



Porsche Club

Western Australia



Porsche Passion

March 2022



Same roads with a new vision

A new start

The PCWA Committee of 2022 welcomes you to the new look monthly eMagazine.

We're committed to keeping you up to date with all club news, planned events and the odd article to help sustain your Porsche passion.

a word from the president

Hi fellow PCWA members, I am privileged to be your club president for 2022.

I only hope I can aid the committee and club members in a way equal to the great job our previous committee and president delivered last year.

About me

I started my love affair with Porsche when as a young teenager whilst working after school in the family petrol station next door to Bernie's hamburgers, which was also next door to the original Chellingworth Motors on Mounts Bay Road, Perth.

After picking up a wheels magazine and reading about a guy who drove his white 911 around some of the most beautiful roads in Europe and I said to myself, that's my dream. Since then I have had many different Porsche models totalling 23 cars.

The car I've kept the longest is my daily drive, a 1998 996. This car has been a great deal of fun and I still love driving it around Perth and beyond.

Andrew McDonald



...and the Vice President

Welcome to the first edition of our new look PCWA eMagazine - "Porsche Passion". We hope to provide you all with interesting content and keep you updated in all club matters as well as general Porsche news.

Our intent is to publish 10 editions per year and to grow our content with your support. Please feel free to contact me if you have any suggestions or if you'd like to contribute to the magazine.

vicepresident.pcwa@gmail.com

For all those who don't know me, my name's Joe Gauci and I've been a PCWA member for almost 5 years now. I've been sitting back quietly plotting my path to becoming Vice President and here I am! Well, not really...in fact I was quite literally put in an arm lock and dragged up by Klara Forrest to nominate (she's certainly had some judo training!).

I hope to meet the large number of members who don't already know me so please don't hesitate to introduce yourself to me if I don't get to you first.

We're planning a big year ahead and I look forward to serving the club, and with the committee, driving it down the road a bit further (and maybe around a few new corners!).

Secretary's (nee scribblers) update

by **Drew Forster**



For those who don't know me I've been with the Club for a few years now, having joined in 2007, when the club ran its first Drive for Dreams. It was an exceptional day raising over \$50,000 dollars for an important charity that allowed Porsche enthusiasts to actively contribute to our community in a meaningful and rewarding way. Since then I've been on and off the committee, predominately as the Secretary and find myself back here again. Firstly I'd like to thanks the previous Committee for their amazing and tireless efforts last year and hope that in 2022 we can provide a similar level of excitement and adventure.

With a significant change over in the personnel, the new committee is quickly coming up to speed with delivering events that our members want whilst devoting time looking to the future and positioning the Club as a member, of not just the WA Car fraternity but also of the wider Porsche Community here in Australia and overseas. There has been a steep learning curve for some of us and I like to thank the previous committee members for the support in transitioning their knowledge to the new committee.

The Committee for 2022 is as follows:

President: Andrew McDonald

Vice President: Joe Gauci

Treasurer: David Blainey

Social Director: Kylie Hill

Sports Director: Daniel Bathe

Membership Director: Richard Wilson

Webmaster: Laurie Parmenter

Secretary: Drew Forster



The Committee's role is to work on behalf of its members, including:

- Planning for the future
- Remaining current with and managing external regulations as they apply to the Club and its members
- Communicating with members in a positive and constructive fashion
- Seeking and responding to feedback
- Managing the Clubs resources, be they financial or our people
- Ensuring that all members of the committee act as leadership role model

Each of the team brings a different perspective to the execution of the above responsibilities. Importantly though, being on the committee gives us an opportunity to support those who are as, if not more, passionate about the cars that we drive. The Club however is more than just the cars, it is also about our history and the camaraderie and friendships that we find along the way. In 2022 we hope to build on the great tradition of nearly 40 years that the Club has been operating by building on that history and welcoming new idea's, new members and new vehicles.



