

Taycan Turbo GT sets a new lap record for electric cars at Interlagos

07/03/2025 After setting records all the way from the Nürburgring Nordschleife to the WeatherTech Raceway Laguna Seca in California, the Taycan Turbo GT with Weissach package equipped with OEM Pirelli Trofeo RS performance tires, has now also set a lap record for electric cars at Interlagos, São Paulo.

Stuttgart/São Paulo. Felipe Nasr, three-time IMSA champion and three-time winner of the 24 Hours of Daytona, set a time of 1:42.1 minutes on the 2.67-mile Interlagos circuit on February 5, 2025. The new lap time not only shaved almost eight seconds off the record set by the Taycan Turbo S in 2022 (1:49.8 minutes) but was also just under a second inside an earlier time set by the 911 Turbo S (1:43.087 minutes). With both high-speed and technical sections, as well as plenty of elevation change, the circuit in the Interlagos district of the Brazilian metropolis offers a number of challenges.

“Coming to Interlagos and getting behind the wheel of the Taycan Turbo GT right after winning the 24 Hours of Daytona was an incredible experience. I expected the strong acceleration and torque but, ultimately, it was the overall performance that really impressed me,” says Porsche works driver Nasr.

"It's amazing how quickly the car accelerates and delivers its power," continues the Porsche Penske Motorsport team driver, who will also be competing in the 12 Hours of Sebring IMSA race in March. "The steering of the Taycan Turbo GT was very precise in the slow corners and remained stable even under heavy braking. The balance, the grip – a real performance machine."

"Our goal was to set a new record to show the strengths of the new Taycan model series – just in time for its debut on the Brazilian market," says Peter Vogel, CEO of Porsche Brazil. "The outstanding performance of the Taycan Turbo GT is truly impressive."

Officially known as the Autodrome José Carlos Pace, Brazil's home of Formula 1 and the FIA Endurance Championship (WEC), the circuit is known globally for the successes of national hero Ayrton Senna in the races of the early 1990s.

The Taycan Turbo GT has also proven its motorsport credentials as a Formula E safety car since May 2024, when it took over the role from the Taycan Turbo S. Driven by Bruno Correia (Portugal), it is the most powerful safety car in an FIA World Championship. There are always two Taycan Turbo GT safety cars – both equipped with Weissach package – at each Formula E race. Fitted with safety equipment and a high-tech communication system, they alternate between duties as the main car and as the backup vehicle.

Further Taycan records on other continents

The lap record in São Paulo follows on from other records for the Taycan model line on very different circuits around the globe, some frozen. Most recently, in January 2025, Porsche Experience instructor Jens Richter set the record for the longest continuous vehicle drift on ice by an electric vehicle in a Taycan GTS, covering a distance of 10.87 miles, sideways.

In spring 2024, Porsche development driver Lars Kern made a successful visit to WeatherTech Raceway Laguna Seca in California. With a time of 1:27.87 minutes, he set a lap faster than any other achieved by a driver in a road-legal electric car. Shortly before that, a pre-production version of this model had achieved a new fastest time in class at the Nürburgring. Kern was also at the wheel on this occasion, lapping the Nordschleife in just 7:07.55 minutes. With this official lap time, he was a full 26 seconds faster than his previous record drive in August 2022 in a Taycan Turbo S sedan.

About the Taycan Turbo GT and Taycan Turbo GT with Weissach package

Porsche has rounded off the top end of its lineup of all-electric sports sedans with the Taycan Turbo GT and the Taycan Turbo GT with Weissach package. A more powerful and more efficient pulse inverter with silicon carbide as the semiconductor material is used on the rear axle. Both cars achieve a limited-

time peak power output of up to 1019 hp. At the push of a button, Attack Mode provides a power increase of up to 160 hp for up to 10 seconds. The system has been optimized for use on track and is similar in function to that of the 99X racing cars that Porsche uses in the ABB FIA Formula E World Championship. The boost is indicated by a countdown timer in the instrument cluster and dynamically represented by animated rings on the speedometer.

With intelligent lightweight construction measures, Porsche has reduced the weight of the Taycan Turbo GT by up to 157 lbs. compared to the Taycan Turbo S. A number of carbon-fiber components contribute to this saving. The Taycan Turbo GT with Weissach package is specially designed for the racetrack and dispenses with the rear bench seat in favor of an even greater power-to-weight ratio.

Both models are equipped as standard with Porsche Active Ride suspension with GT-specific tuning. In dynamic driving situations, this suspension setup ensures an almost perfect connection to the road thanks to balanced distribution of the wheel loads.

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Consumption data

911 Turbo S (Predecessor model)

Taycan Turbo GT (WLTP)*: Electrical consumption combined: 21.2 – 20.5 kWh/100 km; CO_2 emissions combined: 0 g/km; CO_2 class: A

Taycan Turbo GT with Weissach package (WLTP)*: Electrical consumption combined: 24.8 – 20.6 kWh/100 km; CO_2 emissions combined: 0 g/km; CO_2 class: A

Taycan Turbo S (Predecessor model)

*Further information on the official fuel consumption and the official specific CO_2 emissions of new passenger cars can be found in the "Leitfaden über den Kraftstoffverbrauch, die CO_2-Emissionen und den Stromverbrauch neuer Personenkraftwagen" (Fuel

Consumption, CO_2Emissions and Electricity Consumption Guide for New Passenger Cars), which is available free of charge at all sales outlets and from DAT (Deutsche Automobil Treuhand GmbH, Helmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, www.dat.de).

Video

https://newstv.porsche.com/porschevideos/newstv.porsche.com_308337_en.mp4

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