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Porsche 911 GT3 RSR - Updates for 2009



Porsche's GT2 race car, the (rather confusingly named) 911 GT3 RSR, has undergone extensive modifications for 2009 to give it more engine capacity and better aerodynamics.

Visually, the most obvious change is the re-designed nose with its large air outlets on the front panel, but there are other major alterations beneath the lightweight bodyshell. For example, the air outlet slots are an outward sign of the re-designed air ducting for the radiators (needed due to the installation of an optional air-conditioning unit).





The capacity of Porsche's well-known six-cylinder horizontally-opposed 'boxer' engine has been increased from 3.8 to 4.0 litres. Rules for the 2009 season see another reduction in the allowed size of the air restrictors but, despite this, the engine now delivers around 450bhp at 7800rpm, and develops maximum torque of 430Nm at 7250rpm. The rev-limiter kicks in at 9000rpm. When compared with its forerunner, the 2009 model sees power available at lower revs, with a flatter torque curve and hence better driveability.



In the cockpit, a new multi-function display above the dashboard indicates the optimum time to change gears. And among the many new features of use to a race team is the adjustable blinking of the lights in the front apron, helping those in the pits to more easily recognise their team's cars, particularly at night.

The GT3 RSR is the third race car based on the Porsche 911 offered by Porsche Motorsport (the others being the GT3 Cup and GT3 Cup S). About 20 of the successful long-distance racers have been built in Weissach and are now being delivered to customer teams around the world. The GT3 RSR costs 380,000 euros plus VAT.

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