a work of art

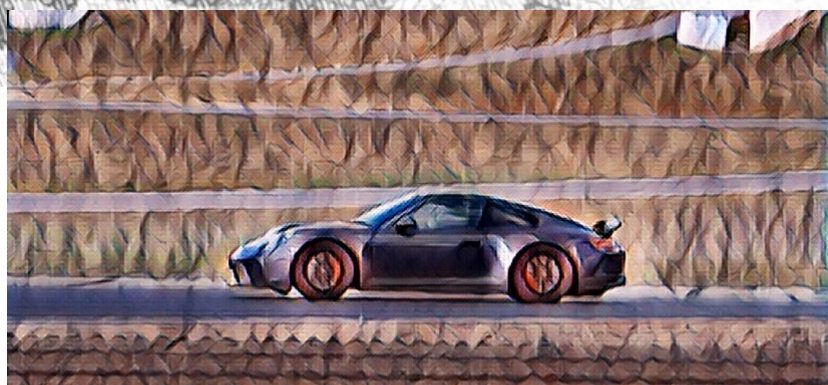
Photographic Competition

Without question, all Porsches are a work of art both from an engineering and design aspect.

To engage our member's artist skills and explore our cars in ways that we possibly haven't before, the committee are organising a Photographic Competition focused on all things Porsche.

Categories will include:

- The spirit of Porsche
- Motorsport
- Engineering
- Artistic interpretation
- Dynamics
- The spirit of PCWA



"Porsches are a work of art both from and engineering and design aspect."

All categories will have both an adult and children's (<15) division, so please encourage your children or grandchildren to be involved.

The only condition of entry is that the pictures need to be taken in 2022 by you (or your children/grandchildren) and they need to be submitted by the 20th of each month by emailing them to vicepresident.pcwa@gmail.com

Each month photos will be judged and a single prize across all categories will be awarded. At Concours, the individual categories will be judged and major prizes awarded.

We look forward to viewing your photographic artistry.



Treasurer's Report

Hello PCWA Members.

I have taken over the position of Treasurer in the 2022 Committee. I was previously on the Committee as the Secretary in 2015 and 2016 and as Sporting Director in 2017 and 2018. My activity in the Club, other than now being the Treasurer, is both Sporting with the red car and Social with the black car.

What has kept me entertained so far this year: getting up to speed with using the National Bank internet banking site and NAB's systems, learning more about Xero (our accounting software), learning more about Wild Apricot (our Membership management software) and dealing with the Paypal account where most payments are processed.

The bank accounts, as of 23 February 2022, total \$51,800. There has been a reduction of \$3,700 in the accounts over the last month. The main items of expenditure have been Motorsport Australia Club Affiliation renewal, Software renewals, meeting costs and to cover a \$400 loss on SSR1.

The bank balance will continue to be eroded until June/July when next year's membership subscriptions are due to cover the period 1 July 2022 to 30 June 2023.

Should anyone want to know more detail on the accounts please contact me with any queries.

David Blainey
treasurer.pcwa@gmail.com



“

**LONGER
RUNS....NO...SHORTER
RUNS. ”**

“

**KEEP TO THE SPEED
LIMIT....WHY WOULD YOU
BUY A PORSCHE IF YOU
INTENDED TO KEEP TO THE
SPEED LIMIT? ”**

WE'RE A DIVERSE GROUP

The PCWA Committee of 2021 conducted a survey of members polling their views on a number of aspects of club life.

One of the challenges to the committee is meeting the wide variety and often conflicting views and requests of the membership which became apparent in this survey.

The 2022 PCWA Committee is committed to trying to deliver something for all our members and continuing on from the good work inherited from the former committees.

Tuesday in Beverley

proudly brought to you by David Blainey

As discussed at the February PCWA Club Meeting the Committee decided that it would organise a midweek Social Drive, with the first being a lunch on the 3rd Tuesday of February. The concept Joe Gauci visualised was to find drives where we meet at around 10:30-11:00 am with a plan to get to the lunch venue by midday.

The 1st of these was on Tuesday 15 February with a lunch at the Freemason's Tavern in Beverley. The invitation is always open if any Member wants to organise one of these events. The registrations closed fairly quickly so there is obviously a demand for this type of event.



