

Marque Porsche

Model/Type 911 T / R

Registration Number BB 2276

Colour(s)

ORANGE (AND IN 1973 GULF BLUE)

VIN/Chassis/Frame Number

4080524

Year of Manufacture 1967Date of Registration 12/12/67

Owner

Date of Purchase 1999

Recorded Mileage at Purchase 85000 KLMS.



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Driving and Vehicle Licencing Centre

AFN Guildford

Official Porsche Centre (Sales) Woodbridge Meadows Guildford Surrey GU1 1BD Tel: 01483 408800 Fax: 01483 408811

AFN Guildford (Service/Parts) Woodbridge Park Trading Centre Woodbridge Road, Guildford Surrey GU1 1BH Telephone: 01483 408803 Fax: 01483 408822

13 June, 2000

To Whom it may Concern

AFN Limited is the retail outlet of Porsche Cars Great Britain Limited, the Porsche importers for Great Britain.

AFN Limited were the original importers of Porsche vehicles into the UK and Porsche Cars Great Britain was formed from our company in 1966. AFN and Porsche Cars Great Britain Limited are sister companies and are wholly owned subsidiaries of Porsche AG, the Porsche Factory.

We are regularly asked to provide vehicle information for the DVLA, Metropolitan and County Police forces, insurance companies and vehicle agencies.

The information provided for licencing and authenticity is taken directly from Porsche AG's chassis files.

If you have any query on the attached information letter, please call me on the above number.

Yours sincerely,

Jeff Moyes T.eng LAE MIMI

Manager

"Consistently meeting your expectations through excellent teamwork"

Head Office & Registered Office: AFN Limited Bath Road, Calcot, Reading Berkshire RG31 7SG Registered in England No: 220221





Directors Details; K. J. Flynn (Managing) Ms. J. Southern (Finance) A.P. Goss H. Riedel



Mr Mark Waring Worlwide Classics 104 Molesey Road Hersham Walton on Thames Surrey KT12 4RD AFN Guildford

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AFN Guildford (Service/Parts) Woodbridge Park Trading Centre Woodbridge Road, Guildford Surrey GU1 18H Telephone: 01483 408803 Fax: 01483 408822

13 June, 2000

Dear Mr Waring,

Thank you for your recent enquiry regarding your Porsche. I am pleased to inform you that the following information is recorded on Porsche's archive record:

Chassis

: 118 20421

Model

: 1968 911 T/R Coupe

Date of manufacture

: December 1967

Place of manufacture

: Stuttgart, Western Germany

Original selling dealer

: AB Scania Vabis, Sweden

This car is constructed wholly from parts manufactured and sourced within the EEC. I would fully support the issuing of an age related licence number for this car.

Yours faithfully,



Jeff Moyes
"Consistently meeting your expectations ager · AFN Heritage through excellent teamwork"









CRS-RSR

Production & Racing History Individual Chassis Record RSR 2.8, RSR 3.0, RS 2.7 & RS 3.0









1973 RSR 2.8 Individual Chassis Record

Sauzay. Sold to Martin Konig. UK.

Chassis No: 307671. (R3).

Engine type: 901/22. Gearbox type: 901/54. Weight: 800kg. Built 6/67. 1967: Marathon de la Route: Elford/Neerpasch/Herman, 1st.

Chassis No: 11899 001.

Engine type: 901/22. Gearbox type: 901/553. Weight: 800kg.

Chassis No: 11899 002.

Chassis No: 11899 003.

Chassis No: 11899 004.

In France.

Chassis No: 11899 005.

1969: Tour de France: Larrousse/Gelin, 1st.

Tour de Corse: Larrousse/Gelin, 1st.

Sold to the Collier museum, Naples, Florida. Apparently now has a 2.8 RSR engine on Webers.

Chassis No: 11899 006.

Chassis No: 11899 007.

Chassis No: 11899 008.

Chassis No: 11899 009.

Chassis No: 11899 010.

Chassis No: 11899 011.

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Chassis No: 11899 013.

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Chassis No: 11899 014.

Chassis No: 11899 015.

3-4/2/68: Daytona 24-Hours: McDaniel/Sullivan, race number 3, 14th. 23/2/68: Sebring 12-Hours: McDaniel/Sullivan, race number 27, 24th.

Chassis No: 11899 016.

Chassis No: 11899 017.

Built March 1968. In California, USA. Sold to Warren Eads. Sold to Peter Kitchak. Restored by Morespeed Campbell, CA.

1995: Raced at Chicago Historics. The engine is from the Porsche speed record holder from Monza, 1969.

Chassis No: 11899 018.

Chassis No: 11899 019.

Chassis No: 11899 020.

2000: sold to Jasek Polak. Sold to the Matsuda collection, incorrect engine. Sold by Symbolic Motor Car Company.

