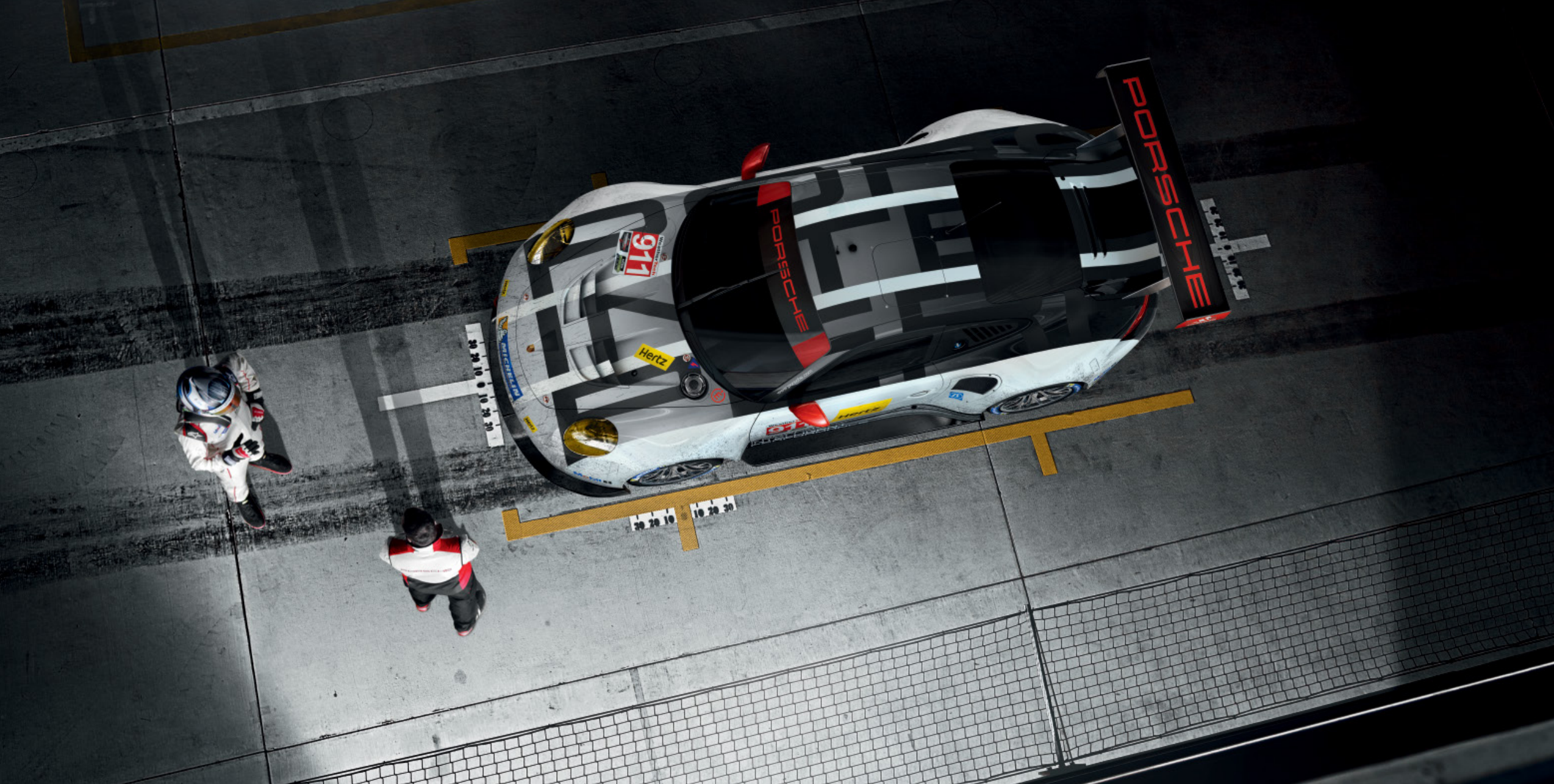




PORSCHE



**The 911 RSR**  
Fascination Sportscar



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## The speed of lightness: Vehicle components that weigh next to nothing

### Fascination Sportscar.

Our sportscars have always been an affair of the heart. But the 911 RSR is not only committed to the motorsports tradition that we have lived and breathed from the first second, but also to the Mission Future Sportscar. Our development work is conducted with rigour and persistence, accompanied by the aspiration to never give up. Starting with the 356, the very first Porsche, which clearly demonstrated its winning credentials shortly after its creation.

