

Porsche 1972 911T (Kenny)

1972 Porsche 911T Sunroof Coupe – Gulf Orange, paint code 019

Currently registered in CA on vanity plate **RG GIRL**

- Long-time ownership with one of the most respected aftermarket 911 engineering companies
- Unmatchable provenance as "the car that started it all" in terms of wide scale WEVO product development for 911 chassis
- Super desirable '72 with side oil tank
- Rust free bodyshell in rare Gulf Orange with instantly recognizable graphics - "The WEVO car"
- 2.4 911/53 911S engine with upgrade camshafts
- Time capsule WEVO R&D product development history as expanded below
- Featured in period magazine articles as an historic early R Gruppe build
- The best of the best mechanical components - one of one, ultimate addition to any serious 911 hot rod garage

Provenance and Overview

For sale for personal reasons after twenty years of ownership, San Francisco Bay Area 1972 Porsche 911T. VIN 9112102149, built May 1972. The 1972 model year with the one-year-only side oil filler flap is the one every air-cooled 911 enthusiast wants.

This great little car has been owned by a handful Porsche enthusiasts in San Francisco's Bay Area since it was new in 1972. It is a classic "longhood" Porsche and long-time catalogued member of the Porsche Club of America and Golden Gate Region of the PCA.

This 911T has been driven by performance minded owners for its entire life. Track driven under PCA membership in Time Trials and Driver Education. Autocross'd extensively and competitively by many of the owners at regional, zone and national level.

Early owners set a gentle development slope for this 1972 911, with archive paperwork showing engine development work completed at the respected Garretson Enterprises in Mountain View, CA, where a unique (1 of 4?), Garretson bespoke upgrade to the original 2.4T engine was performed. Suspension upgrades to improve track and autocross performance, with set-up notes from SCCA notorious Dwight Mitchell may also be found in the documents folder.

This car joined the stable at WEVO in 2000. From here, the development curve ramped up significantly as the car became the R&D test bed for numerous future WEVO products that would go on to revolutionise the schema of air-cooled Porsche improvement. Many of the WEVO products refined on this car remain in production today, and the car has both prototype and production parts still installed. Some are 1 of 1 examples in existence: not installed on any other Porsche 911.

Engine

Unlike many other modified longhoods, this '72 retains the 2.4 litre engine with mechanical fuel injection for that authentic vintage, high revving driving experience. In 2004, the original 911/51 engine *6123345*- still running well, was removed as a precaution to protect the matching-numbers provenance.

It was at this time that Jerry Woods (of Jerry Woods Enterprises and formerly of Garretson Enterprises) recognized the unique Garretson upgraded spec of the original 2.4T engine. That original engine made ~181hp at 6250rpm on the JWE dyno on 4/10/04 in the exact specification it was removed from the car. Airbox and air filter installed, Abarth 911S performance muffler installed.

That original engine was replaced by the current engine, a 911/53, 2.4-litre long block *6321730* (from a 911 S – another very desirable flat six) that was dressed using the original yellow “T” fan shroud and a combination of 2.4S intake system, recalibrated fuel Injection pump and the highly regarded Elgin “Mod-S” camshaft grind. The engine currently in the car made ~195hp at 6750rpm with airbox, filter and Abarth muffler installed, once again on the same JWE dyno.

The engine installation is stock per 1972. There is no external oil cooler, it has the stock MFI fuel pump mounted in stock location, stock fuel filter and fuel cut-off valve all mounted and functioning.

The current engine was sensitively cosmetically detailed when it was installed in 2004, it still shows well, with bright zinc plating, fresh hoses and plug wires.

The engine is mounted on WEVO SS Engine mounts, being unique early prototype parts that precede the successful production version that has been part of the WEVO product range since 2004.

The current exhaust is stock MFI heat exchangers (cabin heat connected) and a stock MFI muffler with the period correct ribbed, OE chrome outlet. The accessory package that comes with this car includes a rare Abarth 4-outlet muffler, an equally rare and unique 6-outlet muffler (for when 4 is not enough!!) and a rare, unused 2 x 2 muffler with a pair of chrome outlets exiting wide; one on each corner of the rear bumper.

