

## 1978 Porsche 911 3.0 RSR Evocation

- Lot sold  
USD 74 820 - 87 290  
GBP 60 000 - 70 000 (listed)  
**Baujahr** 1978
- **Getriebe** Schaltgetriebe
- **Chassisnummer** 9118302361
- **Zahl der Sitze** 2
- **Antrieb** Zweirad
- **Losnummer** 547
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- **Lenkung** Links
- **Zustand** Gebraucht
- **Standort** 
- **Kraftstoff** Benzin
- **Außenfarbe** Sonstige
- **Automobiltyp** Sonstige
- **Motornummer** 6670032
- **Markenfarbe außen** Black
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### Beschreibung

Guide price: £60000 - £70000. 

- A versatile 911 designed to recreate that 'RSR experience'
- 1978 Carrera shell fully restored by SVP Motorsport
- Built with low weight and performance in mind but remains a civilised road car
- Power measured at 282bhp and the car weighs 950kilos. An impressive 300bhp/tonne
- Only 2,000km since it was finished in June 2014

This, very special, left-hand drive, lightweight masterpiece was created by SVP Motorsport and the engine built under the watchful eye of Mike Bainbridge. The ethos behind the build was to create an everyday 911 which could be driven for pleasure or could be used on a circuit or for track-days where its performance and handling can really be exploited.

A rust-free '78 European non-sunroof Carrera shell formed the basis of the project and this was naturally taken back to bare metal. It was converted to period RSR specification using handmade 2.8 RSR steel rear arches and fibreglass bumpers and front arches. The chassis was epoxy bonded and painted factory black. The engine is a 1976 normally-aspirated 3.0-litre with aluminium crankcases and was completely stripped, rebuilt, balanced and blueprinted, with new pistons, rods, valves, cams, twin spark ignition, and electronic fuel injection. The engine is dressed in fibreglass 'tinware' and sits within a stainless steel engine carrier using Wevo engine mounts to eliminate flex and withstand high outputs. Engine power has been measured at 282bhp and the car weighs 950kilos equating to an impressive 300bhp/tonne.

Attention to detail has clearly been paid to every part of the car during its creation and it now sports

930 brakes, a front-mounted oil cooler, and a rebuilt 915 five-speed, close-ratio transmission. A lot of time was spent on weight saving, weight distribution and achieving the perfect driving position and the period style interior was kept deliberately simple but includes modern day touches such as an aluminium cup holder and window openers.

The car has only covered around 2,000km since being finished in June 2014 and it's accompanied by an excellent history/owner's file, including the original maintenance book, invoices, records, MoT history and some spare parts. Reported by our vendor to be rust free and a pure joy to drive whilst going "like a stabbed rat" when requested. A huge amount of effort and money has gone into creating this authentic RSR experience and the car is in need of nothing other than a few cosmetic finishing touches. Full specification below.

- 3.0 Type 930 with Mooned original Nikasil barrels
- Boat-tailed and flowed C3 alloy case
- 10.5:1 JE pistons smoothed out edges, compression ration measured at Mike Bainbridge
- Camgrinder DC62 cams on a 108 lube
- Pauter lightweight forged moly rods and ARP bolts
- Ported C3 heads (41mm in 38mm out)
- New valve guides, valves and seats re-cut, new race springs, titanium retainers and collets
- Oil mods including front mounted cooler
- 48mm taper Jenvey throttle bodies with custom intake extensions for added torque
- Omex ECU running wasted spark/twin plug and 'crank fire' (282bhp @ 7000rpm / 220 lb/ft torque @ 6700rpm)
- MSD Blaster ignition coil and Magnecour wires
- Wevo engine mounts and fibreglass tinware
- RSR rocker shaft steals and engine mount crossbar
- TRE 38mm equal length stainless exhaust headers into Magnaflow twin-outlet back box

- 915/61 aluminium cased five-speed gearbox rebuilt with Wevo short shifter with adjustable linkage
- Close ratio gears 1St-4th gearing with high ratio 5th gear for high-speed cruising
- Uprated bearing plate and Wevo one-piece bearing retainer
- Welded tall shift rod for extra strength
- Sachs HD clutch kit with ally pressure plate
- Suspension / Brakes — race-derived suspension and brakes
- 917 derived 930 bakes calipers with fresh drilled large rotors and pads (will fit 15" Fuchs)
- Sander hollow torsion bars, 22mm front, 29mm rear
- Tarret adjustable anti-roll bars and adjustable rear spring plates
- Custom re-valved Bilsteins and race springs with turbo tie rods
- Rennline mono-balls front and rear strut brace Corner weighted and balanced

- Fibreglass RSR front wings, bumpers and ducktail. Carbon-fibre bonnet
- Heated front windscreen. Heating and radio delete. Clock removed and replaced with air ducts into cabin
- RS door cars with opening straps and window openers
- Recaro 'Pole Position' seats with a custom finish on sliders. Momo steering wheel
- Lightweight carpet set with interior sound deadening. Black perforated headlining
- Race battery located with terminals in smugglers box for weight saving and distribution.
- Battery cut-off switch and fire extinguisher
- Lindsey 17" Fuchs style P2 wheels 8" front 9" rear. Half rollcage available plus a few other parts including glovebox cover

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