
PORSCHE Carrera RS
Carrera
Carrera

With the Touring car on the racetrack- in the Porsche Carrera RS

At the start: a new PORSCHE — the CARRERA RS.

The name reminds one of the longest and hardest road race in the world, in which Hans Herrmann, Fürst Metternich and José Herrarte once celebrated their triumphs in PORSCHE: The CARRERA PANAMERICANA.

The car's technique points out, in every detail, the sum of all the experience which PORSCHE has collected up until now, in sports and in this series of car.

Its performances will make a hard competitor out of him in the group 3 and 4.

The prominent rear spoiler, from which the car is instantly recognisable, improves the aerodynamics of the car and stabilize the road-grip.

The interior is designed for the sporting stakes. It escapes superbly from the superfluous and consists only of the functional necessities. Result: A power to weight ratio of 4.6 kg /HP.





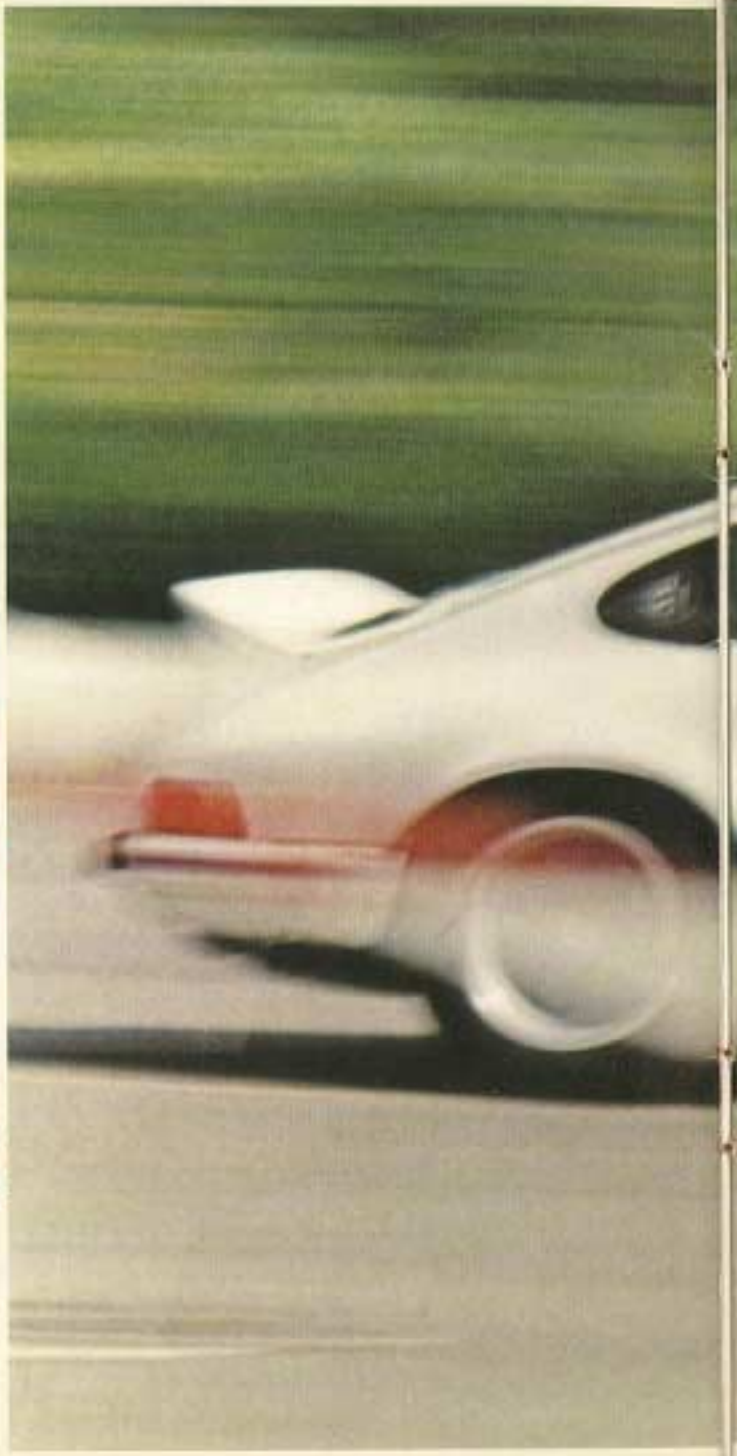


Its speciality: It has none. Like an all-round competition vehicle, it is qualified in the same way for Slalom, track, mountain and Rally racing.

Its particularity:
The CARRERA RS is without any restrictions, being fully practical for everyday traffic and roads. A purely simple PORSCHE, which can perform wholly unusual things.








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Green light for a new PORSCHE: The CARRERA RS.

The motor is a 6-cylinder-inject-Cylinders opposed. 2687 ccm. 210 DIN-HP of 6300 r.p.m. Maximum torque 26 kpm.