Its successor, the 911, followed suit: Only 3 months after series production began, it competed in the 1965 Monte Carlo Rally – and sped off with its first class win. A performance that not only impressed the competition on the race track; it simply astounded everyone.

Where was the difference between a sportscar and a racing car here? Not discernible. Because there is no difference in a Porsche.

In the meantime we – and the 911 – have been putting our mark on the world of motorsports for over 50 years. Because it's in our blood and because we have always regarded the race track as being an integral part of vehicle development from the very first second. And we are keeping the tradition alive with the 911 RSR. The two double victories at the Nürburgring and in Austin, along with the GTE Pro manufacturer, driver and team titles in the 2015 FIA WEC and the winning of all the USCC GTLM titles, are totally in keeping with the dream of Ferry Porsche: to build a sports car that is also a champion on the race track.

Thus we have given the Fascination Sportscar a new impetus. And have taken yet another step closer to the ideal of a thoroughbred racing car. By gaining experience that can also advance future generations of the 911. And with technologies that prove on the race track that they are viable for implementation in series production vehicles. And we are convinced that it will continue to be the measure of all things in GT works motorsports events. Because it represents the sum of our experience and success over decades.

Mission: Future Sportscar.





## Motorsports since its inception.

## Taking advantage of every one-hundredth of a second.

### The 911 RSR.

When it comes to winning and when thinking about the future, we consider even the tiniest detail: every part of the vehicle, every single screw, and every second of every lap. A lightweight construction is clearly imperative. For every gram of weight saved makes itself felt in lower consumption and faster lap times.

From the very start, the 911 RSR was designed with long-distance racing in mind. Honed over more than 50 years, the unmistakable 911 silhouette reflects the pure power that is just waiting to be unleashed. The water-cooled six-cylinder Boxer engine with four-valve technology transmits its power output to the rear axle via a specially developed six-speed sequential Porsche GT racing gearbox.

Paddles ensure faster, more comfortable gear shifting.

To control the uncompromising forward thrust of the 911 RSR, the brake system has six-piston monobloc fixed brake callipers at the front and four-piston monobloc fixed brake callipers at the rear. Featuring a double-wishbone suspension at the front and multi-link rear axle, adjustable shock absorbers and anti-roll bars, the chassis superbly handles any manoeuvre – on straights as well as chicanes.

The aerodynamics of the vehicle have been optimised further by means of a new front end. For even more efficiency due to less drag coupled with enhanced downforce distribution. The result is that

the vehicle's self-steering behaviour is even more precise, which translates into higher speeds when cornering.

From the development process onwards, another aspect has also received particular attention: safety. Our engineers' uncompromising approach is evident from the weld-in roll cage, the overhauled FT3 safety tank and the optimised fire extinguishing system. Clear evidence of the importance that Porsche attaches to safety in motorsports, irrespective of the emphasis on lightweight construction.

**The birth of a racing car.  
The rebirth of an idea.**

**The identity.**

In our hearts at Porsche, there is no difference between a sportscar and a racing car. A first glance at the 911 RSR makes that very obvious. The same unmistakable vehicle is standing in front of us – the most dynamic and advanced 911 is a byword for excellence in the world of sports cars.

Of course, the 911 RSR has been adapted to the demands of the race track with a wider body and impressive aerodynamic features, including a powerful rear wing. And the identity of the racing car is

clearly recognisable by the design on the car's surface. For everything that we stand for comes together in our brand's core: Intelligent Performance. And its signature is reflected in the stylish matt black shaded lettering on the brilliant black and grey surface over the entire length of the car, with the vehicle's white flanks creating the RSR silhouette.

And so the fashion in which we have always built our sportscars from the start is manifested in the design. It's the way we strive to look at apparent opposites

as challenges and bring them together in every vehicle: efficiency and power. Safety and lightweight construction. Performance and day-to-day usability.

To us the 911 RSR represents the 911 in its most concentrated form and is the embodiment of the Fascination Sportscar. Built to prove its worth in the toughest races in the world and to gain knowledge for our standard production vehicles. Today's cars – and tomorrow's.





