

Porsche 911 Carrera RSR

From the summer of 1972, Porsche develops the 911 Carrera RSR 2.8 as a Grand Touring race car based on the 911 Carrera RS 2.7. The ca. 300 hp and 900 kilogram GT racer scores a commanding victory at the 24 Hours of Daytona early in February 1973. From April onwards, the works squad campaigns the RSR in the prototype class which allows more technical freedom. The RSR now features a three-litre engine which produces 310 hp and weighs just 940 kilograms. The suspension has undergone major modifications and is fitted for the first time with coil springs to supplement the torsion bars at the rear axle. Porsche builds 55 Carrera RSR, with customers and the factory winning three international and seven national championships in 1973 alone. This chassis embodies the versatility of the RSR: after contesting the Corsica Rally in 1972, it is used as an experimental car before being converted back to a prototype to tackle the Targa Florio. Leo Kinnunen and Claude Haldi come third with this car, with Gijs van Lennep and Herbert Müller clinching overall victory at the wheel of the sister car. At Le Mans it contests the GT category powered by a 2.8-litre engine and secures third in class. After more testing, the Porsche is re-painted in the Targa Florio livery and rolls into the Museum.

Model Year:	1973
Engine:	6-cyl. flat
Displacement:	2,992 cc
Power Output:	228 kW (310 hp)
Weight:	940 kg
Acceleration 0-100 km/h:	4.0 s
Top speed:	270 km/h