Its test series produced a fantastic result regarding the drive performance: from 0 to 100 in 5.8 seconds. Top speed is 245 km /h. Nevertheless, it maintains a surprising elasticity for a maximum output motor over the whole number of corresponding r.p.m. sphere, with the highest efficiency between 3,000 and 5,000 r.p.m. With a compression of only 8.5:1, the CARRERA RS is satisfied even with standard petrol.

The power of the car makes the driver superior in every situation, and obliges him, at the same time, to give a good example to others in road traffic and on the race track.

Its repertoire: With axis to the race and back home. Monday to the office. Tuesday to Geneva. Back in the evening. Wednesday shopping. City. Traffic-jam. Crawling traffic, but no spark plug soot. Thursday high-road, Motorway, bends, field-paths, building plots. Friday only short distances and cold starts again. Saturday to Finland with the holiday luggage.

CARRERA RS — On the sprint as well as in the Marathon, it has fully inexhaustible reserves.

With the racing car in the town - in the Porsche Carrera RS







Two cars in one - and nevertheless, no compromise - Porsche Carrera RS

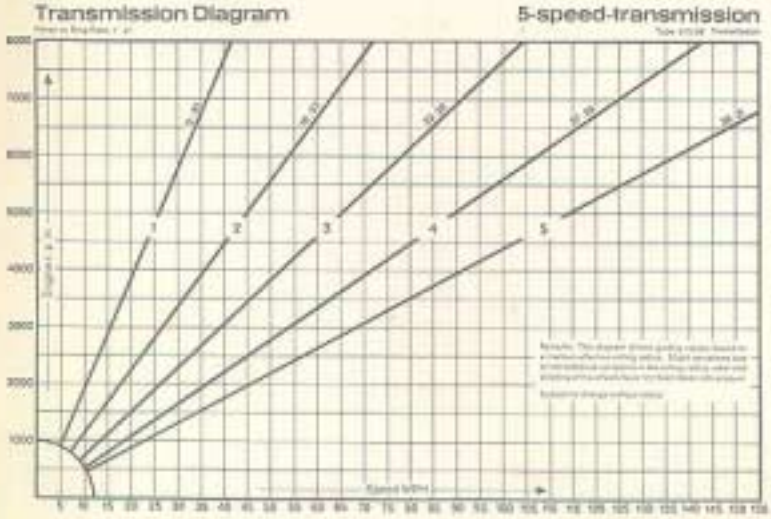
A car for the race-track — a car for the road: The CARRERA RS.

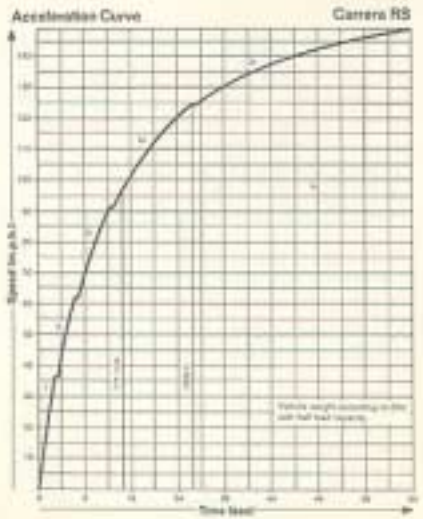
Its basis is the successful 911 series. From it, the car takes over the details of constructions which have been mellowed by years of experience. And with that comes perfection and reliability.

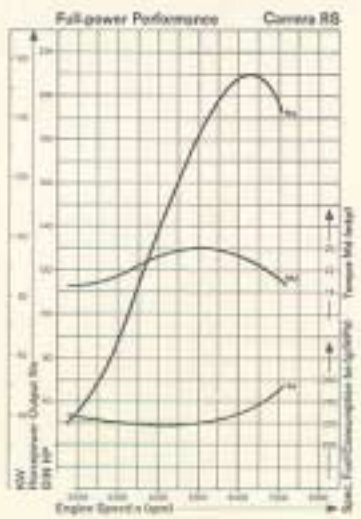
But simultaneously, a lot of "know how" is in the making of the car, with which PORSCHE has won, three times running, the World's make championships and — against strongest competitors — could take over the leading position in the Canam Series and the Inter Series.

A combination of triumphs go together to make the CARRERA RS what it is: a perfect vehicle for everyday use, and for racing. But one can complete the equipment of the car subsequently, according to desire and propensity, for — even more performance or comfort for the road.

Detailed information regarding this can be obtained at your VW-PORSCHE dealer.







