

PORSCHE

PERFECTLY ADDICTING

The new 718 Cayman GT4 Clubsport



The new 718 Cayman GT4 **Clubsport**

»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.«



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 train 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.«



»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.«

CJ WILSON WAS ALLOWED TO DRIVE THE NEW PORSCHE 718 CAYMAN GT4 CLUBSPORT SIX MONTHS BEFORE THE LAUNCH. STRICTLY CONFIDENTIALLY, IN THE MIDDLE OF THE CALIFORNIAN DESERT.

September 2018, Willow Springs Raceway, California, USA. 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 ...

Eight straight laps instead of five. Satisfied?
CJ: Satisfied? This car is awesome! I'm delighted. I only returned to the pit because the tank was nearly empty. The mechanics only gave me a few liters of fuel; they probably wanted to play it safe. *(laughs)*.

So, you could really get addicted to the new GT4 Clubsport?
CJ: Absolutely. I think the biggest plus point is that the GT4 Clubsport is a genuine race car. You can prepare a road car for the race track and have some fun with it. But, when it comes to driving a timed lap, you quickly find yourself in an environment where many others are also racing against the clock, and then the car comes into play. You need a car that is safe, that you can truly rely on and that gives you a certain amount of leeway to push your boundaries. The GT4 Clubsport has the complete package, i.e.: roll cage, safety cell, racing bucket seat and motorsport harness system. Everything you need to push yourself to the limit on the world's best race tracks. And, everything from Porsche, with its decades of motorsport experience.

After a few laps, would you say that the GT4 Clubsport makes it easy for you to trust it?
CJ: There's always a degree of initial caution when you drive a new car for the first time. The best race drivers are always one step ahead of their cars. So they know what's going to happen next. But, to achieve this, you have to spend a lot of time with a car and really understand it. You have to get to the point where you can take a bend virtually blind, because you have to know exactly what you have to do in order for the car to do what you want. Of course this takes time and

»YOU TURN ON THE KEY AND YOU GO.«

practice, but when you get to that point, it feels right. I think the GT4 Clubsport makes it very easy to develop this kind of relationship. But as I said, it takes time. And generally speaking, the level of a Porsche is always very high, but, for it to be really fast, you also have to do your best as a driver.

To be specific: how does the new GT4 Clubsport feel?
CJ: There are clear differences from its predecessor and you instantly notice these. The car is extremely well-balanced and feedback is reliably high. The GT4 Clubsport talks to you, giving you plenty of warning when it reaches its limit. For me as a driver, this means that I can always push its boundaries with a clear conscience. You develop this self-confidence and awareness very quickly in the GT4 Clubsport. And then there's the steering! I think that's one of the major enhancements. You climb in, prepare yourself, warm up the tires and brakes and then steer into the first bend and think: wow, I can't believe this is possible!

What does it mean to you to be one of the first people to drive the car in utmost secrecy?
CJ: Of course, this is something very special, something highly secretive. Almost like Christmas, reinforced by the fact that we had to remove the camouflage from the car. It's impossible not to be excited. Being part of this development of a new Porsche is something very special for me. Of course you instantly have lots of questions, but at the same time you want to ask the right questions. And you also know that I can't say too much about it and will have to keep much of what I know to myself for a while.



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 it: customer motorsport. Those who buy a GT4 Clubsport want to complete ambitious laps on the race track, and the car is perfect for this. I 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 motorsport. 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.«

FROM RACE TRACK TO SERIES PRODUCTION, FROM SERIES PRODUCTION TO RACE TRACK.

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.

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

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, where even as beginners they aim to win.

The new Porsche 718 Cayman GT4 Clubsport shares this aim. It is a genuine "turnkey race car". You simply need to take your GT4 Clubsport to the race track. Climb in, buckle up, start the engine and drive off. Warm 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 car with the spirit of the carefree early days of motorsport,

when the heroes still drove their road cars to the circuit, quickly changed the tires, won the race and returned home with the trophy. Its DNA is founded on the pioneering spirit and skill of engineers whose every facet embodies intelligent performance and who are driven by the dream of Ferry Porsche: to build a sports car that also competes on the race track.