EXAMPLES OF 1970-1972 PORSCHE 911 RACE CARS 1968: 91117R.

Chassis number: 118 204421.

Engine type: Unknown. Gearbox: type 901. Weight: 920kg. Capacity: 2 litres.

1967: Sold to Scania Vabis (importer).

1968: Int. Swedish Rally: Ake Anderson/Sven-olof Svedburg, DNF.

Monte Carlo Rally: Ake Anderson/Sven-olof Svedburg, 12th

11/4/68: Sold to Anders Sigurdsson.

9/7/69: Sold to Jan Lundgardh.

1970: Raced by Lundgardh in the Swedish group 3 and Group 4 0-3000cc class Championship.

1971: Prepared for Special GT category. Twin-plug engine, bigger wheel arches. 19/5/72: Sold to Lennart Winkvist

16/11/72: Sold to Jan Lundgardh.

16/9/73: Sold to Jelanders Bilbarage AB.

2/7/75: Sold to Stellen Wingard.

12/7/78: Sold to Karl Anders Lars Holmstrand.

8/7/80: Sold to Bil-O-Teket AB.

16/9/82: Sold to Lars Gumpel, c/o Skanitaliabil. Sold to Stig Norin.

13/7/83: Sold to Lars Gumpel. Sold to Peter Hjert later in the year.

4/5/84: Sold to Hannaárne Robert Lundstrom.

7/8/85: Sold to Nils Sture Gruffman.

24/11/93: Sold to Grand Prix Sports and Racecars AB.

2000: Sold to

Chassis number: 118 20422.

1968: Monte Carlo Rally: B. Waldegaard/Lars Halmer, 10th.

1970: 911 ST.

Chassis number 911 030 0949.

Engine type: 911/02. Gearbox: type 901. Weight: 960kg. Capacity: 2195cc.

1970: Reg No: SR 2970.

6-10/5/70: Alpine Rally, Austria: Waldegaard/Halmer, 1st.

14-18/11/70: RAC Rally: Larrousse/Wood, 6th.

1971: Engine 2395cc. Has 6 and 8 inch wide Minilites. 1/71: Monte Carlo Rally: J. Barth (as service car).

Tour de France: Larrousse/Barth. Psychedelic shell colours.

Sold to G. Larrousse. Painted in Gulf Blue.

Tour de France: Larrousse, RU.

1970: 911 S/T.

Chassis number 911 030 1138.

Engine type: 911/02. Gearbox: type 901. Weight: 960kg. Capacity: 2195cc.

April 1970: Sold to Hans Braun of Nuremburg, a Mercedes dealer, via MAHAG, Munich and Autohaus Krauss, Munich. Apparently Braun raced it at Ellerberg. Stadsteinach, Giebelstadt, Wurzurg-Kist, Kelheim, Hersbruck, Spalt (all Bergrennen-Hillclimbs) and at the 300km Nürburgring, ADAC Salzburgring and Hockenheim

11/7/71: Int. ADAC-Norisring-Rennen: Braun. 7th.

1971-72: The car was then sold to Ludwig Hornauer who drag-raced it in US Army/

Airforce events in Hanau, Gebenstadt and Ramstein.

1975: Sold to Manfred Grundmann of Gochsheim near Schweinfurt.

1977: Sold to Harald Metzner, (tax reasons only).

21/3/79: Sold to Karl Schmitt, Sassanfahrt.

21/8/89: Sold to Reiner Schupke, Baiersdorf.

21/11/89: Sold to Franz Georg Dopper 1990-92: Restored.

1999: STPO

Chassis No: 911 130 0637.

Engine type: 911/02. Gearbox type: 901. Weight: 980kg. First registered: 17/3/71. Reg. No: S AA 4826. Original factory rally car. ex-Ake

Anderson. Safari rally car. Now fitted with RS 2.7 engine and 935 style bodywork.

1972 911S 2.4S.

Chassis No: 911 230 0032.

Engine type: 911/02. Gearbox type: 901. Weight: 980kg.

5-6/2/77: Daytona 24-Hours: B. Hindson/F. Carney/D. Davenport, race number 42, 7th, 1st in GTU class.

18/3/78: Sebring 12-Hours: C. Soldevila/L. Gordillo, race number 42, 7th, 2nd in GTU.

16/4/78: Road Atlanta: C. Soldevila, race number 4, 6th in GTU class.

4/7/78: Daytona: C. Soldevila, race number 4. 35th NR (crashed). Parts built into new shell. Raced on. 28/11/82: Daytona: L. Gordillo/M. Villa/D. Febles, race number 65, 18th, 8th in

in GTO. 19/3/83: Sebring 12-Hours: L. Gordillo/M. Prieto/C. Soldevila, race number 65.

7th, 2nd in GTO 24/3/84: Sebring 12-Hours: L. Gordillo/M. Prieto/E. Salguerro. race number 95. 52nd, NR.

