

THE BEST FOR “SHOW AND GO” NO TIME NOR MONEY SPARED

This car was designed and built professionally to be a clone of the 1973 Porsche 911 RSR factory Race Cars used by Penske for the IROC series of NASCAR. Two years were spent on research, design and building this truly beautiful and very fast Porsche.

General Construction

We used a 1977 Porsche 911 S and stripped the car to bare metal and then acid dipped it. The tub was primed, car assembled, holes drilled, then disassembled and painted with 4 coats primer, 6 coats PPG yellow and clear coat. All parts were new and approved for racing.



Body and Glass

We made changes like Porsche did, extending mounting plates for a rear suspension. Fenders are “RSR” fiberglass flares, fiberglass hood, bumpers, and trunk. All glass is Lexan racing glass and a special air duct cooling inlet for the transmission was added.

Interior, Gages



Momo Racing seats in yellow and black, Momo leather yellow and black quick release steering wheel, carbon fiber stick shift knob and dash cover. Original Porsche gages, recalibrated and tuned, white faced in yellow and black. Aluminum floor plates and pedal covers. Driver in dash cooling system. Dash mounted computer based exhaust monitoring system for carburetors, lean/rich.

Roll Bar / Chassis Design

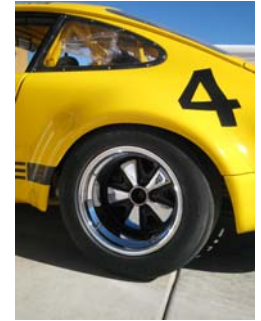
Chassis is Tig welded to the custom roll cage. This was incorporated into the chassis by welding directly to the shock towers in front and rear with crossbars added for strength. Special “NASCAR” style side impact bars were added for safety. Custom fully adjustable front shock tower boxes were built to allow additional camber adjustments. The chassis and body is one rigid unit, allowing easy and accurate suspension adjustments.

Fire Systems, Safety

We used a Halon three outlet fire suppression system for interior, engine and under hood. Window net and Simpson 5 point harness used.

Suspension, Brakes, Wheels

We researched Porsche racing books to make changes to the rear mounting position of the rear suspension. We used Billstein adjustable coil over shocks, 23mm front tubular torsion bar, 30mm rear tubular torsion bar, front and rear 25mm anti-roll bars. We selected Bremco four piston racing brakes with slotted rotors for cooling of the brakes. The braking system has bias control built in to allow adjusting front to rear braking. Wheels are original “RSR” magnesium 15x9 front and 15x11 rears.



Oil, Gas, Electrical

All hoses used are light weight braided lines with race approved connectors. A 15 gallon fuel cell with high volume fuel pump and a 15 quart aluminum oil tank with overflow, front oil cooler, and breather hose were used. Simple three fuse electrical design with minimal wiring, and a Racing high output battery used, with electrical cutoff switch.

