

CLASSIC DRIVER

[Would the owner of the Porsche 911 RSR please collect your car, it's been parked for 31 years](#)

Lead

We've seen plenty of barn find magic in 2023, where lucky collectors have a second chance at purchasing a delivery-mileage classic, but this Porsche 911 964 Carrera RSR Strassenversion might just be the craziest find of the year. Watch as it heads to Bonham's Abu Dhabi sale on November 23rd.



Collecting any brand-new car is something for the memory book. That fresh new car smell, finding an untouched piece of chrome to put a fingerprint on, hearing that engine fire up for the first time, there are truly few other feelings quite like it. Collection day of any car is a special day, but for one lucky owner in 1993, their day involved collecting the keys to one of Porsche's most successful and dominant race-ready road cars in the brand's rich history.

There's no other way of putting it, the 964 Carrera RSR was the car to go racing in during the early 1990s. When a flurry of these flat-six beasts rolled up on the start line, you could almost guarantee you'd see at least one on the podium, if not all three. The RSR was so fast, that during the 24 Hours of Daytona, the RSR not only swept the first four spots in IMSA's GTU class, but the lead car of the four also finished third overall. That was a staggering six places in front of the fastest WSC prototype. It's fair to say that in the right hands, the RSR was simply unstoppable.



As the racing success spread to Sebring, Interlagos, Suzuka, and just about every circuit in between, two road-ready versions, known as 'Strassenversion' would land into the hands of the lucky owners. While one was busy testing the limits of their machines, the other, this Polar Silver Metallic example barely saw the light of day, vanishing into his private collection with only 10 'delivery' kilometres recorded. Supplied to special order, the car was not delivered until 1996, a whole three years later, such was the length of time needed to meet the owner's extravagant and exacting requirements, some of which included an interior extensively trimmed in Guards Red leather extending to the seats, headlining, dashboard, steering column, steering wheel, door caps and roll cage.

While the 964 Carrera RS was Porsche's modern day 2.7 RS, the RS was somewhat tame compared to the outrageous RSR. Capable of reaching 0-62mph in a blistering 3.7 seconds, the 964 RSR's sprint time is impressive, a mere 0.3 seconds slower than the current day 992 generation GT3. Almost shamefully, the Porsche now remains outstandingly original and untouched, having not been driven for 30 years, even retaining the factory applied Cosmoline protective coating.



For your chance to experience a piece of motorsport and Porsche royalty, you will need some rather deep pockets, as this untouched example holds an estimate of \$2,000,000 to \$2,500,000 when it goes under the hammer at Bonham's upcoming sale in Abu Dhabi on November 23rd.

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