We met behind the Lakes Roadhouse on Gt Eastern Highway for a driver's briefing at 10:45 am aiming for an 11:00 am departure. A display of hands showed that about 10-15% of the attendees were still working and able or happy to not work to attend the event. The drive went up the Gt Southern Hwy towards York and then took the Talbot West Road / Waterhatch Rd through to Beverley. The Road Book for the route is on the PCWA website (recommend a drive along this route in August/September when the wheat and canola crops are at their best).



There was no entry fee, each member had to pre-order and pay for their own food and drinks. Registrations closed midnight Thursday 10 February as we needed to advise the Tavern of numbers on Friday 11 February so they could organise staff and food. They are not normally open for lunch on Tuesdays but were happy to open especially for us knowing there would be 55-60 guests. The event was limited to 30 cars as the venue was only willing to cater for 55-60 guests.



There were a couple of glitches in the event. The Tavern owners advised us that Vincent Street, the main street of Beverley is probably not suitable for our cars as they are putting in underground power and re-landscaping. The Tavern owners recommended a detour route which was verbally advised to the attendees at the briefing. I won't go into the detail of all the different roads traversed for the detour but we all did end up there for lunch. When we got there (55-60 in convoy) we overwhelmed their system for registering that we were all double vaccinated and confirmed our orders (note to next event – let them know we will be in convoy). The Tavern owners also recognised that they will need to upgrade its system of food delivery to tables and have said they will have order number signs for the tables in the future.

There was no return drive route and all drivers were free to return to Perth via a number of different roads (I still think Westdale Rd is a cracker even with roadworks).



For the future midweek events we will, at the request of one of the members, rotate the midweek events. So we will try the 3rd Tuesday of the month (February), the 3rd Wednesday of the next month and then the 3rd Thursday of the month after and then repeat.



NEWS FROM THE SPORTING DIRECTOR

by Daniel Bathe

The 2022 Sports Series got off to a flying start on a sunny and hot Sunday 13th February at Wanneroo Raceway. We had 45 entrants, with 32 from the Porsche Club and the remaining 13 entrants coming from the HSV, WASCC, Lotus and WRX clubs.

It was great to see a number of first timers participating, and by all accounts they had a fun and adrenaline filled day.

The competition was on from the get-go and there were tight battles up and down the field. The track was grippy and fast and there were lots of Personal Best (PB) times being set. There were also two new club lap records set:

Renn Klasse 1 (and Outright) Lap Record was set by Daniel Gonzalez in his GT3 Cup Car in 57.9959 secs

Renn Klasse 2 Lap Record was set by Nico Grobler in his 991 Carrera GTS in 64.4805 secs

Well done to Daniel and Nico and to all competitors who managed to set a PB time.



The top two times set in each class are as follows:

Renn Klasse 1 (RK1)

First place was Daniel Gonzalez with 57.9959 secs in his GT3 Cup Car

Second place was Tim Wolfe with 58.0677 secs in his GT3 Cup Car

Renn Klasse 2 (RK2)

First place was Nico Grobler with 64.4805 secs in his 991 Carrera GTS

Second place was Emran Malhi with 64.6675 secs in his 992 Carrera S

Renn Klasse 3 (RK3)

First place was Richard Wilson with 67.5107 secs in his 981 Cayman S

Second place was Colin Strickland with 68.5287 secs in his 987 Boxster S

Renn Klasse 4 (RK4)

First place was Warren Greaney with 72.0181 secs in his 987.2 Cayman

Second place was Caroline Minton with 72.4300 secs in her 986.2 Boxster S



It was great to see two ladies battling it out in the Ladies Plate competition. A new system has been introduced this year to try to equalise times for ladies who are driving cars from different Renn Klassen.