1996: Original shell recovered, restored

1972: 9115 2.55. Chassis No: 911 230 0934.

1972 9115

Chassis No: 911 230 0934

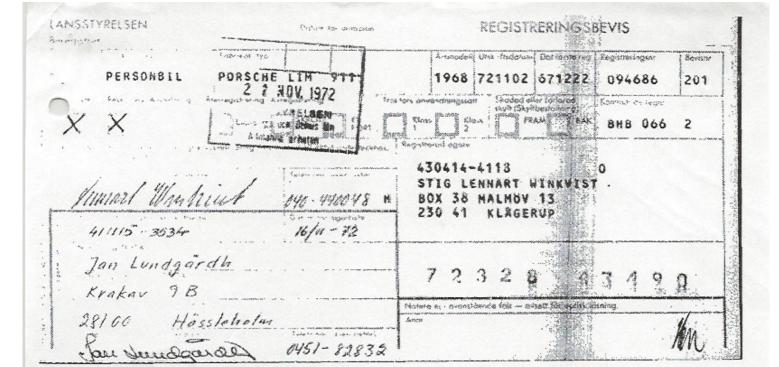
Owner sequence Porsche 911T chassies no. 118.2.0421

Year	Date	Owner	City	Reg.number	Remarks
1967	12-dec	Scania Vabis AB	Södertälje	BB 2276	Orange Colour
1968	11-apr	Dalsy Konfektions AB (Anders Sigurdsson)	Dalstorp	P 75376	•
1969	11-jul	Jan Lundgårdh	Göteborg	O 94686	
1972	19-maj 16-nov	Lennart Winkvist Jan Lundgårdh	Klågerup Hässleholm	BHB 066 BHB 066	
1973	16-sep	Jelanders Bilgarage AB	Halmstad	BHB 066	
1975	02-jul	Ştellan Wingård	Hyltebruk	BHB 066	
1978	12-jul	Karl Anders Lars Holmstrand	Anderstorp	BHB 066 ,	
1980	08-jul	Bil-O-Teket AB	Stockholm	BHB 066	
1982	16-sep 17-sep	Lars Gumpel c/o Skanitaliabil Stig Norin	Stockholm Täby	BHB 066 BHB 066	
1983	13-jul 13-jul	Lars Gumpel Peter Hjert	Stockholm Saltsjö-Boo	BHB 066	
1984	04-maj	Hans Arne Robert Lundström	Frősőn	BHB 066	
1985	07-aug	Nils Sture Gruffman	Finnerödja	BHB 066	
1993	24-nov	Grand Prix Sports & Racecars AB	Stockholm	BHB 066	

Reg ir BB 227	6 Kort	Personbil Fabrars	rikat, typ, nodell	Porsche Limousine	911 T /1968		Modeliked	Chassinr el, motsv.
Pörut v. eg.nr		Karosseri	I	läckt 2 dörrar				11820421
lotoreffekt	DIN 169k	Fordonets längd	415 em	Reg.nr vid bes.	Tjänslevikt 1100 k	Däckstorlek frambjul 1		Drivmedel/Tankr. lit. Bensin/ 100
elavstånd	221 cm	bredd	161 cm	Dat. f. första reg. 22.12.67	Ant. pass. 1 s	bakbjul 1	65 - 15	Koppl. anordn. Saknas
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örutv. eg.nr BB	2276	Karosseri T	äckt, 2 dörrar							11820421
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4	1997 To Harrie To The County of the County o	Piper 1 September 2 September

BHB

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B# BHB 066

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BILREGISTRET

REGISTERUTDRAG

2000-03-16

08:34

- Registreringsnummer BHB066-2

- Fordonsslag

- Fabrikat, typ

- Årsmodell

- Färg

PB

PORSCHE LIM 911

1968

LBLÅ

- Karosseri

TÄCKT

- Nuvarande ägare fr o m 1993-11-24

GRAND PRIX SPORTS AND RACECARS AB

BOX 1729/ADV L. EHRSTEDT/

111 87 STOCKHOLM Organisationsnr 556061-2011

- Tidigare ägare fr o m 1985-08-07 GRUFFMAN, NILS STURE

DALG 42

- Tidigare ägare fr o m 1984-05-04

695 50 FINNERÖDJA LUNDSTRÖM, HANS ARNE ROBERT

GUDFASTS VÄG 19

832 55 FRÖSÖN

- Antal ägare sedan fordonet togs i trafik första gången 1967-12-22 14 st
- Fordonets status

FORDONET ÄR AVSTÄLLT För att avställningen ska upphöra ring 077 - 125 25 25.

- Fordonets skatteförhållande

EJ SKATTEPLIKTIGT

- Fordonets besiktningsförhållande

KÖRFÖRBUD

Uppgifterna får inte stadigvarande lagras på medium för automatisk databehandling. Loggning sker av mottagarens telefaxnummer och sökt fordonsidentitet.