The engine has a WEVO 915 Streetlite Clutch kit using a spring center friction disc. This clutch kit uses the stock release mechanism. The low inertia and added performance of this clutch kit is especially noticeable when asking the 2.4 litre engine to pull hard through the rev range in 2nd and 3rd gear, such as for freeway on-ramps.

Transmission

As one would expect given our unique expertise and high regard in performance transmissions (including our revolutionary 5-speed transmission for 356 models), the transmission has been through a variety of revisions, at times running a WEVO super lightweight spool instead of an open differential. It currently has a Porsche factory ZF Limited Slip Differential. It has a very deliberate build suited for easy street driving, or aggressive track driving. 80% build configuration giving the maximum friction surfaces, then carefully shimmed to have a very light pre-load of only 10 ft/lbs.

This configuration gives a high locking action during aggressive driving and easy rolling and steering at low speeds. The transmission has a suite of WEVO products inside it. The XT_100 Side Cover, the WEVO 915 GateShift kit, XT_032 bearing retainer plate. It's been many years since the synchronizers were replaced, so 2nd gear synchro will answer back if rushed, but this is generally the case with all 915s. The gearbox is in great operating condition and needs no repairs.

Interior

In 2001, when this car was being prepared for further PCA time trials and high-speed track use, the interior was modified with bespoke carbon fibre driving seats on custom aluminum bases with adjustable seat rails. A rear half roll-over hoop was carefully installed on reinforcement plates with thread inserts at the feet. This bespoke tube work was fabricated in Chrome Molybdenum steel tube and black semi-gloss powder coated.

This roll hoop is tightly fitted to the sunroof liner and B-pillars and can be re-installed at any time with relative ease. As this roll hoop is bespoke and custom and would not fit any other 911 chassis, it will be part of the accessory kit that comes with 9112102149. The carbon fibre seat shells and custom seat bases will also be a part of that accessory kit.

Note that these composite seat shells are not FIA legal and ideally suited for drivers weighing in the sub-170lb (77 kg) range. A custom tailored set of 3" Willans 5 point harnesses also come in the accessory kit, these were FIA labelled – but compliance has now expired due to age. The seats, roll hoop and harnesses are a carefully curated set of components, very deliberately configured for the track use the car enjoyed in the in the early 2000's.

These sports purpose track parts were removed as a group in 2010 and the car returned to its original street interior with factory leather sports seats, albeit with the rear seat backs removed as the roll hoop mounting positions no longer allow for these rear seat backs to be installed.

The current interior has the original wool carpets in typically aged condition. Various pieces have been lifted to allow the addition of the roll hoop mounting locations and these areas are trimmed to allow access to the floor. Some of the sound insulation from the rear seat area has been removed and the carpets re-installed over the sheet metal. At a glance the car has a full interior, less the rear seat backs.

The steering wheel is a very rare Abarth 360mm wheel, crafted in the style of Momo aftermarket steering wheels of the 70's and 80's. Uniquely marked with the Abarth Scorpion logo embossed in the center spoke. The wheel was NOS when installed in 2000 and thus has only ever seen sun when the car is driven. The leather is unmarked and nicely burnished and supple from use and proper leather care. The wheel is mounted on a Momo Porsche 911 boss with an additional 19mm spacer to bring the wheel to the comfort position for the way we have used the car.

The dashboard instruments are original and unaltered and the tachometer is original and therefore marked with the 2.4 T engine rpm redline zone. There is a small crack in the dash pad in the typical location adjacent to the speaker grille. The radio aperture has a custom made radio delete plate in light gauge sheet aluminum and flat black paint.

The gearshift is a 1977 shifter base with a WEVO 915 Classic shifter in a custom +40mm lever length and topped with an OE 1972 shift knob with typical crazing in the clear lens over the digits. The shift linkage also has a WEVO Stock 911 PSJ and the XT-147 Billet clamp to complete the shift linkage.

The door cards are custom parts with black leather bonded to lightweight 3mm Baltic Aircraft ply treated with waterproofing on the door cavity side. The door cards are mounted to the doors with the OE style plastic mushroom studs in the normal locations and M5 metal thread screws into the original locations along the bottom edge. The door pull is a custom steel fabrication and the latch release is also custom steel fabrication fastened to a modified release crank in the standard location. The steel fabricated pull and release parts are zinc plated and burnished with metal polish. There are no map

pocket assemblies installed, however the original map pockets are included in the accessories package that come with the car. The door cap trims are stock.