Ladies Plate (following application of the appropriate Renn Klasse Correction Factor)

First place was Caroline Minton with a "corrected time" of 61.566 secs in her 986.2 Boxster S from RK4

Second place was Monja Johnstone with a "corrected time" of 68.290 secs in her 991 Carrera GTS from RK2

The next event will be held on Saturday 2 April at Wanneroo Raceway and will be organised by the HSV club. Entry information will be posted on our PCWA website very shortly. The Sports Series is a fun and friendly event, so if you've never done it before then why not give it a try. Hope to see you there.



SSR1 - Track side

with Chris Clarke



Starting in the cool dense air was better for times, and the early going was quick. In fact, by the fourth lap of the day, Daniel Gonzalez in his 997 Cup car broke the Club Lap record with a scorching lap of 57.9959 seconds. That is an average speed around Wanneroo of 150kph. Congratulations Daniel. He now joins a very exclusive club members who have recorded sub-sixty second lap times at Wanneroo Raceway. For the record, Tim Wolfe (GT3 Cup) who held the record, also broke it with his fastest lap time of 58.0677 seconds. Following them home were Mark Cirillo (GT3RS) in 60.0796 seconds, Dean Pike (GT3 Cup) in 60.2875 seconds and Jeff Foster (GT3RS) in 62.8532 seconds. Porsches filled thirteen of the top fifteen places on the day.

It was also great to catch up with members who weren't racing, and just came down to have a look, say hello and support the Club. There was also a number of members competing in their "other" car, such as a Ford Focus RS, BMW 125i and a Toyota GR Yaris. As the Sports Series is about improving your driving skills and confidence on the road, members are encouraged to participate.

This year, the results are blind until round three, so other than the leaders in the Club Outright Championship mentioned above, you will all have to wait for a wrap-up of the results after Round three.

As the temperature climbed throughout the day, hitting thirty-three degrees at the lunch break, most members called it quits and headed home. For the members that stayed, the groups on track dwindled down until a final wrap was called around two o'clock. An early finish for all our volunteers, including the ambulance drivers, our flag marshalls Jayden, Tyler and Cian. Thanks to all of them and also to John Hurney (Clerk of Course), Bill Richards (Steward), Peter & Colin for scrutineering, Laurie on timing, and Seamus for piloting the recovery vehicle. These events can't run without them.

Thanks also to everyone who entered, we hope to see you all again at Round 2 on the 2nd April, at Wanneroo Raceway. Entry details are on the club website. Get more out of your Porsche and give it a go.



Cargo Ship Felicity Ace catches fire at sea and continues to burn thanks to Lithium batteries. Onboard is a host of Porsche vehicles.

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Original article from Rennlist.com by Braden Carlson

For the past couple of years, Porsche and the entirety of the Volkswagen Auto Group have had issues with Cargo Ships. In 2019, a sunken ship incited the 991 911 GT2 RS re-production. Four customer cars destined for Brazil sank, so Porsche rebuilt them for those customers. Unfortunately, it's looking like Porsche will have to make good on a bunch more vehicles.

The cargo ship Felicity Ace was set ablaze on February 16, 2022. According The Drive, they have confirmed that the vessel has a handful of Porsche models onboard. Alongside the Porsche models comes a host of Bentleys, Volkswagens, and Audis as well. Furthermore, The Drive reports that the Felicity Ace's last voyage had nearly two dozen Lamborghinis on board, and they are waiting to hear from Lamborghini as to whether or not this shipment had any of their vehicles on board.

Cause of the Fire Has Yet to be Officially Announced

Felicity Ace, built in 2004, is a massive cargo ship with a carrying capacity of over 17,700 tons. Meaning when fully loaded, this monster of a cargo ship can transport nearly 4,000 vehicles at a time. It departed from a port in Emden, Germany, on February 10 and was destined to arrive in Rhode Island on February 23.

Though there are no official rulings as to what caused the fire, The Drive reports that it started in the ship's cargo hold. Furthermore, Reuters reports that lithium-ion batteries from electric vehicles onboard are keeping the fire ablaze as of February 2018. They also report that the entire ship is now engulfed from tip to tail and that towing boats will make an attempt to retrieve the Felicity Ace next week. Additionally, given the Lithium-based fire, special fire fighting techniques are necessary to extinguish the blaze fully.

