Sports

The New 911 GT3 RSR: White Lightning

The most powerful racing sports car based on the 911 gets even stronger. The Porsche 911 GT3 RSR has been extensively improved and rolls into the new season radiating pure intensity.

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The series champion returns and dramatically raises the bar. In the past year this vehicle won practically everything in its class, showed the competition in the American Le Mans Series what's what, and twice took victories in round-the-clock races—both overall victory in the "green hell" on the Nürburgring and a class win in the French Département Sarthe in the legendary 24 Hours of Le Mans. The winning capability of the Porsche 911 GT3 RSR is undiminished. It only knows one direction: all the way to the front and to the top of the podium. The resolve built into the new car is boundless. It is destined to defend the championship title in the American Le Mans Series, in the GT2 class for near-production GT vehicles. "The Porsche 911 is and will remain our most important vehicle," says Wolfgang Dürheimer, director of Research and Development at Porsche.

Even at a distance, everything about the car looks hungry for the track. The most distinctive feature of the new 911 GT3 RSR is the new, louvered front section. The louvers hint at the totally re-engineered air ducting for the radiators. The racing engineers in the Motorsport Department at the Weissach Development Center have also made significant changes in the tail section. They have further optimized aerodynamics underneath the vehicle and increased the rear wing's adjustment range. What's more, a weight-optimized braking system and a lighter main wiring harness help to improve vehicle dynamics even more.

The RSR also features a larger-displacement engine. The six-cylinder powerplant was boosted from 3.8 to 4.0 liters, and together with a smaller air restrictor the engine now delivers about 450 horsepower at 7,800 rpm and maximum torque of 430 Nm (317 lb.-ft.) at 7,250 rpm. The rev limiter of the boxer engine kicks in at 9,000 rpm. Compared to that of its predecessor, the engine speed for a given power output has been significantly reduced. As a result, the engine's new torque curve provides improved flexibility.

This 911 sets a new standard in the engineering and performance of racing sports cars. ◂

Technical Data

Engine:	**Water-cooled six-cylinder boxer engine; four valves per cylinder; dry sump lubrication; individual throttle butterfly system; fuel injection; air restrictors 2.0 x 29.5 mm**
Bore:	**102.7 mm**
Stroke:	**80.4 mm**
Displacement:	**3,996 cc**
Power output:	**331 kW (450 hp) at 7,800 rpm**
Max. torque:	**430 Nm (317 lb.-ft.) at 7,250 rpm**
Max. engine speed:	**9,400 rpm**