PERFECTLY ADDICTING

The new 718 Cayman GT4 Clubsport
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»You hop into the car, get the tires warm, turn into a corner and you’re like: Holy crap. I can’t believe it can do that.«

CJ Wilson
baseball star and race driver
CURIOSITY

/curiosity/
Noun
A strong desire to know or learn something, to explore matters and domains

"IT’S ALWAYS LOOKED LIKE A COOL CAR, BUT NOW IT’S STARTED TO EVOLVE INTO A PROPER RACING CAR."
»IT'S SIMPLY BEGGING FOR YOUR FULL ATTENTION.«

Curiosity – the fascination was always there - the US baseball star, CJ Wilson, has been passionate about Porsche and motorsport since childhood. His biggest dream is to compete in the world’s toughest race, the 24h of Le Mans. On a professional level, with record times. As a successful Major League Baseball pitcher for many years, Wilson knows he will have to work hard to achieve this. So he already has his own race team in the US, the CJ Wilson Racing Team.
»ALL YOU NEED IS SOMEONE TO CHANGE THE TIRES. YOU CAN EVEN DO IT YOURSELF.«
»A PORSCHE ALWAYS DEMANDS THAT YOU DRIVE A BIT FASTER, BRAKE A BIT LATER AND STEER A BIT HARDER.«
»IT’S IMPOSSIBLE NOT TO BE CURIOUS.«
CRAVING

/Craving/
Noun
A longing or craving for something that brings satisfaction or enjoyment, an expressed wish, something desired

»THE NEW GT4 CLUBSPORT PROVIDES THIS ASSURANCE: I CAN’T WAIT TO TEST IT OUT.«
With security safeguarding the area, and confiscating mobile phones with cameras, only then can the new 718 Cayman GT4 Clubsport, still wrapped in black camouflage cover, be rolled off the transporter and prepared. The privacy cover comes off, and the oil and tire pressure of the treadless slicks are checked before a Porsche engineer from Weissach starts the race car in the conventional manner, using a key to the left of the steering wheel – just like any other Porsche street car. CJ Wilson gets ready, puts on his helmet and gloves and expertly squeezes himself into the narrow motorsport seat. Buckled up, a couple of final instructions from a mechanic, then the first roll-out: system check. Back to the pit lane. Everything’s running smoothly. CJ Wilson is cleared to complete five laps. After eight laps, he returns to the pits. With a huge grin on his face ...

"YOU TURN ON THE KEY AND YOU GO.""You roll it off the transporter, fit the tires and simply drive away, no matter if you’re competing at a track day or in a race."
What is especially difficult to keep to yourself?

What sets the new GT4 Clubsport apart?

CJ:
The GT4 Clubsport isn’t the most powerful race car in the world. But, that was never the aim. It is very powerful and I think its greatest strength is that it ideally contributes to what’s important to its customer motorsport. Those who buy a GT4 Clubsport want to complete ambitious laps on the race track, and the car is perfect for that. It can gain plenty of race track experience within a very short time, because the car doesn’t overwhelm me – since it is so like the series production version, yet compatible with motosport. It makes it so much easier to quickly compete on the race track than would be the case with a more complex race car, for which I may need a team of mechanics just to start the engine. With the GT4 Clubsport, I climb in, turn the key and drive off. –

“JUST DRIVE OFF AND SEE WHAT HAPPENS.”
“This car is awesome! I’m delighted. I only returned to the pit because the tank was nearly empty.”
"The GT4 Clubsport gives me confidence because I know it’s a car developed and built by Porsche."
ADDICTION

/Addiction/
1) the state of relying on or being tied to someone or something
2) physical addiction to or reliance on drink, drugs, etc.

»THE CAR HAS GREAT ADDICTION POTENTIAL.«
A RACE CAR: WITH A MID-ENGINE. THE PORSCHE 718 CAYMAN GT4 CLUBSPORT. CLIMB IN.
BUCKLE UP. DRIVE OFF. THE GT4 DELEGATES DRIVING CONDITIONS WITHOUT ANY FILTERS LIKE
NO OTHER CONCEPT, DEMANDING THE RADICAL SYNAPSES AND NEURAL PATHWAYS ARISING
FROM ADDICTION* TO DRIVING PLEASURE. ALWAYS IN A PLAYFUL MANNER. SIMPLY.
SO THAT YOU’LL NEVER WANT TO CLIMB OUT.

