



PORSCHE'S 911 RSR

The 911 RSR 3.0 (commonly called IROC RSR), or to be more precise, what was called an RSR but was really more a combination of RS and RSR components, was specially built just for the series. It was an inspired concept, putting twelve of the world's premier race drivers into identical race cars and letting the flag fall.

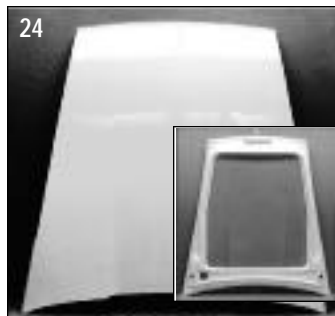
It was Roger Penske (along with Les Richter and Mike Phelps) who developed that first IROC challenge. Credit should probably be given to Mark Donohue for suggesting to Penske that Porsche's RSR would be an ideal car for the series. According to Karl Ludvigsen (Porsche: *"Excellence was Expected"*), Donohue had tested an RSR prototype at Paul Ricard late in 1972 and was so impressed by the car's manners and its apparent durability (and Donohue was also confident that Porsche could prepare a fleet of closely matched cars) that he deemed it ideal for the IROC series.

The Drivers of the first race in 1974 were the reserved champions of motorsport: Bobby Allison, Mark Donohue, Emerson Fittipaldi, George Follmer, A.J. Foyt, Dennis Hulme, Gordon Johncock, Roger McCluskey, David Pearson, Richard Petty, Peter Revson, Bobby Unser – title holders all, they raced under the banners of the four leading sanctioning bodies at the time: Formula One (Fittipaldi, Hulme); USAC (Johncock, McCluskey, Unser and Foyt, who replaced a retired Jackie Stewart); NASCAR (Allison, Pearson, Petty); and the SCCA (Donohue in Trans-Am and Can-Am, Follmer, also in both series, and Revson in Can-Am).

The IROC cars sported the narrower RS fenders, which allowed 9.0 inch and 11.0 inch wheels, regular bolt-on rims rather than a full race setup. Goodyear race tires were fitted (which prevented either Mario Andretti or Al Unser, both under contract to Firestone, from competing), Carrera graphics were replaced by Porsche logos, and each car was painted a bright color for easier driver identification and better TV viewing.

**911 RSR WIDE BODY '74 & newer
CONVERSION PARTS**

PART #		FIBERGLASS	CARBON FIBER
016A	911 IROC WHALE TAIL 53" wide Small grill not included.	449.95	695.95
016AW	911 WICKERBILL for IROC whale tail	93.95	N.A.
016G	911 WHALE TAIL GRILL exact reproduction Hand crafted from 1 piece billet aluminum. 3 1/2"x16".	78.95	N.A.
030B	930/TURBO FENDERS 9" '74-on, pair. (Avg wt 6 lb ea) Original weight average weight 30 lbs left, 23 lbs right.	625.95	845.95
035-11	911 RSR QTR PANELS 11", pair Complete rear quarter panel from lid to door.	465.95	745.95
35-T11	911 TURBO/RSR QTR PANELS 11", pair Complete rear quarter panel from lid to door.	465.95	745.95
043A	911 RSR IROC FRONT BUMPER 9", '74-on Large oil cooler opening: 23 1/2" x 6 1/8". Brake cooling ducts. Includes grill and mounting hardware.	465.00	710.95
046	911 RSR/TURBO/930 RR BUMPER 11" '74-on, pair. Light weight (Avg wt 5 lb). Replaces the entire bumper valance combination. Fits Turbo/930 flares.	395.95	695.95



RNR-PORSCHEPARTS



RSR street car built by GTRacing. Shown with 996 Aero Rockers #33 (see page 4).