GUNTHER
WERKS

Chassis & Body

Track Width Dimensions	Wheelbase	Curb Weight
60.75" (1542 mm)	90.00" (2286mm)	2790 lbs

Engine

Bore	102.7mm
Stroke	80.4mm
Compression Ratio	7.5:1
Displacement (CC)	4000 cc
Max Engine Speed	7800 RPM
Max Engine Torque	660 ft-lbs (895 Nm)
Max Power Per Liter	187.5 Bhp/L
Max Boost	Max Boost: 1.3 Bar

Suspension & Brakes

The damper is electronically valved to adjust damping rates based off of a Vehicle Dynamics Optimizer. This controls the Roll, Pitch (Dive/Squat), and Heave (compression) characteristics of the whole car at 100 times per second. In addition, these dampers have remote reseviors that provide 3 way adjustability for high and low speed compression and rebound.

Uprights

7075 T6 Aluminum Billet Machined Front Uprights. Geometries Derived from GT2 Evo Racecars, but refined for the street compliance.

GW Twin Turbo 4.0L Engine Power Parameters

Drive Mode	Crank HP	Crank RPM	Crank Torque	Crank Torque RPM
Comfort	513	7500	458	3600
Sport	650	7500	518	3900
Track	840	7500	660	5300

Comfort

The torque curve is very flat and linear, the Turbo’s spool quickly and at
a very low RPM.

Sport

Increased the HP and TQ, this is meant for canyon driving.
We did a lot of refinement the mid-range power.

Track

Ultimate performance, we turned down some of the mid-range power to make it easier to modulate at max output, to improve the drivability in high speed and low speed cornering.

Flat Fan: Created GW specific gears, to run the flat fan drive, that is a quieter design compared to a race car ethos for street use and handles more torque than the original fan gears the 935 used to run which we drew inspiration from.

- Flat Fan engine cooling package: We have created various ductwork that funnels clean ambient air into the engine bay for the flat fan to cool, this maximizes the efficacy

- Everything from the head gaskets to the cylinder heads, barrels, pistons are unique to the GW Turbo.

- We are running fairly small turbos with independent boost pressure mgmt., which allows us to have very precise controls at all times.

- Running a very large and front mounted radiator to cool the water in the intercooler system and then cools the hot air from the turbo chargers. The front radiator/cooling system was designed by GW.

- Individual throttle bodies (ITBs), gives the engine this snappy/racy throttle response. It allows us further ability to engine tuning, and is actively managed by the onboard computer.

- Engine Plenums: optimized intake plenum with integrated water to air intercooling. The purpose of this is it maximizes the cooling of the charged air from the turbos while minimizing the pressure drop.

- Charge Cooling: We created a water to air charge cooling system that plums cold water throughout the car, to cool the air that comes from the turbo charger before it enters the engine. This was used in the original Porsche 934. The radiator at the front can cool the water, faster than the turbo chargers in the back are able to heat up the water.

Transmission

GW designed their own bespoke transmission mounts, billed aluminum.
GW designed a completely new shifter mechanism, cable driven shifter and utilizes new titanium components. The engagement is designed to have a 'bolt action' feel and the throws are 10% shorter than a Porsche Cup Car.

Suspension

- JRZ Proactive Damper system, this system evaluates the vehicle dynamics in real time.

- This system also controls how the car dives and rolls into the corner.

- The suspension tuning are all bespoke to the Turbo based on the dynamics and weight balance of the car.

Body Panels

- Everybody panel is a completely new design.

- Double Bubble Roof, designed to allow more interior helmet clearance and helps guide air to the engine bay.

- GW is developing a High Downforce Package; a new revised front spoiler with tunnels, dive planes, and new chassis mounted rear wing.