It isn't all bad, though. Fortunately, the Felicity Ace crew members made a timely distress signal and left the ship on a life raft. After which, a tanker ship known as Resilient Warrior recovered the crew. Finally, the Portuguese Navy recovered crew members from the Resilient Warrior via helicopter. This rescue effort, as well as some aerial views of the burning Felicity Ace, can be seen in a video by the Portuguese Navy.



Notable Vehicles Lost with This Cargo Ship

A handful of members 718forum.com report that their vehicle tracking now shows only that Porsche is aware of the incident at sea. That's got to be a bit heartbreaking. However, affected owners can take solace in knowing that Porsche has made these things right in the past. So, they're likely to do so again.

One unfortunate owner of one of the vehicles on board is The Drive host and automotive legend, Matt Farah. Unfortunately, his custom-spec Porsche Boxster Spyder with a 4.5 DeMan engine and short gear ratios is one of the vehicles aboard the Felicity Ace.

"For everyone who is asking, the dealer has promised to keep me posted with any updates on how Porsche decides to sort this out. Odds are a new build and hopefully not another 8 months wait for it," said Farah on his Twitter account.

We'll keep our ear to the ground for news about the fire, its causes, and the recovery efforts. In addition, we're curious if any Rennlist members have a vehicle onboard. If you do, let us know on the Rennlist forums!

membership report

by Richard Wilson

membership.pcwa@gmail.com

A warm welcome to our new members:

Paul & Adele SWAN

Michael EMERY

Sam WOLFE

Daniel GONZALEZ

Gavin MINTZ

Brad & Elisha BIRD

As your newest membership person, I am keen to enhance the experience and increase the membership of our vibrant club. Please feel free to contact me at any time for replacement name cards, club lanyards or a PCWA decal for your latest Porsche purchase.

We have had a great start to the year with six new members joining our vibrant club already. As a testament to how good our organisation is, four of these six new members are past members re-joining us.

PCWA has a long history and some of our members are closing in on 40 years membership. We have had over 160 people receive their 10 year membership badges and 30 more receive their 20 year badges.

As well as meeting like-minded Porsche enthusiasts, our Club members enjoy a wide range of real benefits. These include national and local events, access to technical help and advice, track-days, driver training, trade nights, club discounts at various business's and most importantly, our growing relationship with Porsche Centre Perth.

Porsche Club WA is very unique with our wide and varied group with the common denominator being the love of the amazing Porsches machines.

Lastly, we would love you to introduce friends and colleagues to join up with us at PCWA and share the passion.





VISION AND STRATEGY

by Joe Gauci

Having a firm Vision and Strategy is important for any organisation, be it a business, a Formula 1 team or a car club. Sometimes, even though there may have been a Vision in the past, organisations (particularly those that have enjoyed success) lose momentum. Since joining PCWA, I have heard many stories of other car clubs in decline or ceasing to exist – I'm sure that this was not by design but by some form of organisational failure that wasn't detected early enough.

Indeed, the Porsche Club of WA is a successful club by any measure, but for me, and I know other members, a PCWA Members meeting in September last year crystallised a number of areas of concern within the club.

September 2021 Members Meeting

For some, this is a meeting that they'd prefer to forget, but it's important for the club to revisit it.

For those that weren't there, here's a very quick recap of what happened....

- It was announced that there was some division in the Committee regarding some important issues.
- A proposal for the 2021 Concours was discussed: the scale of the event; the cost of the event; and a brief business case proposal on funding the event.
- 2021 was the 70th anniversary of Porsche in Australia and the proposal was that we should be upscaling the event with this in mind.
- The importance (or otherwise) of the Concours event was also discussed.
- The need to upscale and proposed cost of upscaling the Concours or any other PCWA event was discussed.
- The appropriateness of the amount of money in the clubs investment account was discussed.
- The donation/contribution from Porsche and the clubs relationship with Porsche Centre Perth was discussed.
- The need to promote/grow the club membership was discussed.
- The meeting got out of hand, with no decision being made.

