


## 1995 Porsche 911 GT2

- Lot sold  
USD 0  
**Year of manufacture** 1995
- **Lot number** 181
- **Drive** LHD
- **Condition** Used
- **Location** 
- **Exterior colour** Other
- **Car type** Other
- 

### Description

#### PROVENANCE

Rohr Racing, Concord, California (acquired via Porsche Motorsport in 1994)  
Current Owner (acquired from the above in 1997)

#### RACE HISTORY

24 Hours of Daytona, February 1995, Rohr/Murry/Haywood/Mayländer (4th Overall, 2nd in Class)  
12 Hours of Sebring, March 1995, Rohr/Haywood/O'Steen (DNF, GTS1)  
Phoenix 1 Hour, May 1995, Rohr (3rd in SCCA WC)  
Mosport 1 Hour, May 1995, Rohr (4th in SCCA WC)  
Lime Rock 1 Hour, May 1995, Rohr (6th in SCCA WC)  
Road America 1 Hour, July 1995, Rohr (3rd in Class)  
Trois-Rivières 1 Hour, August 1995, Rohr (2nd in Class)  
Road Atlanta 1.5 Hour, August 1995, Rohr (5th in Class)  
Road Atlanta 1.5 Hour, August 1995, Rohr (6th in Class)  
Sears Point 1 Hour, October 1995, Rohr (4th in Class)  
24 Hours of Daytona, February 1996, Rohr/Schürg/Rosenblad (DNF)  
Road Atlanta 2 Hours, April 1997, Brown/Ligonnet (14th Overall, 3rd in Class)

#### LITERATURE

John Starkey, , discussed on p. 845  
Jürgen Barth and Gustav Büsing, , chassis listed on p. 603  
Ulrich Upietz, , pictured on cover

#### THIS CAR

The creation of new FIA GT racing categories in the early 1990s encouraged manufacturers to enter models similar to those seen on the road. Porsche responded with a range of increasingly stout variants based on its then-current 964-generation 911. By the time the 993 was launched in 1994, however, customers were

demanding more power than the existing 3.8-liter naturally aspirated engine could provide.

Named for the class in which it was built to contest, Porsche's answer was the 993 GT2. Based on 993 Turbo underpinnings, the GT2 differed visually via bolt-on fender flares, large rear wing, and aerodynamic panels with air intakes for additional brake cooling. Inside, the racer featured a gutted interior including only the absolute necessities for competition. Fitted with mandated restrictor plates, the turbocharged M64/81 3.6-liter flat six developed a reported 450 hp and 400 lbs./ft. of torque, a number thought conservative. Power was managed by a six-speed manual gearbox and sent to the rear wheels as mandated by the regulations. As with its predecessors, the GT2 excelled in endurance racing, quickly becoming the privateer's car of choice with success at Le Mans, Sebring, and Daytona.

Launched at the 1994 Essen Motor Show, the GT2 was constructed by Roland Kussmaul's Race-Sports Department at Porsche. This 993 GT2 was ordered by Jochen Rohr for his eponymous racing team during the 1994 Porsche Motorsport banquet in Germany; it was the first production example built by the factory. In its maiden outing at the 24 Hours of Daytona in 1995, Rohr, David Murry, Bernd Mayländer, and the legendary Hurley Haywood shared driving duties, guiding this GT2 to an extremely credible 4th Overall and 2nd in Class (GTS1).

The GT2 was subsequently entered by Rohr at numerous SCCA-sanctioned World Challenge events including Phoenix (3rd), Mosport (4th), Lime Rock (6th), Road America (3rd), Trois-Rivières (2nd), Road Atlanta (5th and 6th), and Sears Point (4th). The GT2 returned to the 24 Hours of Daytona in 1996, but had to retire because of a crash. Rohr repaired the car and raced it one more time before selling it to the consignor in 1997.

This GT2 retains its original engine - a rarity for a race car of its age. Presenting in substantially similar condition to when last raced by Rohr, including its bright yellow livery, this car will require recommissioning after many years in static display. Based in Concord, California, Rohr Motorsports may be available to perform those services utilizing many of the same team members from the period. Eligible for many historic racing events worldwide, this GT2 represents a chance to acquire a pedigreed racing car from one of the most exciting epochs in Porsche's racing history.

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