> Vagverket

Utskriftsdatum

1993-11-24

Personligt skyltnummer

Person-/Org. nr

556061-2011

Numeriskt registreringsnummer 0713070662

Registrerad ägare

Registreringsnummer

BHB066

GRAND PRIX SPORTS AND RACECARS AB FÄGELSTAV 25

124 33 BANDHAGEN

ALLMÄN INFORMATION

Datum för första registrering Typintyg utfärdat/ datum första reg. besiktning

Antal tidigare ägare inkl. bilhandlare

Förvärvsdatum

671222

671219

13

931124

FORDONSSKATT

Skatteår

Uppbördsmånader

DEC-NOV NOV

LÄNSSTYRELSEN

HE IS HERE ! II BEH IS I SE HIS ISLIE ! SEN! BU

BOX 22510

Plats

för

frimärke

104 22 STOCKHOLM

BESIKTNINGSREGLER - KONTROLLBESIKTNING

ÅRLIGEN UNDER TIDEN JUN - OKT

FORDONSIDENTITET, KAROSS

Längd, m Bredd, m Chassinummer

Registreringsnummer Personligt skyltnummer **BHB066**

4.15

Fordonsslag PB

Fabrikat/Typ

Utrustning

PORSCHE LIM 911

Antal passagerare Arsmodell Modellkod PR0000

Färg LBLA

Karosseri TÄCKT

1.61 11820421 MOTOR OCH VÄXELLÅDA, m m

Effekt, kW 118 Effektnorm DIN

Tankrymd, I Drivmedel 100 BENSIN Växellåda

MANUELL

VIKTER

1100

Tjänstevikt, kg Maxlast, kg Totalvikt, kg Skattevikt, kg

1100

För att bilen ska få framföras med B-körkort får släpets totalvikt inte överstiga

1100 KG

Bilen får inte dra ett släpfordon med högre vikt (tjänstevikt + last) än

KOPPLINGSANORDNING, m m

Koppling, typ

Bromsuttag

AXLAR OCH HJUL

Däckdimension, bak

165-15

ANVÄNDNINGSSÄTT, m m

ÖVRIGA TEKNISKA DATA, DISPENSER

LAMPSACKINST

77-1141516

1 CLEAVE PRIOR CHIPSTEAD SURREY CR5 3YF UNITED KINGDOM TEL/FAX 01737 557077

EMAIL chris@thailand60.freeserve.co.uk

16th January 2000

Per Loxlin Markhogsvagen 100 S – 26194 Lamdskrona Sweden

Dear Per

I do very much appreciate your kind offer to help me trace the history of Porsche 911T/R first delivered to A.B Scania Vabis on the 12th December 1967.

Incredibly, it still has its original engine, gearbox, body to 1968 Group 4 specification, callipers and discs though very worn, 906 exhaust system, seats and petrol tank. I need to complete the F.I.A Form with its history for racing in the New Porsche Classic Trophy.

I have listed below three phases of its life and would appreciate anything you can trace on any of its three`lives`.

12/12/1967 911T/R delivered to A.B. Scania Vabis Rallied in Sweden?

1968/1970 Converted to Group 4 - Special GT for races in Europe

New front and rear wings with 2 inches overlap.

1976 to date Painted Blue 3-litre ducktail 2.4 front spoiler - Club racing

in Holland?

I have enclosed three sets of documents and any help would be much appreciate (expenses covered).

Thank you



Ulrich E. Trispel Buschkampstr. 167 33659 Bielefeld Germany Tel. xx49-521-402926 Fax. xx49-521-786164

Porsche 911T

Dear

obviously our Swedish friends are very busy. I too have got the confirmation, that your car was the sister car of Björn Waldegaards 1968 Swedish Rally winnig 911T.

Tonight my friend Filip who is in touch with Per Loxlin and Per Hageman called me and reported that they have the full chain of ownership in Sweden. They are now working out the race results. It all sounds very prosperous.

In the meantime I have had two shots of Mark Waring's RSR been printed. I will bring them with me when I come to Spa.

Have a good time in Thailand.

Kind regards,

Ulrich E. Trispel

H A WST I W PORTANT DO COMENT SU PORTING HISTORICAL BATA A DER HACKMAN W PS THE 1972 WECHANIC

PER HÅGEMAN

Köpenhamnsvägen 41 B S-21771 MALMÖ. Sweden Tel-fax: +46 40 91 1813 Malmo, Febr. 22, 2000-02-22

Thank you for your fax of Februari 21st. I shall try to answer your questions as good as I can, and as far as I know to-day.