There was wide ranging and often polarised opinions on many of these topics and the meeting ended without a path forward.

Warning signs?

As I lay in bed thinking after this meeting, something I do a lot, a number of things crystallised in my mind....

1. The club doesn't appear to know how much working capital it needs to safely operate the finances of the club.
2. If it doesn't know this, how does it budget how much it can afford for any event, or if it needs to review membership fees (upwards or downwards), or what we do with excess capital (if we have it)?



3. The club doesn't appear to know what it's spending priorities should be.
4. The club (or parts of it) have a less than optimal relationship with the Porsche entity.
5. Members are divided on the appropriate shape and scale of our events.
6. Members are divided on club membership growth.
7. Most importantly, the club isn't doing one of the very first things you are taught to do on a race track:

"Don't stare at the track in front of you, focus well down the track to the apex and beyond."

One of the problems with success is that it's very comfortable – and why would you want to change things anyway?

Every model of Porsche 911's has been a success (despite the standard criticism that every newly released model gets!) - that's why literally every series of 911 is so desirable. The reason Porsche constantly releases new versions of the 911 (and other variants), is that it is looking well down the track strategically, and always with a vision.

All of the above makes the need to create a Vision, and Strategic Plan for achieving that Vision, critical to ensuring the club's success in the future.

Strategic Planning Subcommittee

The PCWA Committee always has a lot on its plate, so in order not to distract it from its core responsibilities, it was unanimously agreed at our first meeting to form a subcommittee focused on developing a Strategic Vision for the club and then to develop strategies for achieving this vision.

The subcommittee has 5 members, Drew Forster, David Blainey, Daniel Bathe, Richard Wilson and myself. I can't tell you how many hours of our collective time have been poured into this process over the last month, but it has been a mammoth effort, given generously for the good of the club. At our subcommittee meetings we have had honest, often blunt, but always respectful exchanges, as we went through a process of dissecting the current state of the club (the good, bad and ugly) and looking toward to the future.



With the entrails of the club quite literally laid all over my dining table, the subcommittee probably got to know and understand the club more than most ever will. This raw (some times very raw!) data was then reassembled so that we could make some sense of it and create some sentences that encompass what's good in the club, what's important to the club, what our relationships are and fundamentally what the club's about.

The subcommittee unanimously agreed on a Vision statement and this statement was then taken to the main PCWA Committee meeting on 23 February where it was unanimously accepted by that committee.

Vision Statement

"The Porsche Club of Western Australia is an inclusive organisation that unites people from diverse backgrounds in their common passion for all things Porsche in a friendly and engaged environment.

We are an active club that honours our history and looks to the future with excitement.

Through our collaboration with Porsche Australia and other sponsors, we are committed to delivering ever increasing value to our members in social and motorsports events, driver skill development, vehicle maintenance and restoration, and community events"

So what?

The Vision Statement is effectively a filter mechanism used to direct the decision making of the club. It states our priorities and infers the key areas where effort and finances are directed. In other words, it's an important statement for the club that at some point will be proposed for introduction into the club constitution.

And now?

Now the subcommittee focusses on strategy development across a number of areas. Over the coming month, it's likely that the subcommittee will form small working groups to address some key topics. We will be reaching out to interested members, however, we do need to limit the size of these groups to ensure they are productive. Our objective is to finalise most strategies by the end of May so that a budget can be formulated for FY23 and we can finally answer the question regarding the appropriate level of working capital within the club.

Social Program

by Kylie Hill

Our social program for 2022 is still in development but rapidly taking shape. Please stay tuned to Wildapricot for more details.....

Sunday 13 March - The South West Bush to Coast Run

Wednesday 16 March - Midweek run to Northam

Thursday 21 April - "30th Birthday" Midweek Run

Saturday 1 May - Perth Classic Car Show

22-24 July - Christmas in July - Pemberton

October - Tasmania Tour (details coming soon!)

20 November - Concours



Congratulations

Congratulations to Shannon and Aaron on the birth of their daughter Emma Shannon Jones.

