

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 cm³; 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.