The new 911 GT2 RS Clubsport

Second. To none.
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, 911 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 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.

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911 GT2 RS: fuel consumption (in l/100km) urban 18.1 · extra urban 8.2 · combined 11.8; CO₂ emissions combined 269g/km.
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 of the track.

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 Doppelkupplungsgetriebe (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 catalytic converter and perfectly complements the motorsport-optimised design.
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.

Focussing on the essentials: consistently lightweight bodywork thanks to the use of carbon-fibre-reinforced plastic on the roof, front lid, front apron, door, 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.
Transmission

- Rear-wheel drive
- Rigidly-mounted performance-based 7-speed PDK gearbox (DCT, dual clutch transmission) with short, succinct gearshifts
- Dual-mode (hybrid)
- Mechanical differential lock optimised for motorsports

Bodywork

- Lightweight bodywork with intelligent aluminium-silicate 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 rear wing with enlarged air intakes for charge-air cooling
- Further lightweight optimisation in comparison to road-approved car by using carbon fibre attachment parts
- Lightweight bodywork with intelligent aluminum bodywork
- Optimised water spray system with larger container (20l) in the optimised intake air cooling concept
- Aluminium six-cylinder rear-mounted twin-turbo horizontally opposed engine, rigid mounting
- 3-050: stroke 7.75mm bore 103mm
- Max. power: 515kW (700hp) at 7,000rpm
- Max. torque: 750Nm at 2,500-4,500rpm
- Compression ratio: 9.0:1
- Water cooling circuit with thermal management for engine and gearbox
- Electronic engine management (Continental SDI 9)
- Ear silencer with centered exhaust pipe
- Lightweight bodywork with intelligent aluminium-silicate 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 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 adaptation to individual driver (complying FIA Standard 8863-2009 – latest FIA requirements)
- On-board air pump
- Safety and comfort:
  - FIA-certified heating loops at the front and rear
  - Modified GT2 RS-Cockpit:
    - Motorsports centre console with expanded functionality and optimised usability
    - Crash-protected, lightweight rearview and optimised F1-inspired position
    - Control panel, Alcantara covered
  - Six-point safety harnesses
  - 130 litre FIA safety fuel cell with ‘Fuel Cut Off’ safety valve according to FIA regulations and filling through front lid, optional rapid fueling
  - Optional SHD bundle (waving extensions, fast-fill refueling system, flics cover complying with SHD requirements)

Suspension

- Front axle:
  - MacPherson suspension strut
  - Forged suspension links:
    - Optimised stiffnesses
    - Double chassis 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 award-type anti-roll bar
- Rear axle:
  - Multilink rear suspension
  - Forged suspension links:
    - Optimised stiffnesses
    - Double chassis mounting
    - High-performance spherical bearings
  - Wheel hubs with central locking device
  - Motorsports three-way shock absorbers, adjustable ride height (rebound/compression characteristics fixed)
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Engine

- Aluminium six-cylinder rear-mounted twin-turbo horizontally opposed engine, rigid mounting
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- 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
- Ear silencer with centered exhaust pipe
- Lightweight bodywork with intelligent aluminium-silicate 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 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
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Suspension

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  - 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 award-type anti-roll bar

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

Concept

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

**Brake System**
- 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
- Optimized 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
- Optimized brake cooling duct layout

**Electrics**
- Continental® color display (CD) with integrated data logger
- Extended fault diagnosis via PWS 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
- Lighting system:
  - Bi-xenon headlights
  - LED tailights
  - Fisk rear 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**
- Total weight: approx. 1,970kg
- Total length: 4,743mm
- Total width: 1,978mm
- Total height: 1,359mm
- Wheelbase: 2,457mm

**Rims/Tyres**
- **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**
- Water-based paint
- Exterior: white C9A
- Interior: white filler coat, without lacquer

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

**Limitation**
- 200 cars
Delivery

From May 2019

Available for ordering

Immediately

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