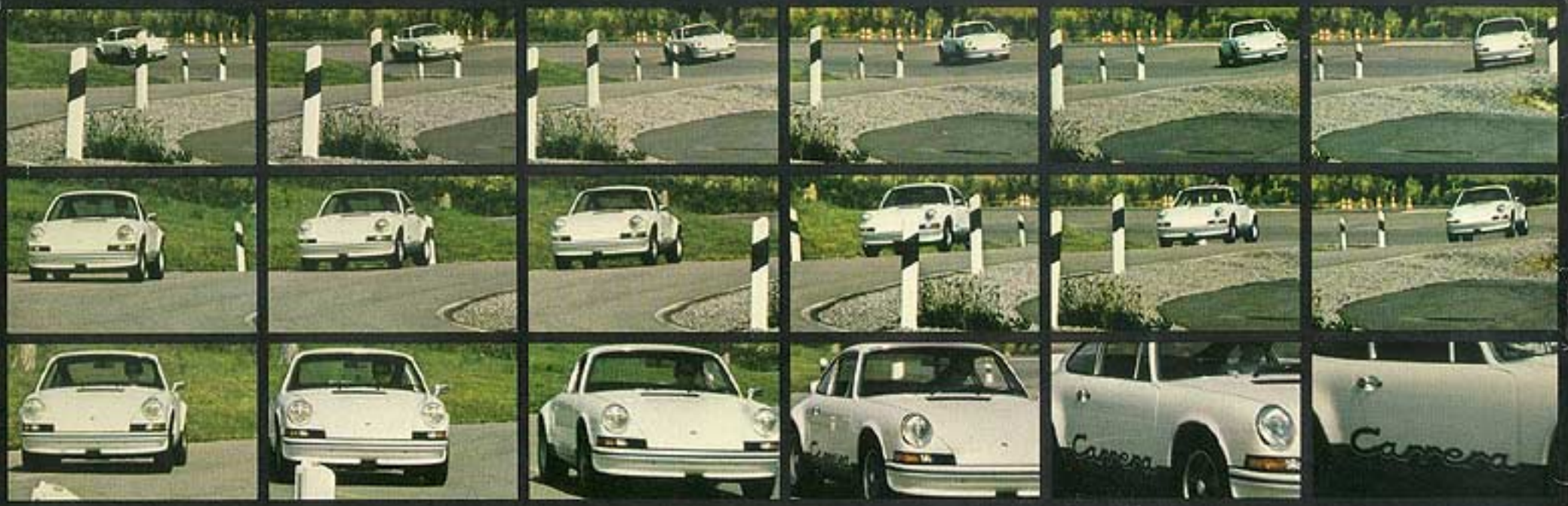
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— Technical data —

Engine	
Number of cylinders	6
Bore (mm)	90
Stroke (mm)	70.4
Displacement ccm	2687
Compression ratio	8.5 : 1
Engine output HP (DIN/SAE)	210/230
at engine speed r p m	6300
Max. torque (mkg according to DIN)	26
at engine speed r p m	5100
Output per liter HP-DIN	78
Fuel octane requirement (ROZ)	91
Engine Design	
Layout	Air-cooled four stroke Otto engine with 2 opposed cylinders
Crankcase	light alloy
Cylinders (individual)	light alloy with Ni-layer
Valve position in cylinder head	1 inlet-, 1 outlet-, V-formed suspension
Valve operation	on the right and left respectively 1 above lying camshaft
Camshaft drive	through chain
Crankshaft	forged, 8 sliding bearings
Lubrication	dry sump system, oil filter in the full flow
Fuel supply	electric pump
Mixture supply	mechanic 6-punch injection pump
Electrical System	
Battery voltage V	12
Battery rating (Amp/hr)	1 x 36
Generator	770 W alternator
Ignition	high voltage condenserspark
Spark plugs (electrode gap m/m)	Bosch W 265 P 21 (0,55) Beru 265/14/3 P (0,55) Bosch W 260 T 2 (0,7) Beru 260/14/3 (0,7)
Transmission	
Clutch	single dry plate
Manual gear box	Porsche Synchromesh
Number of speeds	5 forward, 1 reverse
Final drive	spiral cog-wheel bevel gear
Power transmission	through double cardan shaft to the rear wheels
Chassis, Suspension	Self-supporting body shell independent front suspension with wishbones and shock absorber struts
Front springs	torsion bars
Rear suspension	independent, semi-trailing arms
Rear springs	1 transverse torsion bar per wheel
Shock absorbers	front and rear hydraulic double-acting shock absorbers
Stabilizer	front
Foot brake	hydraulic dual circuit braking system with ventilated discs on all 4 wheels
Wheels	6 x 15 LM (forged)
Tyres	165 VR x 15 tubeless
Steering	rack and pinion
Capacities	
Engine	approx. 10.0 l with oil cooler Typ-HD oil
Gear box and final drive	approx. 3.0 l
Fuel tank capacities	85 l including 9.0 l reserve
Windshield washer reservoir	approx. 2.0 l
Dimensions	
Wheelbase	2271 mm
Track, front	1372 mm
Track, rear	1368 mm
Length	4102 mm
Width	1652 mm
Height	1320 mm
Ground clearance	150 mm
Turning circle	approx. 10.7 m
Weights	
Unladen weight (DIN standard)	960 kg
Permissible gross weight	1400 kg
Performance	
Maximum speed km /h	245
Acceleration 0—100 km /h (0—62 mph) (DIN unladen weight + $^1/_2$ payload)	5.8 sec.



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