TOM HARTLEY JNR



2022 PORSCHE 718 Cayman GT4 RS Clubsport

Purewhite with Black Recaro Racing Seats

£150,000

Mileage	193 miles	Engine Capacity	3996cc
Body Style	Coupe	Fuel	Petrol
Transmission	PDK	Chassis No.	299858

Porsche has spent more than 75 years finding ways to win. In the 1950s, the light and nimble 550 Spyder defeated cars with far larger engines and earned a name that has endured ever since: the â€œGiant Killerâ€. In the 1970s, the legendary 917 K secured Porscheâ€™s first outright victory at Le Mans. Porscheâ€™s continuing pursuit of engineering excellence has since made it the most successful manufacturer in the raceâ€™s history.

That pursuit produced the 911 GT1 â€™98, one of Porscheâ€™s most extraordinary GT racing cars. With its boxer engine mounted behind the driver, carbon-fibre construction and bodywork shaped for competition, it claimed a one-two victory at Le Mans. The same philosophy is immediately recognisable in the 718 Cayman GT4 RS Clubsport: a mid-engined Porsche built around low weight, precise aerodynamics and the desire to compete and win. Developed by Porsche Motorsport as a turnkey GT4 race car, it brings that ambition to the private starting grid.

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Immediately behind the driver sits the same naturally aspirated 4.0-litre boxer engine used in the contemporary 911 GT3 Cup race car. Producing 500 PS in the Clubsport and revving to 9,000 rpm, it gives this GT4 racer the heart of a Porsche Cup car.

Around that engine, the familiar Cayman has been shaped for competition. The front splitter extends further than on the road-going GT4 RS, balanced by an imposing rear wing with a Gurney flap. NACA ducts in the bonnet and beneath the car draw in cooling air through a recessed, aerodynamically efficient design pioneered by NASAâ€™s predecessor. The bonnet and front wings use lightweight natural-fibre composite; on this car, carbon and Kevlar doors and a carbon-fibre rear wing carry the pursuit of lightness further.

This example was specified with a highly desirable factory option list and an extensive competition specification. Two-way adjustable racing dampers with enhanced valve characteristics, three spring choices at each axle and MacPherson struts with adjustable ride height, toe and camber give its next owner considerable scope to tailor the car to each circuit. A lightweight battery, air conditioning, an FIA rain light, Bi-Xenon headlamps and LED rear lights complete a car equipped for changing conditions and longer races.

Inside, Recaro racing bucket seats feature six-point harnesses and padding that can be adapted to the driver. A Cosworth digital dashboard with integrated data logger sits behind an open-top multifunction racing steering wheel made from natural-fibre composite, with a pit-speed limiter and quick-release coupling. A carbon roof, welded-in safety cage and 115-litre FT3 safety fuel cell complete this exampleâ€™s race-focused specification.

From the â€œGiant Killerâ€ to the Le Mans-winning GT1, Porsche built its reputation on giving drivers cars capable of taking on the field. The GT4 RS Clubsport puts that ambition within its next ownerâ€™s reach, ready to be enjoyed where Porsche made its name: on the circuit.

This example was acquired through Porsche Motorsport Asia Pacific in February 2023 by a respected Asian businessman and Porsche enthusiast with longstanding connections to the marque and the regionâ€™s motorsport community. It joined an impressive private Porsche collection and remains a single-owner car with just 311 kilometres (193 miles) from new.