THE GT4 Clubsport is built for people seeking a piece
of self-defined freedom. People who've had enough of
etiquette, conventions and conformation. People seeking
a challenge. Both in their career and on the race track,
whose aims take them in a different direction.

The new Porsche 718 Cayman GT4 Clubsport shares this
aim. It is a genuine “race ready car”. You simply need to
lave your GT4 Clubsport to the race track. Drink in, buckle
up, start the engine and drive off.温up the tires and
brakes and start the stopwatch. As a mid-engined race car,
the vehicle virtually flies round the bends: brakes, steers,
overtakes and accelerates all in one fluid motion. A race

*By definition, addiction colloquially means: the medical craving,
the unavoidable desire for a certain experience. The power of reason is
secondary to this desire.

The centre of gravity of this extreme Cayman is in the
middle of the car, as close to the driver as possible. A six-
cylinder mid-mounted boxer engine between the axles
ensures a great deal of agility creating a direct connection
between your nerve endings and the drivetrain, chassis
and steering. 

FROM RACE TRACK TO SERIES PRODUCTION, FROM SERIES PRODUCTION TO RACE TRACK.
ADDICTION – WEIGHT / DIMENSIONS

- Total weight: 1.320 kg
- Total length: 4,456 mm
- Total width: 1,778 mm
- Total height: 1,238 mm
- Wheelbase: 2,456 mm

COLOR

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

CONCEPT

- Single seat, production-based race car, not street legal

»THIS CAR IS THERE FOR YOU. IT’S FITTED WITH THE NECESSARY SYSTEMS. IT HAS TRACTION CONTROL, ...«

RIMS / TIRES

FRONT AXLE

- One piece forged lightweight alloy rim, 9J x 18, offset 28 mm, 5 bolt mounting
- Exterior: 100% slick / rain tires, dimensions: 25/64-18

REAR AXLE

- One piece forged alloy rim, 10,5J x 18,5, offset 53 mm, 5 bolt mounting
- Exterior: 100% slick / rain tires, dimensions: 27/68-18

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- Michelin slick rain tires, dimensions: 27/68-18
ADDICTION –  REAR AXLE
_ MacPherson suspension strut, adjustable for ride height, camber and toe
_ Forged suspension links:
  _ Optimized stiffness
  _ Double shear mounting
  _ High-performance spherical bearings
  _ 5 bolt wheel hubs
_ Motorsport three-way shock absorbers, adjustable rebound and compression characteristics (»Competition«)
_ Racing shock absorbers, non-adjustable (»Trackday«)
_ Adjustable sword-type anti-roll bar

FRONT AXLE
_ MacPherson suspension strut, adjustable for ride height, camber and toe
_ Forged suspension links:
  _ Optimized stiffness
  _ Double shear mounting
  _ High-performance spherical bearings
  _ 5 bolt wheel hubs
_ Motorsport three-way shock absorbers, independently adjustable in rebound and compression characteristics (»Competition«)
_ Racing shock absorbers, non-adjustable (»Trackday«)
_ Electrohydraulic power steering with variable steering ratio and steering impulse
_ 3-hole anti-roll bar

»... I CAN SET THE ABS, ESC AND MANY OTHER SYSTEMS. I CAN REALLY GET INVOLVED ...«
ADDITION –

ENGINE
- Aluminium six-cylinder mid-mounted boxer engine, rigid mounting
- 3,800 cc, stroke 77.5 mm, bore 102 mm
- Max. power: 313 kW (425 hp) at 7,500 rpm
- Max. rpm: 7,800 rpm
- Max. torque: 425 Nm at 6,600 rpm
- Compression ratio: 12.5 : 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)
- Integrated dry-sump lubrication
- 100-cell metal catalytic converter complying with DMSB specifications

TRANSMISSION
- Rear wheel drive
- Rigidly mounted performance-based 6-speed PDK gearbox
- Dual mass flywheel
- Internal pressure oil lubrication with active oil cooling
- Mechanical differential lock optimized for motorsports