The assistance systems, such as race track-optimized ABS and traction control, also take care of this. The GT4 Clubsport adapts to your requirements, whether novice or ambitious amateur, track day with friends or a race in the GT4 racing series. Everything is even more focused on the needs of the person sitting behind the wheel, with a cockpit that is uncompromisingly minimalist and tailored to the driver's needs. The six-point harness belt is chained to

CLIMB IN, BUCKLE UP AND DRIVE OFF.

a narrow bucket seat bolted directly onto the bare metal. The small, anti-slip steering wheel is the only means of external communication, with carbon fiber rockers for accurate gear selection. The driver is professionally protected by a military roll cage. Everything about the GT4 Clubsport exudes pure motor racing. Yet the running costs are within manageable limits, as there was no need to modify the engine and transmission of the standard car for motorsport deployment. The center 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. Excuses? None.

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



CONCEPT

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

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

RIMS / TIRES

FRONT AXLE

_ One piece forged lightweight alloy rims,
9J x 18, offset 28 mm, 5 bolt mounting
_ Delivery with treaded Michelin transportation tires,
dimensions: 25/64-18
_ Michelin slick/rain tires, dimensions: 25/64-18

REAR AXLE

_ One piece forged alloy rims, 10,5J x 18,5,
offset 53 mm, 5 bolt mounting
_ Delivery with treaded Michelin transportation tires,
dimensions: 27/68-18
_ Michelin slick/rain tires, dimensions: 27/68-18

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



SUSPENSION

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

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

»... AND GRADUALLY ACCELERATE THE PROCESS OF GETTING TO KNOW THE CAR.«



ENGINE

- _ Aluminum six-cylinder mid-mounted boxer engine, rigid mounting
- _ 3,800 cc; stroke 77.5 mm; bore 102 mm
- _ Max. power: 313 kW (425hp) 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 (DCT, dual clutch transmission)
- _ Dual mass flywheel
- _ Internal pressure-oil lubrication with active oil cooling
- _ Mechanical differential lock optimized for motorsports



BODYWORK

- _ Lightweight bodywork with intelligent aluminum-steel composite construction
- _ Fully integrated roll-cage complying with FIA Homologation Regulations for safety cages
- _ Front bonnet with quick release fasteners
- _ Rear deck with quick release fasteners
- _ Natural fiber attachment parts
 - _ Fixed rear wing with »swan neck« mounts including side blades and integrated carbon fiber gurney flap
 - _ Driver and passenger door
- _ Roof hatch complying FIA Art. 275a
- _ Recaro race seat with longitudinal adjustment and padding system for adaption to individual driver (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«)

BRAKE SYSTEM

FRONT AXLE

- _ 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«)

REAR AXLE

- _ 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«)

ELECTRICS

- _ COSWORTH color display ICD with integrated data logger
- _ Extended fault diagnose via PIWIS-Motorsport tester
- _ Porsche Track Precision race app with gateway
- _ Integrated lap trigger via GPS signal
- _ Electronic throttle
- _ Lightweight (LiFePo-) battery, 60 Ah, leakproof positioned in passenger footwell ("Competition")
- _ Battery 12V, 70 Ah (AGM), leakproof positioned in passenger footwell (»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 with Pit-speed (»Trackday«)
- _ Motorsport center console with map switch for adjustment of ABS, ESC, TC and change between preadjusted tire circumferences

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





IMPRINT

PUBLISHER

Dr. Ing. h. c. F. Porsche AG
Porscheplatz 1
70435 Stuttgart

CONCEPT & REALISATION

ramp.space
Publishing House / Communications Agency
All Things Brand.
www.ramp.space

CREATIVE DIRECTION

Michael Köckritz

ART DIRECTION

Simone Leitenberger

PHOTOS

@ Lisa Linke
@ Matthias Mederer

CONTENT & TEXT

Matthias Mederer

PRINTING

Pfitzer / Designpress, Renningen

All right reserved.
Respect copyrights, encourage creativity.

PORSCHE