About the engine, I don't know when it was stripped down for the last time. It certainly wasn't stripped My address etc. you will find on the head of the letter. down when Lennart Winquist owned it. This last Sunday, I spoke to Stellan Wingard, who owned it around 1975, but he had not had any strip down. It was used as a road car then, and he confirmed that it

About earlier history, I haven't yet found Jan Lundgårdh, so I don't know about revs etc. but if it still got real Carrera 6 rockers there would be no problem. I have some experiences as a co-driver in historic rallies in an old 1965 911, and we are bound to use ordinary original 911 rockers, according to appendix "K", and we use to rev more than 7.000 revs with them. Otherwise the rockers is a weak point, when standard, and I know that there are those using Carrera 6 illegally to be sure.

Yes, Åke Andersson was 12th in the 1968 Monte Carlo Rallye in what I am 95%+ sure is your car, "0421" However Ove Andersson was never connected with Porsche or Scania as far as I know. I hope I will get the document showing that the car with reg.no BB 2276 is ch no 118-2-0421, then it should be 100 %. My work with the car was general work with checking the engine, brakes etc, and I also took the engine and gearbox out of the car, when something broke down in the gearbox at the Knutstorp Opening race in 1972. The gearbox was then repaired by Lundgårdh and it was then back into the car. Winquist also did a hill climb in mid-Sweden, the Röforsloppet, but I had no time then to join him then, so he just borrowed my Volvo PV 544 -- and trailer. As I told you, Winquist wasn't very fast as a driver, so the material wasn't stressed too much. Later I joined him for the Västkustloppet at Falkenberg, the West Coust Race. He said that he got sponsorship from "Hägges" cookies and sweet bakery, but I don't think he got any money but just several boxes with cookies etc. so all the other drivers frequently visited him to eat. There were several retirements in the race, so I think Winquist returned home with 4 (?) points in the Swedish Championship for Group 4 cars up to 3000 cc, and then got another 4 points at the final at Knutstorp, but

it was a worse result as the final gave double points. Lundgård raced it in the Swedish championship in 1970 in the class for group 3 and group 4 cars 0-3000 cc, but he just gained a single point, but was a little bit better in '71 when he got 4 points. He then sold the car to Winquist and bought a 2,2 litre, also ex Åke Andersson, Swedish Championship-winning car, but

At the Swedish GP at Anderstorp 1973, Winquist was entered as a driver, but somebody else drove it, I don't know who, I was just there as a spectator, but I got the impression that Lundgårdh had taken the car back and maybe had it hired out. I remember that it then was equipped with a Carrera ducktailed rear bonnet, and it might also have had the wider front wings by then.

As I told you, it had Carrera heads in 1972 and for certain Lundgårdh had them in 1971, but how it was earlier, we have to ask Lundgårdh. I think Lundgård did all work himself, and had not very much to do with Scania, but know that he later had extremely good connections with Stuttgart.

I think that the race for GT cars at the Swedish GP 1973 was an international one. I shall see if I can find a programme - I usually don't throw them away, but have moved twice since, so...

AB Scania Vabis was the general agent for VW and Porsche, and they also had a small racing or really rally department led by Leif Hansen, so I think they got the right bits, after all Sweden was a top nation in

I shall see if I can get a copy of the car from the rally book - it was from the back cover. rallying then.

Kurt Simonsen, Bengt Ekberg and Roland Larsson formed a Porsche team called KUBERO formed from their names. They then got sponsorship from a company making small cottages for leisure, called "Västkuststugan" =West Coast Cottage, but I don't think the team was called just Västkust = West Coast. Jan Lundgårdh, however was not connected with this team.

I shall see if I can get into connection with Lennart Winquist, I haven't seen him for many years, but he owes me some money for some racing tires, so it might be difficult. As I told you, Jan Lundgårdh might live closer to you than to me, but I shall phone somebody who might know.

Best wishes, and have nice holiday in Thailand



FAX

PER HÅGEMAN

Köpenhamnsvägen 41 B S-217 71 MALMÖ, Sweden Tel-fax: +46 40 911813

Malmö", 2000-03-16

Dear

Nice to speak to you yesterday As I told you I now lenow definately that your car , the torsche 911 T with Chiur 118.20421 was the car that The Anderson rallied in the 1968 Monte Carlo Rallye and the Swedish KAK-Kally. Yesterday evening I visited fer Koxlin, and he supplied me with documents, of registration, showing the Swedish owner history. Lereafter follows one of the documents showing the first and and keg nos BB 2276 and P75376 respectively, as well as the 3rd owner Tan Lundgardh, even if they spelled his family name wrong. It also follows an Owner sequence sheet that fer Koxlin has made up. will send you the "original conses" of the documents as well as the program from the Gwedish GP 1973, later but soon So fill then, set willes

100 P

DER HYCEWYN

.00 03/I6 10:07 FAX 040 911813

Malmö, 2000-03-31

Now, I have finally got the last missing link, i.e. the first registration document, of course showing that AB Scania Vabis in Södertälje was the first owner. In the upper left corner, you can see the registration number "Reg. Nr". Underneath says "Förutv. Reg.nr", which means previous registration nr. This could change if the car moved to a different district. Those days you could also see from where a car came. On the back side of the document is noted the new registration nr. If a car stayed in a districkt with a new owner, this was noted under the first owner, with date. All these old documents are also signed by the authoroties that they are the same as the original. I had great help from Per Roxlin to get them.