Emma was born on 11 February at 2:24pm weighing in at a healthy 2.895kg and she's now strapped in and ready to head out on our next social run.

All the very best wishes from the PCWA!

Sharky's Story....

by John Di Giovanni

I am sure most of you have read about and seen on YouTube reviews on the new 992 GT3; so this story, as requested by our hard-working Vice President, Joe Gauci, is not filled with technical details it is a short excerpt on what it is like to be an owner of this ex-ordinary machine...

Firstly, I would like to thank the Porsche Club of WA for allowing me to join the club in 2020 as being a member of the club facilitated my curiosity and ability to get on the Race track..

Why do I refer to the PCWA Sports Series Track days, well that is why I bought Sharky so I could have some fun on the Track... While it's good to have young "P" Platers and Tradies in their Rams encouraging, should I say demanding, me to do Fly byes on the Freeway, the Track is where she truly belongs...

I know , a lot of Porsche enthusiasts have suggested Sharky's colour (Shark Blue) is a little passé' because it is the launch colour and there will be a plethora of them ; thanks to Porsche Centre Perth, I am lucky and blessed to have the only one in WA , for now...anyway..

Her colour, in real life is something to behold whether in the full sun or in the shade she emits a strong presence, one of power, aggression and beauty. Wherever she is parked she elicits a strong curiosity from the General Public who can't walk past her without wanting to have a close inspection..

While her first track day is not until early April, she is a joy to drive, the sound of the engine is addictive, the responsiveness, traction and turning in makes you feel like a professional Race Driver..Actually , in real life, I am still a novice as this is my second year in the Sports Series so I definitely will need more training to harness this wild beast..

I don't think she will do too many social runs so if you want to see her in real life, come out to the track or see you at the Concours.







New Powerhouse The Porsche 718 Cayman GT4 RS

Republished from Christophorus 401

60 PERCENT MORE DOWNFORCE

Downforce and a motorsport look: The fixed rear wing with swan neck mount and aluminum supports increases aerodynamic efficiency and, in the performance position, boosts downforce by 60 percent compared to the Porsche 718 Cayman GT4. Derived from the Porsche 911 RSR GT race car, the consistently optimized aerodynamics maximize driving fun on the racetrack.

4 SPECIAL AIR INTAKES

Sound and cooling: Air intakes behind the driver and passenger windows replace the small side windows that are otherwise standard here on the 718 Cayman. They improve management of the intake air and generate an emotionally charged intake sound. The air intakes behind the back wheels now serve to cool the engine rather than taking in air for combustion.

1,415 KG

Lightweight design: Thanks to carbon-fiber-reinforced plastic, lightweight carpeting, and a reduction in insulation materials, the sports car weighs 35 kilograms less than the 718 Cayman GT4.

315 KMH

Sprint capacity: The high-performance derivative can accelerate from 0 to 100 kmh in just 3.4 seconds and achieves top track speed in the seventh gear.

7:09.30 MINUTES

Motorsport gene: The new mid-engine sports car beat the lap time of the 718 Cayman GT4 on the 20.8-kilometer Nürburgring Nordschleife by exactly 23.6 seconds.

9,000 RPM

The Heart: The naturally aspirated 4.0-liter six-cylinder boxer engine (718 Cayman GT4 RS: fuel consumption combined (WLTP) 13.2 l/100 km, CO₂ emissions combined (WLTP) 299 g/km, fuel consumption combined (NEDC) 12.3 l/100 km, CO₂ emissions combined (NEDC) 281 g/km) enables speeds of up to 9,000 rpm and delivers 368 kW (500 PS), which is 59 kW (80 PS) higher than the engine of the 718 Cayman GT4 (718 Cayman GT4: fuel consumption combined (WLTP) 11.1 – 10.7 l/100 km, CO₂ emissions combined (WLTP) 251 – 242 g/km, fuel consumption combined (NEDC) 10.9 – 10.2 l/100 km, CO₂ emissions combined (NEDC) 249 – 232 g/km).

