

Porsche unveils Le Mans-ready 911 RSR

Porsche will tackle the 2017 racing season with an all-out newly developed GT racer.

The new 911 RSR makes full use of the breadth of the Le Mans 24 Hours GT regulations, and in addition to systematic lightweight design, features the ultra-modern, flat-six unit positioned in front of the rear axle.

The four-litre, extremely light aggregate features direct fuel injection as well as a rigid valve drive and is characterized by outstanding efficiency.

The new 911 RSR will make its debut at the Daytona 24-hour race in January 2017.

Depending on the size of the restrictor, the new normally-aspirated unit puts out around 510 hp. Shift paddles on the steering wheel actuate the sequential six-speed gearbox with a magnesium housing, which delivers power to the 31-centimetre-wide rear wheels.

The changeover to the new engine generation is now complete.

After the 911 GT3 R and the 911 GT3 Cup, the spearhead of Porsche GT racing cars is now also powered by the same cutting-edge six-cylinder boxer engine family.

For the first time, a Porsche GT racecar features state-of-the-art assistance systems.

The new 911 RSR is equipped with a radar-supported collision warning system, the so-called Collision Avoid System.

Even in the dark, the faster LMP prototypes are detected early enough and misunderstandings can be avoided. A new safety cage concept and a new, rigidly mounted racing seat enhance driver safety.

With the seat fixed to the chassis, the pedaly can now be moved and adjusted to fit the driver.



Porsche will field the new 911 RSR racecar in 2017 that meets all Le Mans 24 Hours GT regulations.

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