



PORSCHE



# The new 911 GT2 RS Clubsport

Second. To none.



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**Nobody is born a winner.  
But some are born to win.**

## **Concept.**

A duel? With pleasure, any time. Coming second? Never. The new 911 GT2 RS Clubsport is the most powerful, non-street legal, GT customer sports car we've ever built – a high-performance turnkey race car created for track day and Clubsport events on race tracks around the globe. In an exclusive limited edition of 200 units globally.

Its origins: speak volumes. Its basis: speaks for itself. The 911 GT2 RS Clubsport comes from Flacht. A place where motorsports legends are born and winning models are developed. It is an enhanced version of the 911 GT2 RS – the most powerful road-approved 911 to date – built for the race track.

Its performance: even more uncompromising. Its territory: the race track. And rightly so. Because for us, the new 911 GT2 RS Clubsport is proof that almost anything is possible. For its opponents, it is a genuine statement of intent. For its drivers, however, it is the ultimate kick on the race track. And one more thing: the question is not whether it can win, but by how much of an advantage.

911 GT2 RS: fuel consumption (in l/100km) urban 18.1 · extra urban 8.2 · combined 11.8;  
CO<sub>2</sub> emissions combined 269g/km



How do you top a superlative?

## Highlights.

The single most compelling feature of the new 911 GT2 RS Clubsport? Its perfect combination of impressive power coupled with elements of a thoroughbred race car. The 911 GT2 RS Clubsport is powered by a 515kW (700hp) 3.8-litre six-cylinder aluminium twin-turbo horizontally opposed engine, and can deliver absolute maximum performance at any time, thanks to its optimised intercooler with redesigned supply and return air feed, as well as its race-optimised water spray system. The shift time-optimised 7-speed Porsche Doppelkupplung (PDK) instantly transmits any pressure on the accelerator to the rear axle. The exhaust system, specially developed for the 911 GT2 RS Clubsport, features a 100-cell metal catalytic converter and perfectly complements the motorsport-optimised design.

The chassis was also designed specifically for the race track by our development engineers in Weissach. The separately adjustable compression and rebound stages of the three-way shock absorbers on the front and rear axle allow steering response, tyre grip and handling characteristics to be adapted to various track profiles. This not only ensures total precision on every circuit, but also maximum control when driving at the limits at the track.



# 911 GT2 RS CLUBSPORT



Focussing on the essentials: consistently lightweight bodywork thanks to the use of carbon-fibre reinforced plastic on the roof, front lid, front apron, doors, tail section and rear lid, as well as the elimination of any unnecessary weight in the interior. As is typical of motorsports.

Further aerodynamic improvements were tested in the wind tunnel, resulting in a larger rear wing and additional flics on the front apron. This ensures increased downforce and provides excellent stability during rapid load changes.

But we not only rely on maximum performance on the track. When it comes to safety, the 911 GT2 RS Clubsport is also prepared for any challenge.

To name some of its highlights provided ex works: integrated safety cage, removable roof section in the CFRP roof, extinguishing system, fore/aft adjustable Recaro racing seat with customisable padding system, six-point racing safety harness, 115-litre FT3 safety fuel cell, as well as front and rear towing loops. All in strict compliance with the latest FIA safety regulations.

And its opponents? A brief glance is enough for them to know where they stand. Whether the visually impressive front lid, improved aerodynamics thanks to the additional front flics and larger rear wing, or the ergonomic racing steering wheel – the new 911 GT2 RS Clubsport conveys the will to win from every angle.

## Technical data.

### Concept

- Single-seat, production-based race car with optional passenger seat, not homologated, not road approved
- Based on: Porsche 911 GT2 RS (991.2)

### Engine

- Aluminum six-cylinder rear-mounted twin-turbo horizontally opposed engine, rigid mounting
- 3,800cc stroke 77.5mm bore 102mm
- Max. power: 515kW (700hp) at 7,000rpm
- Max. rpm: 7,200
- Max. torque: 750Nm at 2,500–4,500rpm
- Compression ratio: 9.0:1
- Water cooling circuit with thermal management for engine and gearbox
- Adjustable camshaft phasing and variable valve timing VarioCam Plus
- Fuel quality: minimum 98 octane, unleaded
- Electronic engine management (Continental SDI 9)
- Race exhaust system with 100-cell metal catalytic converter complying with DMSB specifications
- Rear silencer with centered exhaust pipe
- Race-optimised intake air cooling concept
- Race-optimised water spray on system with larger container (20l) in the interior with outside filling

