

CHRZANOWSKI & KLEIN 964 CARRERA RSR 3.8

WRITER
PHOTOGRAPHS

OLLI HALTTUNEN
GERALD JOHNSON, THE STATE ARCHIVES OF FLORIDA,
BENGT-ÅCE GUSTAVSSON, MARKO VIITALA, MARKUS SAMUELSON, RISTO AHOKAS



◀ Daytona 24h 1994 - car being prepared for race

▼ Drivers position cars for starting procedure at Daytona 24h 1994 race. There are 62 race cars on the grid, which includes 964 Carrera RSR 3.8s.

ANOTHER KIND OF **RACE CAR**

Throughout the 1980s GT classes faded at international 24 hour races. Porsche had difficulties in the early 1990s; car sales were poor, and the factory's Motorsports department had withdrawn from international circuit racing, including group C competition.

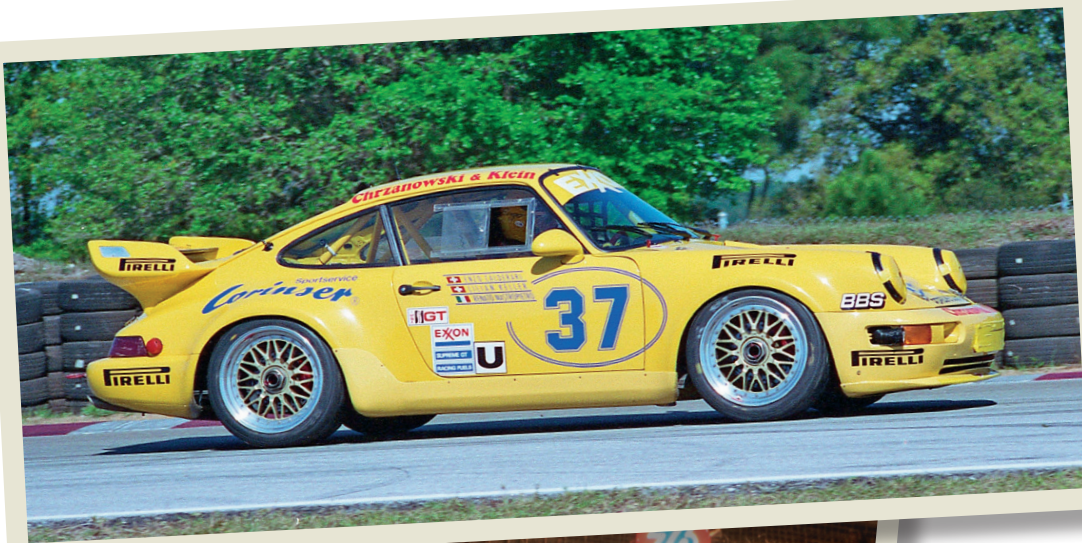


PORSCHE was even so planning return to the 24-hour Daytona, Le Mans, Spa and Nurburgring races. The Porsche Motorsport department at Weissach, managed by Jurgen Barth, was preparing 964 Carrera RS 3.8, and the even more powerful RSR 3.8 design focused for competition use. With all-new Le Mans GT homologation, the car was equipped not only for these international 24-hour races but also for German ADAC GT cup rules as well as races such as Interlagos 1000km and Suzuka 1000km. The car was designed specially for private teams to use at international GT races. In 1993 the Porsche 964 RSR 3.8 was raced by such independent German teams as Rook, Obermaier, Team Joest Porsche, Freisinger Motorsport, and Konrad Motorsport. Eventually RSR 3.8 would become one of the most successful air-cooled Porsche race cars ever built. Class victories were scored in all of the top races: Le Mans 24h, Daytona 24h, Sebring 12h, Spa 24h, and Suzuka 1000km.

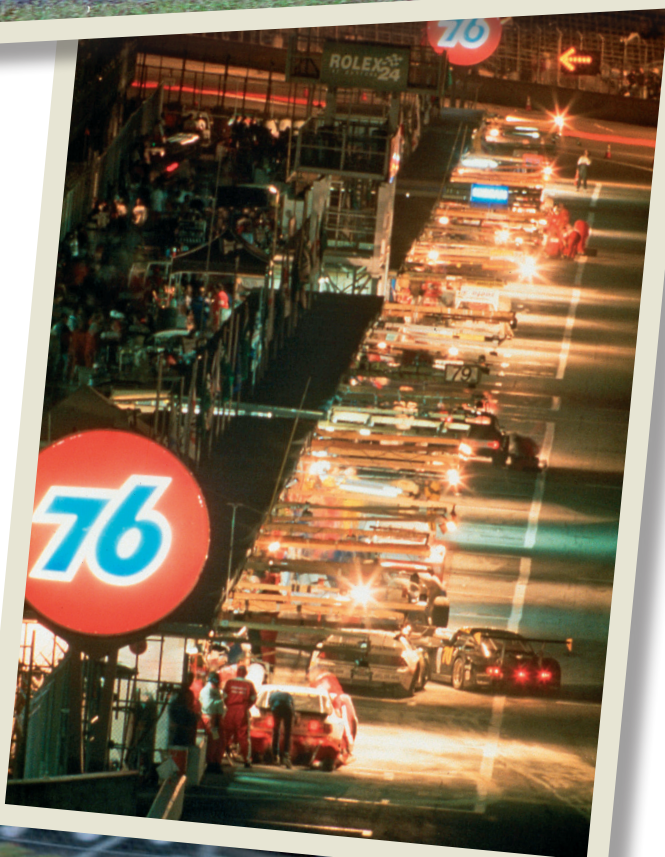
RSR 3.8s were built by hand through 1993-1994 at the Porsche Weissach factory and by many private teams with good relationship with the factory's Motorsport department. Porsche declared a rating of 300 bhp (RS) from their air-cooled 3.8 litre M64/04 engine and a moderate 350