**Entirely in keeping with our mission:  
The toughest test on the race track.**

**The racing series.**

The 911 RSR – custom-built for the LM GTE Pro class. It was specially developed for endurance racing and series like the FIA World Endurance Championship (WEC). It is considered to be one of the toughest endurance racing series and the pinnacle of GT motorsports. The undisputed highlights of the 2015 season? Two FIA WEC double victories in the 6 Hours of the Nürburgring and the 6 Hours of Austin. Any others? Winning the GTE Pro manufacturer, driver and team titles in the FIA WEC.

In addition to its success in the FIA WEC, the 911 RSR also achieved two double victories in the GTLM class and a double victory in the GTD class at the United Sports Car Championship in the US – and ended the season by winning all the USCC GTLM titles.

With that showing, our GT racing car once again proved that it has earned the right to bear the number 911. But we're not resting on our laurels: in 2016, the

911 RSR is once again competing in the toughest test on the race track. Both at the 24 Hours of Le Mans, and in the IWSC in the US at the highlight 24 Hours of Daytona and 12 Hours of Sebring races.

**There are the cities where cars are built.  
And then there is the small town where legends are born.**

### **Welcome to the Porsche Development Centre Weissach.**

Located in a rural setting about 25 kilometres from the main plant in Stuttgart, the Porsche Development Centre in Weissach and the Motorsport Centre in nearby Flacht are where the 911 RSR was born.

Here, an extreme sports personality was created on the basis of the 7<sup>th</sup> generation of the 911. Made by hand with millimetre precision, it embodies many years of experience and skill. Each individual

vehicle presents a mechanical and technical challenge, which is met by employees dedicated to this task alone. Constant dialogue with works drivers ensures that their ideas are incorporated. There is also a company test track where each racing car is put through its paces.

Everyone who works here is completely focused on a single, common goal: to furnish the Porsche works and customer teams with the best possible equipment

for GT endurance racing. The entire development process behind the new top Porsche GT racing model is driven by passion, engineering talent, craftsmanship and pragmatism. Because at Porsche we are not just focused on increasing performance, but on achieving outstanding performance. A claim to which the success story of the 911 attests.



## Who says there's no poetry in numbers?

### Technical specs.

Vehicle		Power train	
Model	Porsche 911 RSR (Type 991)	Combustion engine	Naturally aspirated engine with intake via rear side section, water-cooled flat-6 engine with 4-valve technology, sequential multipoint fuel injection
Vehicle type	One-seater racing car, similar to series production (GT class)	Engine management	Bosch MS 5.0 – engine control module
Bodywork	Weight-optimised lightweight construction widened due to auxiliary parts (carbon), in intelligent aluminium-steel composite design based on 911 C4 (Type 991)	Engine lubrication	Dry-sump lubrication with Mobil 1 motor oil
On-board system battery	Lithium-ion battery 12 V, 18 Ah	Displacement	3,996 cm <sup>3</sup>
		Power	Approx. 346 kW (approx. 470 hp)

Chassis	
Steering	Power steering with electro-hydraulic pressure supply
Chassis	Double-wishbone suspension at the front and multi-link rear axle, 4-way vibration damper
Brakes (front)	Hydraulic 2-circuit brake system, internally vented steel brake discs, D = 380 mm, one-piece 6-piston monobloc fixed callipers with quick release connector
Brakes (rear)	Hydraulic 2-circuit brake system, internally vented steel brake discs, D = 355 mm, one-piece 4-piston monobloc fixed callipers with quick release connector
Rims	One-piece forged alloy wheel (BBS) with central locking
Tyres (front)	Michelin; tyre size: 30/68 – 68
Tyres (rear)	Michelin; tyre size: 31/71 – 18

Power transmission	
Drive type	Rear wheel drive
Clutch	3-disc carbon fibre racing clutch with forged housing
Transmission	Sequential 6-speed Porsche GT racing transmission with pneumatic shift mechanism (paddle shift)
Differential	Mechanical differential lock with viscous coupling unit
Weight/Volume	
Length/Width	4,537 mm/1,962 mm (FA)/2,002 mm (RA)
Minimum weight	1,245 kg (regulation weight)
Tank capacity	Approx. 94 l/100 km, FT3 safety tank





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