

Porsche 991 GT-3 RSR (Mid-Engine) Chassis Records

2017 - H Series Cars, 5 known.

Full VIN is WPOZZZ99ZHS1999xx

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2017: Test Car

Porsche will tackle the 2017 racing season with an all-out newly developed GT racer. The new 911 RSR makes full use of the rather loose GTE regulations and has its flat-six engine positioned in front of the rear axle. The four-litre unit features direct fuel injection as well as a rigid valve drive. "While retaining the typical 911 design, this is the biggest evolution by now in the history of our top GT model," says Head of Porsche Motorsport Dr Frank-Steffen Walliser. According to information from its launch the new 911 RSR is a completely new development: the suspension, body structure, aerodynamic concept, engine and transmission have all been designed from scratch.

The engine concept has enabled the designers to install a particularly large rear diffuser. Combined with a top-mounted rear wing the level of downforce and the aerodynamic efficiency were significantly improved over the 991 GTE. "For the 911 RSR, we deliberately focussed on a particularly modern and light normally-aspirated engine, as this gave our engineers immense latitude in developing the vehicle," explains Dr Walliser. "Apart from that, in principle, the LM-GTE regulations stipulate the absolute equality of various drive concepts, as the torque characteristics of turbo and normally aspirated engines are aligned." Depending on the size of the restrictor, the new normally-aspirated unit puts out around 375 kW (510 hp). Paddles on the steering wheel actuate the sequential six-speed gearbox which features a magnesium housing, which delivers power to the 31-centimetre-wide rear wheels.

For the first time, a Porsche GT race car 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 pedal box is adjustable to suit different drivers.

The new 911 RSR's serviceability has also been significantly improved according to Porsche: Entire elements of the carbon-fibre body can be exchanged completely in a very short time thanks to clever quick-release fasteners. Moreover, changes to the suspension setup can be performed much more quickly and easily.

Le Mans 2017 - The new Porsche made its race debut in the USA, but on arrival in the WEC it attracted a lot of interest right away, however not everything has gone to plan. While the car was generally competitive in the opening races of the 2017 WEC season it also did not really challenge the Ferraris and Fords in terms of outright pace, and the story was the same in the IMSA series in the USA. While some suspected 'sandbagging' the reasons may be somewhat more serious. When the cars arrived at Le Mans there was a distinctive change at the rear end, with both cars fitted with an entirely new exhaust system. Such a major change on a homologated car is extremely unusual and would have likely required the agreement of rival manufacturers. What is curious is that such changes are usually made for reasons of reliability rather than performance, and the Porsche's managed to finish the Daytona 24 Hours, though at the opening race of the WEC there was an engine compartment fire. Compare the original specification exhaust and diffuser arrangement with that of the new specification. Note that the new exhaust is entirely different in layout to the original specification with the tailpipes relocated to a central position. Also, of note is the additional heat shielding on the upper surface of the diffuser.

HS-901	 A side-view photograph of a white Porsche GT3 R race car with red and black accents, racing on a track. The car features the number 911, Hertz, and Mobil 1 branding.	2017: Porsche GT Team, Sebring (911) #WPOZZZ99ZHS19901	
HS-902	 A side-view photograph of a white Porsche GT3 R race car with red and black accents, racing on a track. The car features the number 912, Hertz, and Mobil 1 branding.	2017: Porsche GT Team, Sebring (912) #WPOZZZ99ZHS199902	
HS-903	 A front-view photograph of a white Porsche GT3 R race car with red and black accents, parked on a paved area. The car features the number 91, Hertz, and Mobil 1 branding. A crowd of spectators is visible in the background. <small>© Virtual Motorpix/JM</small>	2017: Porsche GT Team, Le Mans (91) #WPOZZZ99ZHS199903	

HS-904



2017: Porsche GT Team, Le Mans (92)
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