◀ Daytona 24h 1994 - Chrzanowski & Klein 964 Carrera RSR 3.8, drivers and team portrait.



◀ Photographer Gerald Johnson has attended the Sebring 12h race since 1965, 52 years without a single nonattendance. In this picture Gerald has taken photograph of Chrzanowski & Klein 964 RSR at Sebring old hairpin, on this occasion driver is Enzo Calderari. For safety reasons the hairpin was replaced with a "safety pin" corner for the 1997 race.



◀ Daytona 24h 1994 - Teams need to refuel and maintain cars also at night.



▲ Magnus Wallinder / Team Strandell won STCC SM 1998 main event Ring Knutstorp.

bhp for their racing-version RSR 3.8. However, it is widely acknowledged that the RSR 3.8 engine actually produced around 375 bhp.

In the spring PCF members Olli Halttunen and Risto Ahokas were planning to take part in the forthcoming summer club races. Their eagerness for racing was high as usual, as always during spring time, and both had driven club races for the last 5 years. Olli had driven Raimo Niemi's old 944, while Risto had driven a Belcar Boxster. In the spring both were still happy with the contents of their garage, as both had collected several Porsche enthusiast cars over the years. As both were happy with their cars, one might ask how a 964 Carrera RSR 3.8 race car ended up in their garage. Both had thought about ramping up to a more capable race car for some time, and when a suitable race car came up for sale in Finland, they did not have to think about it for long.

The car's race history sounded interesting as it had been raced in Nordic supercar series in Scandinavia and the Baltic countries, which sounded great to club race drivers. It was known at the time that the car had been brought to Sweden by Bo Strandell, a well-known Swedish race team owner, and German Porsche Kremer's former chief mechanic. Next year the car was acquired by a Swedish team called Spirit Racing, which entered the car in races including the Skandinaviska Långdistans Cupen series. The car ended up in Finland in 2004, when Marko Viitala bought it.

Researching the car's history was hindered by many changes of the colour scheme, aerodynamic parts that varied according to particular series regulations, and the absence of an original Wagenpass. Furthermore the appearance had been altered in line with the 993 look. Some sort of breakthrough in researching the history came

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▲ Black appearance of the car during 2001 when Spirit Racing raced the car.

when we discovered where the letters CH&K, that were stamped to upper suspension struts, may have come from; German Chrzanowski & Klein team.

Contacting Chrzanowski caused a real surprise, both to the car's current owners and to Günther Chrzanowski, who responded to our contact. The car was in fact their 964 Carrera RSR 3.8, and Günther confirmed the car was the same one that competed during their ownership at the 1994 Daytona 24h and Sebring 12h races as well as "lots of races in Europe". The contact was also timely because they had been just been asked for pictures of the car by people building a scale model of it - and they had wondered where the car might be today.

The car's original 7.7.1993 stamped ONS Wagenpass was found in Sweden through PCS contacts, and now accompanies the car again. CH&K 964 RSR has been raced since 1993 at over 60 races in 13 different countries, most of them long-distance races. Over the years the car has participated in many race series, e.g. VLN Langstreckenmeisterschaft, Nürburgring, IMSA, Euro GT, Swedish GTR, Skandinaviska Långdistans Cupen, FIA NEZ GT, Nordic Supercar, Spezial Tourenwagen Trophy, and Finnish circuit racing championship. It has also taken part in Porsche Club races in many countries, including Finland.

Chrzanowski & Klein 964 RSR is still in full ready-to-race condition, but its future is under consideration. It remains to be seen how much the car's history will shape future plans for it. At least we are contemplating bringing back the original colour and restoring the front of the car to the 964 look. In Germany people are happy about the news of car's current whereabouts, and expertise is available there for restoring it. Günther Chrzanowski's company's expertise is in restoring Porsches, although they still actively run race cars. In forthcoming PCF Magazines we cover the car's many races, drivers, and the car's mechanical aspects in greater detail.

▼ In 2006 the car ended up being the star of a music video at Alastaro circuit. Marko Viitala is in the middle. The same year Marko raced in the FIA NEZ Baltic GT Cup series.



▲ Nordic Supercar 2007. Marko Viitala 964 RSR at the front, behind Olli Virtanen



▲ RSR in its current layout 2017. Under consideration is returning the car's original colour and restoring the front to the 964 style