### Transmission

- Rear-wheel drive
- Rigidly mounted performance-based 7-speed PDK-gearbox (DCT, dual clutch transmission) with short, succinct gearshifts
- Dual-mass flywheel
- Internal pressure-oil lubrication with active oil cooling
- Mechanical differential lock optimised for motorsports

### Bodywork

- Lightweight bodywork with intelligent aluminum-steel composite construction incl. weight-reducing improvements
- Fully integrated roll cage complying with FIA Homologation Regulations for safety cages
- Front carbon fibre underbody for improved aerodynamics and stability at high speed
- Carbon fibre front lid with air catches and mid cooler for improved thermal management
- Carbon fibre rear lid with quick release fasteners
- Carbon fibre rear wing with side plates fixed in body structure
- Carbon fibre rear section with enlarged air intakes for charge-air cooling
- Further lightweight optimisation in comparison to road-approved car by using carbon fibre attachment parts
- Carbon fibre roof with roof hatch complying with FIA Art. 277
- Recaro race seat with longitudinal adjustment and padding system for adaption to individual driver (complying FIA Standard 8862/2009 – latest FIA requirements)
- On-board three-piston air jack

### Suspension

#### Front axle:

- MacPherson suspension strut
- Forged suspension links:
  - Optimised stiffness
  - Double shear mounting
  - High-performance spherical bearings
- Wheel hubs with central locking device
- Motorsports three-way shock absorbers, adjustable ride height (rebound/compression characteristics fixed)
- Electrohydraulic power steering with variable steering ratio and steering impulse
- Adjustable sword-type anti-roll bar

#### Rear axle:

- Multilink rear suspension
- Forged suspension links:
  - Optimised stiffness
  - Double shear mounting
  - High-performance spherical bearings
- Wheel hubs with central locking device
- Motorsports three-way shock absorbers, adjustable ride height (rebound/compression characteristics fixed)
- Adjustable sword-type anti-roll bar

## Technical data.

### Brake System

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- Two independent brake circuits with brake pressure sensors for front and rear axle, adjustable by the driver via brake balance system

#### Front axle:

- Aluminum, monobloc six-piston racing calipers with 'Anti knock off' piston springs
- Multi-piece steel 390mm brake discs, internally vented and slotted
- Motorsports brake pads
- Optimised brake cooling duct layout

#### Rear axle:

- Aluminum, monobloc four-piston racing calipers with 'Anti knock off' piston springs
- Multi-piece steel 380mm brake discs, internally vented and slotted
- Motorsports brake pads
- Optimised brake cooling duct layout

### Electrics

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- Cosworth® color display ICD with integrated data logger
- Extended fault diagnosis via PIWIS Motorsports tester
- Porsche Track Precision race app with gateway
- Integrated lap trigger
- Electronic throttle
- Lightweight (LiFePo) battery, 60Ah, leakproof positioned in passenger footwell
- Emergency switch in cockpit and exterior emergency switch at lower left of windscreen frame
- Lightning system:
  - Bi-Xenon headlights
  - LED taillights
  - FIA rain lights
- Electronic dynamic stability system PSM (Porsche Stability Management) with ABS, traction control and electronic stability control to switch off separately
- Tyre Pressure Monitoring System (TPMS)
- Fire extinguishing system (extinguishing agent: gas)
- Air conditioning
- Electronic exterior mirror adjustment
- Multi-function quick-release steering wheel featuring integrated pit speed limiter and shift paddles
- Motorsports centre console with map switch for adjustment of ABS, ESC, TC

### Weight/Dimensions

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- Total weight: approx. 1,390kg
- Total length: 4,743mm
- Total width: 1,978mm
- Total height: 1,359mm
- Wheelbase: 2,457mm

### Rims/Tyres

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#### Front axle:

- One-piece forged alloy rims in new BBS design, 10.5J x 18, offset 28mm, central locking device
- Delivery with treaded Michelin transportation tyres, dimensions: 27/65-18
- Michelin slick/rain tyres, dimensions: 27/65-18

#### Rear axle:

- One-piece forged alloy rims, 12.5J x 18, offset 53mm, central locking device
- Delivery with treaded Michelin transportation tyres, dimensions: 31/71-18
- Michelin slick/rain tyres, dimensions: 31/71-18

### Colour

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- Water-based paint
- Exterior: white C9A
- Interior: white filler coat, without lacquer

### Price

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- EUR 405,000.00 (excluding VAT, ex works)

### Limitation

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- 200 cars

## Delivery

From May 2019

## Available for ordering

Immediately

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