»... AND GRADUALLY ACCELERATE THE PROCESS OF GETTING TO KNOW THE CAR.«
BODYWORK
Lightweight bodywork with intelligent aluminum-steel composite sandwich
Fully integrated all-steel crash-compliant with FIA homologation
Regulations for safety cages
Front bonnet with quick release fasteners
Rear deck with quick release fasteners
Natural fiber attachment parts
Front wing with quick release mountings including side blades and integrated carbon fiber rear view mirror
Driver and passenger door
Roof hatch complying FIA Art. 275a
Recaro race seat with longitudinal adjustment and padding system
(complying FIA Standard 8862/2009 - newest FIA requirements)
Built-in air jack system (three jacks) ("Competition")
Pre-installed mounting points for built-in air jack system (three jacks) ("Trackday")
Safety net mountings
FIA certified towing loops at the front and rear
Modified Cayman GT4-Cockpit:
Motorsport center console with expanded functionality and optimized usability
Crash, protected, lightweight battery and optimized ECU position
Six-point safety harness
115 liters FT3 safety fuel cell with "Fuel Cut Off" safety valve according to FIA regulations ("Competition")
80 liters FT3 safety fuel cell with "Fuel Cut Off" safety valve according to FIA regulations ("Trackday")
Emergency switch in cockpit and exterior emergency switch at lower left of windscreen frame
Lightning system:
Bi-Xenon headlamps
LED rear lighting system
FIA rain light system
Electronic dynamic stability system PSM (Porsche Stability Management) with ABS, traction control and electronic stability control to switch-off separately
Tire pressure monitoring system (TPMS)
Fire extinguishing system (extinguishing agent; gas) complying latest FIA requirements ("Competition")
Handheld fire extinguisher ("Trackday")
Air conditioning
Electronic outside mirror adjustment
Motorsport multifunctional carbon fiber steering wheel with Pit-speed and quick decoupling ("Competition")
Motorsport multifunctional steering wheel without Pit-speed ("Trackday")
Motorsport center console with map switch for adjustment of ABS, ESC, TC and change between preadjusted tire circumferences

ELECTRICS
COSWORTH color display ICE with integrated data logger
Integrated brake display in REVORS Multi-express system
Porsche Track Precision race app with gateway
integrating lap trigger via GPS signal
Electronic limited slip differential
Lightweight (LiFePo-) battery, 60 Ah, leakproof positioned in passenger footwell ("Competition")
Battery 12V, 70 Ah (AGM), leakproof positioned in passenger footwell ("Trackday")
Diagnostics
Extended fault diagnose via PIWIS-Motorsport tester
Porsche Track Precision race app with gateway
integrating lap trigger via GPS signal
Lightweight brake calipers
Aluminum, mono-bloc four-piston racing calipers with 'Anti knock off' piston springs
Multi-piece steel 380 mm brake discs, internally vented and slotted
Motorsport brake pads
Rear balance system with balance beam system ("Competition")
Rear balance ("Trackday")
Front axle
"Competition" version: full adjustable suspension including with shock absorbers and optimised functionality
"Trackday" version: with shock absorbers and optimised functionality
Electronic brake balance system with balance beam system ("Competition")
Brake booster ("Trackday")
"Competition" version:
Aluminum, mono-bloc six-piston racing calipers with 'Anti knock off' piston springs
Multi-piece steel 380 mm brake discs, internally vented and slotted
Motorsport brake pads
Brake balance system with balance beam system ("Competition")
Brake booster ("Trackday")
"Trackday" version:
Aluminum, mono-bloc four-piston racing calipers with 'Anti knock off' piston springs
Multi-piece steel 380 mm brake discs, internally vented and slotted
Motorsport brake pads
Brake balance system with balance beam system ("Competition")
Brake booster ("Trackday")
DELIVERY
Starting February 2019
ORDERS
Starting now (world premiere 03.01.2019)
»I can gain plenty of experience within a very short time because the car doesn’t overwhelm me – since it is so like the series-production version, yet compatible with motorsport.«

CJ Wilson
baseball star and race driver
IMPRESSIONS

ADDICTION –
PERFECTLY ADDICTING

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