The roof lining is original in good condition with typical yellowing of the 48 year old vinyl. The zip to the sunroof mechanism is still operable. The sun visors are in acceptable condition, showing typical sagging of the vinyl, but still very serviceable.

As mentioned, the seats are factory sports seats with single side latches on the tilting bases, correct for 1972. The seats are covered in black leather, perhaps not original, but at least 25 years old. The leather is supple and has properly cleaned and fed regularly during our tenure. The seats have great patina and don't have the plush, matte look of seats that are freshly restored. The seat bases and rails were restored and plated in black zinc in 2008. The slide, tilt and release mechanisms all work correctly.

Bodywork

As one would expect of a car that has lived in California all of its life, being cared for by enthusiastic and attentive owners, this is a very solid example.

The bodywork is in the style of 1973 911 RS Lightweight. The steel rear flares are from a 911 SC with the narrow wheel arch lip. The rear bumper is a one piece fiberglass unit, the ducktail is all fiberglass. The front bumper is also fiberglass in the RS lightweight style with the central boss feature for an oil cooler. Blanked on this car, a front oil cooler has never been installed. The front spoiler features custom made WEVO fiberglass brake cooling ducts that loosely mimic the position of the fog lights on the standard steel 911 bumpers from 1972.

The front of the car was repainted in 2004, the paint on the balance of the car may be somewhat older: early 90's, perhaps. The paint applied in 2004 was expertly matched to the balance of the car, so the current paint is unified in overall appearance. The panel shuts and door jambs were never repainted, so the original color is present in the door openings, front compartment and engine bay. That original paint is now 48 years old, but in fair condition. One could consider an exterior repaint in the original Gulf Orange with shuts and jambs in their preserved original paint. The accessory package that comes with the car will include the original decklid and rear bumper assembly, all in original Gulf Orange paint (not salvageable) and the steel, "early S" front bumper which has been stripped bare.

The body has an orange on orange stripe, using the WEVO logo formed in the graphic style of a Hawaiian Hibiscus print. The stripe is ~ 200mm wide and is placed to the right of the car centerline and runs over the entire length of the bodywork. Due to the orange on orange color palette, this stripe is unique and very difficult to photograph. As the WEVO logo is copyright protected, this strip could not be copied and is part and parcel of what makes this car so instantly recognisable. The artwork was designed by Jeroen Berloth from www.9gear.nl and the vinyl decal digital artwork for this stripe will be included in the accessory package for the car.

Overall, the exterior condition is highly presentable. There is a small dent in the passenger door but the paint is not cracked. This could be removed by paintless dent repair. There are typical chips in the wheel arch edges, where tire debris impacts the facing surfaces behind the fenders. There is also one small crack in the paint in the RF fender lip.

The lighting package enjoys the options H1 headlights from 1972 are H1 units in good condition. Turn signals, lenses all consistent with the age of the car, the rear lenses are European style with orange lenses for the turn signals.

The glass is in good condition, the window frames are bright, with some marks in common places, although no major blemishes. The window lifts are smooth and were fully serviced when the door cards were installed. The windscreen has a small crack originating at the mount for the internal rearview mirror. The windscreen and rear window had new seals in 2008.

Suspension

The suspension package is built around the F21/R26mm torsion bar formula that is commonly used on longhood cars with modest tire sizes.

The front suspension uses the original steel cross beam and stock wishbones with Neatrix plastic bushings. The struts are RSR style, threaded body units with raised spindles and gussets. The dampers are Bilstein Sport inserts. The front strut tops use the WEVO CamberKing kit with Teflon lined monoballs and a carbon fibre cross tube. The front Anti Roll bar is a vintage thru-the-body unit from Weltmeister, hollow 19mm tube.

The rear suspension uses WEVO SPS (Spring Plate System) with ball and roller bearings in the torsion tube support bracket. This car has an early R&D version of the WEVO SPS kit, with slightly different appearance to the production version that was sold by WEVO between 2004 and 2012. The trailing arms are from a '76 911, in aluminum with SRP monoballs and WEVO E-Z pins on the inboard pivot points, the adjustable rear anti roll bar is a tubular vintage Weltmeister unit. The rear dampers are Koni, yellow (low pressure gas) adjustable dampers. The driveshaft's use the small CV joints from the 911SC.