Around 1972, however, we got a new system whith "anonymous" registrations, i.e. you could not see from where it came. From then on, a car has the same registration number from the sale to the wreck-yard. On these documents, you can see that it got the no BHB 066 and the then current owner, with the new owner signed on the left side. However, for some reason the authorities don't sign these documents that are taken from a micro film.

Then the last three owners you can always get from the authorities "Vägverket" by fax.

It is in general no trouble that "Grand Prix Sports and Racecars AB" still are registered as owner. Curious however, as you have to pay 2 Pounds a year to have a car in the register. Problem is if there would suddenly turn up "another" 0421. I think Mr Trispel will send you a picture of Lundgårdh racing the 500-km Rennen at the Nürburgring in 1971. The car is as I remember it when Lennart Winqvist had it in 1972. The front wings were just hammered out to take the Fuchs wheels. I think the front wings with real extensions could have came by 1973 may-be, as it also had a duck tail when raced at the Swedish GP in 1973. Lennart Winqvist was still entered for this race, but as far as I have heard, it was Sten Hillgard, a very well-known Porsche profile in Sweden, who raced it.

Unfortunately I haven't had that good luck in finding old owners. Leif Hansen, the team manager of Scania Vabis has moved here from Malmö to Stockholm, which I didn't know, and he was out travelling, but I will get him one day. As I told you, Jan Lundgårdh had moved to Spain, and I havent't found his brother-in-law too; they weren't on good speaking terms earlier anyway, but I will find him. Lennart Winqvist is also difficult to reach, maybe because he still owes me some money for some racing rubber. So I have double reasons to get hold of him, so I will do. I remeber he had some good photographs of the car too.

Together with the documents, you will also find enclosed some copies from racing programmes here in Sweden. There are also two pictures from two different books from the Swedish rally 1968.

I might find more later, but now I an rather busy, To-day I have given in my income declaration to the authorities, and tomorrow early, we are going to Sanremo in Italy for some historic rallying with a Volvo PV 544, and then another friend is going to join for England. I will pick up my Norton Manx engine for my Cooper 500, the other guy is going to collect some Lotus Cortina stuff. But then...

Yours faithfully,

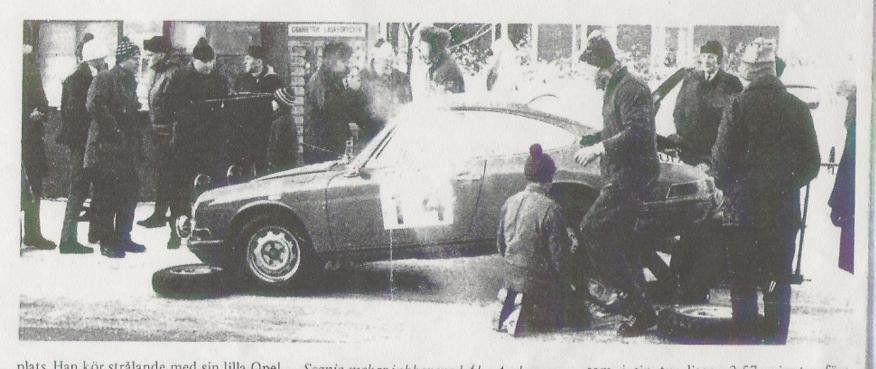


From "Mosor - Aktuellt" 1/68

" Scania mechanics work with Ake Archessons Porsolve at service halt at Hagfors.



Correspond Courte I III will. It' ... Int I'



Ulrich E. Trispel Buschkampstr. 167 33659 Bielefeld Germany Tel. xx49-521-402926 Fax. xx49-521-9503711

Porsche 911T (# 118 2 0421)

Dear

find enclosed a photograph of # 118 2 0421. In the meantime it has been confirmed by Per Hageman, that it actually shows your car.

The race is Nürburgring 500 km. The date is September $5^{\rm th}$ 1971. The driver is Jan Lundgardh.

The photgraph comes from my own archives. I own the negative, so if any other reproduction is required, let me know.

