


CLASSIC DRIVER



1973 Porsche 911 - Carrera RS

Carrera RS

Price	Price on Request	Drive	LHD
Year of manufacture	1973	Interior colour	Black
		Condition	Used
		Location	
		Exterior colour	Other
		Car type	Coupé
		Exterior brand colour	other

Description

View high resolution photos <https://www.flickr.com/gp/149927902@N02/v466j7>

Full nut and bolt, concours-quality restoration

Matching numbers engine and transmission

Upgraded to M471 Lightweight specifications using Porsche factory components

Purchased and verified by Dr. Georg Konradshiem, leading Carrera RS expert

1,477 miles since restoration in 2009

Has Porsche Certificate of Authenticity

Includes books, tools, compressor, spare and service documents

The Carrera RS is one of the most revered cars in the Porsche lineage, and is regarded as one of the finest sports cars of the 1970's. Revealed at the 1972 Paris Auto Show, it was a factory

special built to meet the homologation rules of FIA Group 4 racing. The RS ("Rennsport") was almost invincible at Le Mans, Daytona and the Targa Florio, often winning outright against pure racing prototypes. It's not often you would see the same car on the podium one day, and passing you on the open road the next. The RS is conclusive proof that one of Porsche's greatest skills was building a car that was immensely competitive at the track, and equally useable as a street car.

This Carrera RS was originally built on February 23rd, 1973 and delivered to Porsche Austria in Salzburg whose owner and principal kept the Carrera RS as part of their collection until October of 1974. It was subsequently sold to the owner of Unit Pictures and stayed in his family until February of 1979. Rainer Roth purchased the car who then kept the RS for the next 23 years. After taking possession of the car, Roth decided to convert his M472 touring car to a M471 lightweight. Rainer worked for one of the Porsche distributors in Austria, having access to the parts needed to convert the Carrera RS. Taking extreme care to use only original (NOS) factory parts, including rare sport lightweight seats, lightweight carpets and door panels, clock plug, etc., he ensured that his car was exactly correct. Once the conversion was completed, Roth drove the car until November of 1995, when he saw the long-term collectability of the car and put it in storage. In 2002 he parted ways with his beloved RS and made its way to the U.S. that year. The deal was brokered by the author of the definitive book on the Carrera RS, Dr. Georg Konradsheim.

In 2009 Gunnar Racing was tasked with doing some work on the RS and ended up performing a full ground up, nut-and-bolt restoration. The car was stripped down to its bare tub, with each of its individual systems and parts taken apart and restored piece by piece using only Porsche parts. The original, numbers matching engine was rebuilt and the matching transmission was serviced. All of its original parts were replated or refinished, along with its gauges restored and interior reupholstered. The RS was painted in its factory original Tangerine orange color, and the decision was made to keep the car in its lightweight trim that it received in 1979. As with all of Gunnar's restorations the work is meticulous and detailed.

In December of 2013 Canepa sold the car to its most recent owner who kept it in pristine condition, adding few miles during his ownership. The Carrera RS returned to Canepa in 2019, in the same fantastic condition that it was when it left. The car received a full mechanical inspection and concours-level detailing as part of the "Canepa Difference" process. With a clean bill of health, the car was washed and its Tangerine orange paint polished to a show finish with a sheen only capable by orange cars. Now offered for sale again, step into this 911 Carrera RS and understand why these cars are rightly held on a pedestal as part of the all-time greats.

