 ET 46 with centre lock; Michelin transportation tyres 31/71-R18

### **Colour:**

White, water-based paint

### **Vehicle price:**

€405,000 plus country-specific VAT. Delivery from June 2019.