Kind regards,

Ulrich E. Trispel



68 01 04-07	Swedish KAK-Rally, Karlstad; S, KAK and V 14. Åke Andersson/S-O Svedberg, Sweden	Friedrich der Gr. 3 Went off, bent steering	Rtd.
68 01 20-27	Monte Carlo Rallye, AC de Monaco 237. Åke Andersson/S-O Svedberg, Sweden	Gr 3, class 5 th O/A	12 th
68 06 15-16	Premier Race, Scandinavian Raceway, Anders 58. Anders Sigurdsson, Ulricehamns MK		?
70 06 07	-European G 5/6 Championship, Scandinavian Jan Lundgårdh, Sweden	Raceway, Anderstorp, S, ARC	?
70 06 13-14	Nypremiär, Ring Knutstorp, Kågeröd, S, Hylli 6. Jan Lundgårdh, Anderstorp RC	nge MS Gr 3 and 4/70, 0-3000 cc	?
70 08 22-23	Danish GP, Jyllandsringen, Silkeborg, DK, Aa Jan Lundgårdh, Sweden Gr. 5 & 6	rhus AS Heats: 24 th , 25 th , 22 ^{nd.} Aggr.	?
70 09 27	-SM-Final, Kinnekulle Ring, Götene, S, Bengts Jan Lundgårdh, Anderstorp RC	fors MC Gr.3 and 4/70, 0-3000 cc	6 th
71 05 02	Hastighetstävling för bilar, Mantorp Park, Link 15. Jan Lundgårdh/Team Castrol, Anderstorp I		?
71 05 09 71.07.3/st 71 09 12	- SM-tävling, Scandinavian Raceway, Anderstor Jan Lundgårdh, Anderstorp RC, FNT 1.04C SOLITUDE RENNEN HOCKEN Västkustloppet, Falkenbergsbanan, Falkenberg 15. Jan Lundgårdh, Anderstorp RC Group 2	Group 4, 0-3000 cc / HGM 5/667 2000Cc s, S, Falkenbergs MK	6 th
72 04 30	Ring Knutstorp, Kågeröd, S, Hyllinge MS Lennart Winkvist, KAK/S	Heats: ?, ? Aggr,	?
72 06 04	SM-Tävling, Mantorp Park, Linköping, S, MK 11. Lennart Winkvist, KAK Södra	Scandia Group 4, 0-3000 cc	Dna?
72 07 16	Västkustloppet, Falkenbergsbanan, Falkenberg 4. Lennart Winkvist, KAK/S	g, S, Falkenbergs MK Group 4, 0-3000 cc	7 th
72 08 20	Kinnekulle Ring, Götene, S, Götene MK Lennart Winkvist, KAK/S	Group 4, 0-3000 cc	Dna.
72 09 17	SM-Final, Ring Knutstorp, Kågeröd, S, Hyllin Lennart Winkvist, KAK/S	ge MS Group 4, 0-3000 cc	9 th
73 04 29	→SM-Premiär, Ring Knutstorp, Kågeröd, S, Hyl 27. Lennart Winkvist/Team Castrol, KAK	linge MS Group 4, 0-3000 cc	?
73 05	Mantorp Park, Linköping, S, MK Scandia 25. Lennart Winkvist/Team Castrol, KAK/S		Dns?
73 06 15-17	Hitachi Grand Prix of Sweden, Scandinavian F 25. Sten Hillgard (Lennart Winkvist entered)/		orp RC

