

Auto show debut for the Porsche 718 Cayman GT4 Clubsport at the 2019 CIAS

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14/02/2019 Premiere for the race car on the show circuit as well as a Canadian unveiling of the Panamera GTS in Toronto

Today, Porsche Cars Canada, Ltd. unveiled two models as national premieres at the Canadian International Auto Show in Toronto: the Panamera GTS and the 718 Cayman GT4 Clubsport. The latter is making its appearance at an auto show for the very first time since its world announcement last month.

New 718 Cayman GT4 Clubsport

Three years after the premiere of the first Cayman GT4 Clubsport, Porsche now unveils its successor: The new 718 Cayman GT4 Clubsport represents a further development of the successful model from Weissach. For the first time, the near-standard mid-engine racer comes in two versions from the factory. A ☒Trackday" model for ambitious amateur racing drivers and a ☒Competition" variant for national and international motor racing.

In developing the new 718 Cayman GT4 Clubsport, the focus was put not only on further improved driveability and faster lap times, but also on the sustainable use of raw materials. It is the first-ever production race car to feature body parts made of natural-fibre composite material. The doors and the rear wing are made of an organic fibre mix, which are sourced primarily from agricultural by-products such as flax or hemp fibres and feature similar properties to carbon fibre in terms of weight and stiffness.

Powering the 718 GT4 Clubsport is a 3.8-litre flat-six engine producing 425 hp. Compared to its predecessor, this represents a 40-hp increase. The power is transferred to the rear wheels via a Porsche dual-clutch gearbox with six gears and mechanical rear axle differential lock. The lightweight spring-strut front suspension is taken from its big brother, the 911 GT3 Cup. The racing brake system features steel brake discs all round measuring 380-millimetres in diameter. Tipping the scales at 1,320 kilograms, the 718 Cayman GT4 Clubsport, built from the factory with a welded-in safety cage, a racing bucket seat as well as a six-point harness, is a real lightweight.

The ☒Trackday" version is aimed at amateur drivers who want to take part in private track and clubsport events without major effort and outlay. The vehicle features a fixed shock absorber set-up. The ABS, ESC, and traction control assistance systems ensure forgiving handling at the limit and can be deactivated. Also standard are the air-conditioning system, a rescue hatch in the roof, a handheld fire extinguisher, and an 80-litre FT3 safety fuel cell. The non-road-homologated vehicle can be serviced at all Porsche Centres.

The ☒Competition" model features a raft of details relevant for racing. The shock absorbers can be adjusted in three stages. The safety fuel tank with a capacity of 115 litres is suitable for long-distance events. Thanks to a brake balance system, the balance bias can be infinitely adjusted be-tween the front and rear axle. An integrated air jack system guarantees fast pit stops. The quick-release racing steering wheel adopted from the 911 GT3 R ensures a range of adjustment options for the individual needs of the drivers. An automatic fire extinguishing system adds another safety feature for the racetrack.

Trackday model pricing begins at $216,500 while the Competition package, which will be competing in the GT3 Cup Challenge Canada series, is available from $242,000. Variants of the model will be sold by Porsche Motorsport North America, based out of Carson, California.

2019 Panamera GTS

At the heart the new Panamera GTS models is a four-litre V8 engine with 453 hp of output and maximum torque of 457 pound feet of torque, cultivating an emotional sound and driving experience

with the standard sports exhaust system. The twin-turbo engine outperforms its predecessor by 13 horsepower and 73 pound feet of torque, accelerating the Panamera GTS and Panamera GTS Sport Turismo from 0 to 100 km/h in 4.1 seconds with the standard Sport Chrono package. Now available in both the Panamera and Panamera Sport Turismo, the models achieve a top speed of 292 and 289 km/h respectively. The power is transmitted to the Porsche Traction Management all-wheel drive system by the eight-speed PDK dual clutch gearbox.

Designed to reflect the sporting prowess of the Panamera GTS models, the chassis systems are impressively dynamic. The adaptive air suspension with three-chamber technology is fitted as standard, which results in flexible control and optimum spring rate spread. The sports chassis in the two GTS models has been lowered by 10 millimetres, while the Porsche Active Suspension Management (PASM) function has been adapted for an even sportier calibration. The result? Outstanding lateral dynamics. Large brakes (390 millimetres in diameter at the front, 365 millimetres at the rear) deliver outstanding deceleration.
The GTS models offer all the same innovations as the second-generation Panamera range. These include the digital Porsche Advanced Cockpit, assist systems such as Porsche InnoDrive including adaptive cruise control, and optional rear-axle steering. The GTS also features one highlight that is new to the Panamera range – the head-up display.

Pricing for the Panamera GTS begins at $146,200; the Panamera GTS Sport Turismo is available from $153,300. Both are slated to arrive in Canada in mid-2019.

Porsche Cars Canada, Ltd., a dedicated subsidiary of Porsche AG, imports and distributes Porsche vehicles in Canada. The company employs a team of more than 50 in sales, aftersales, finance, marketing, network development, and public relations. In 2018, Porsche sold an unprecedented 8,904 units in Canada, up 7.9% over the prior year.

MEDIA ENQUIRIES



Patrick Saint-Pierre

Director Public Relations Porsche Cars Canada, Ltd.
+1 (647) 531 2992
patrick.saint-pierre@porsche.ca



Tina McMullan

Spokesperson Porsche Cars Canada, Ltd.
+1 (647) 393 2264
tina.mcmullan@porsche.ca

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