Braking

The brake package on this car is particularly special. The car has the 1 of 1 set of prototype WEVO brakes that were manufactured during an R&D phase in 2004. The calipers are loosely fashioned on the 4-piece architecture of Porsche 930 brakes from the late 1970s.

As a design brief, the brakes were conceived to package the maximum size rotor inside a Fuchs 15 x 6 wheel. The goal was to bring the braking power into alignment with the advanced modern tyre compound performance that had become available for a 15 x 6" wheel. The result is a 315mm x 28mm front rotor and the 930 rear rotor (incorporating the necessary E-brake drum).

The brake pad package is borrowed directly from the 930 and the staggered diameter pistons and seals were chosen directly from the collaboration between Brembo and Porsche on the brake calipers of the water-cooled cars of the 2000s. The result was a rigid and compact caliper with astonishing performance in a small wheel package - without resorting to wheel spacers to clear the rotor or caliper.

The rigidity was accomplished by using a high tensile Stainless Steel for the "fists" which join the two piston blocks together and provide the stiffness of the caliper. The piston bodies are made from wrought aluminum blocks and 3D CNC machined to meet the weight and stiffness goals. The spares package that comes with this car includes a pair of new and unused front rotors made by DBA in Australia. The other service items in the kit are all available from the Porsche parts catalogue and supporting service documents for the brakes will accompany the car.

Wheels and Tires

The wheel and tire package is a set of beautifully restored Fuchs 15 x7 & 8. The Fuchs have silver paddles and anodizing in great condition. Avon CR6ZZ classic tires in 185/70 front and 215/60 rear are installed and in great condition, no plugs or puncture repairs. The spare tire is a 15 x 6 Fuchs with a 185/70 tire.

Electrics

The vehicle electrics are mostly stock, an aftermarket radio was properly removed and any compromise to the wiring loom addressed. The aerial hole remains. There is wiring provision for an in-car camera. This is properly installed and no risk to the car electrical system. The twin battery system has been converted to single battery in the smugglers box using the WEVO lightweight battery kit. This kit uses a 12V31M Mazda Miata AGM gel battery from WestCo and the battery is new. The additional heavy battery cables that formed the original twin battery cabling to the starter motor have been removed or shortened in an effort to sanitize the battery installation and reduce weight.

Summary

This is a rare car, the combination of rust free bodyshell, rare Gulf Orange color, 911S engine and the time capsule of WEVO R&D product development combine to make a totally unique opportunity to acquire a very special 1972 911 with unmatched provenance.

The car is priced at US \$150,000: the parts cost alone to build a similar 911 exceeds this figure, notwithstanding that many of the parts are unique to this car. We are particularly interested in finding this much-loved car – known as Kenny – an equally devoted owner. Make your case and come and see it in person!

Accessories package:

Loose parts that are part of the heritage of this car and included in the sale.

Engine

Original 911/51 crankcase, engine *6123345* with crankshaft
Cylinder heads with unique 34mm intake ports, Garretson Enterprises 2.4 special spec.
34mm matched port MFI throttle bodies
Stock 6 bolt flywheel
Stock 911S 915 Aluminum clutch cover

Exhausts

Abarth 911S Muffler, 4 chrome tip outlet
Unknown brand, 6 (center cluster) chrome outlet 911 muffler
Unknown brand, 4 chrome outlet muffler, 1 pair left corner, 1 pair right corner.

Transmission

WEVO 915 Spool with drive flanges.
Original magnesium side cover
Original magnesium bottom cover and pivot fork.

Bodywork

Front Bumper, steel "S" bumper (currently stripped and in bare metal)

Engine deck lid, original steel, in original Gulf Orange

Rear Bumper corners

Rear center panel

Smugglers box lid

Documentation

Folio of paperwork accumulated by previous owners

Digital artwork for WEVO Hawaiian stripe

Interior

Map pocket components and door cards. (restorable condition)

Carbon Fibre custom bucket seats

Custom seat bases to work on Recaro (or mid-70's) seat rails

Roll Hoop – custom to this Chassis only

Willans 5-point harness x 2 (expired FIA labeling)

Rear seat backs

Brakes

315Ø x 28mm thick vented brake rotors for DBA – new

Notes with part numbers for future service rebuilds.