Int. ADAC-Solitude-Rennen Stuttgart	7. B.: GS-Tuning Autoh. G. Schneider KG, Gundelfinger.
(Südwest-Pokal Hockenheim)	F.: Dieter basche, Schleibneim BMW 2002
3./4. Juli 1971 (RegNr. 137)	8. B.: Autohaus Max Moritz, Reutl. F.: Gerd F. Quist, Stetten Porsche 914/6
Streckenlänge: SpezTW, SpezGT-Wagen, Sport-Prototypen	9. Peter Kaiser, Stuttgart Porsche 914/6 10. Ernst Seiler, Schweiz Porsche 914/6
uber 2000 ccm: 10 Rd. =67,886 km	11. B.: E. Strahle KG, Schorndorf
Sportwagen u. Sport-Prototypen bis 2000 ccm: 2 x 25 Rd. = 339,43 km	F.: Günter Steckkönig, Stuttgart - Porsche 914/6
Sportwagen, Sport-Prototypen u. 2-sitzige Rennwagen - Inter-	12. Wilhelm Siegle, Sindelfingen Porsche 911 T 13. B.: Sixtant-RacTeam Braun AG, Kronberg
serienlauf, Formelfreie Rennwagen: 30 Rd. = 203,658 km	F.: Horst Godel, Falkenstein Porsche 914/6
Gruppe: Sportwg. u. Sport-Prototypen	14. Gregori Fischer, Schweiz Porsche 911 T
Europa-Marken-Trophäe bis 2 Ltr.	 Martin Maraggia, Schweiz Porsche 914/6
Klasse bis 2000 ccm Gest. 20 Fahrzeuge	17. B.: MSC Siegerland, Siegen F.: Ernst-Dieter Klotzeck, Siegen - Opel Commodore
Dr. Helmut Marko, Osterreich - Lola T 212	18. B.: MHSTC, Mannheim
2. Joakim Bonnier, Schweden Lola T 212	F.: James Doherty, Ludwigshafen Porsche 914/6 Nicht gewertet:
Vic Elford, England Lola T 212 John Miles, England Chevron B 19	Fritz Schulz jr., Alzenau Cheviolet Camaro
5. Arturo Merzario, Italien Fiat Abarth 2000	B.: Alta-Romeo-Hahn, Mannheim
6. Chris Craft, England Cheyron B 19 7. John Burton, England Cheyron B 19	F.: Harald Ertl, Osterreich Alfa Romeo GT Am B.: AMG-IngBüro + Motorenbau, Burgstall
8. John Lepp, England Chevron B 19	F.: Helmut Kelleners, Kapellen , DB 6.3
9. B.: Oldenkott Tobacco and Pipes Racing, Rees	Gustav E. Schlup, Schweiz Porsche 914/6 Georges Kolb, Schweiz Chevrolet Camaro
F.: Clemens Schickentanz, Willich Chevron B 19 10. Brian, Martin, England Martin BM 8	B.: Renndienst KH. Tibor, Köln
11. B.: Auto-Lehmann Racing-Team, Hungen	F.: Karl-Heinz Tibor, Köln BMW Spez. Turbo Günter Ohler, Mainz Ford Shelby GT 350
F.: Walter Lehmann, Hungen Lola T 212 12. Terry Croker, England Lola FVC	B.: Steinmetz Automobiltechnik, Rüsselsheim
 B.: Auto-Lehmann Racing-Team, Hungen 	F.: Gerh. Schüler, Mannheim · · · Opel Kadett 1900
F.: H. Schulze-Schwering, Münster Lola T 212 14. George Morand, Schweiz Chevron B 16	Gruppe: Sportwagen, Sport-Prototypen
15. Ed Swart, Holland Chevron B 19	und 2-sitzige Rennwagen
Gerard Larrousse, Frankreich Chevron B 19 Graham Birrell, England Chevron B 19	1. Derek Bell, England McLaren M8 D
18. Wilson Fittipaldi, England Fiat Abarth 2000	 Leo Kinnunen, Finnland Porsche 917 Spider
19. Toine Hezemans, Holland Chevron R 19	Vic Elford, England Lola T 222 B.: GESIPA-Racing-Team, Walldorf
20. Guy Edwarts, England Lola T 212	F.: Michel Weber, Offenbach Porsche 917 Spider
2. Lauf Gest. 14 Fahrzeuge	 Jürgen Neuhaus, Wuppertal . Porsche 917 Spider Ernst Kraus, Garmisch-Partenk. Porsche 908
Dr. Helmut Marko, Osterreich . Lola T 212 Vic Fiford England	/. Alexander, Nolte, Dortmund Porsche 908
Vic Elford, England Lola T 212 Arturo Merzario, Italien Fiat Abarth 2000	B.: Team Auto-Usdau, Mannheim F.: Hans-Dicter Weigel, Frankf Porsche 908
4. Terry Croker, England Lola FVC	9. B.: GELO-Racing-Team KG, Köln
5. John Lepp, England Chevron B 19 6. Ed Swart, Holland Chevron B 19	F.: Georg Loos, Junkersdorf McLaren M8 E 10. Teddy Pilette, Belgien McLaren M8 C
7. Joakim Bonnier, Schweden Lola T 212	11. D.: GS-Tuning Autoh, G. Schneider, Gundelfingen
B.: Oldenkott Tobacco and Pipes Racing, Rees F: Clemens Schickentanz, Willich Chevron B 19	F.: Dieter Basche, Schleißheim Lola T 212
9. Brian Martin, England Martin BM 8	 Bernd Seidler, Friedrichshafen . Lola T 70 MK III B.: Felder-Racing-Team, Remscheid
 B.: Auto-Lehmann Racing Team, Hungen F.: H. Schulze-Schwering, Münster Lola T 212 	F.: Helmut Kelleners, Kapellen . March 717
11. John Burton, England Chevron R 19	14. Gerard Larrousse, Frankreich - Lola T 222 15. Chris Craft, England - McLaren M8 E
12. John Miles, England Chevron B 19 13. B.: Auto-Lehmann Racing-Team, Hungen	16. Siegfried Rieger, Stuttgart McLaren M8 C
r.: Walter, Lehmann, Hungen I ola T 212	Gruppe: Formelfreie Rennwagen
14. Chris Craft, England Chevron B 19	Klasse Formel-V—1600 ccm Gest. 30 Fahrzeuge 1. Wermer Riedel, Osterreich Kaimann 2. Fried Priedel, Osterreich Kaimann
Gesamtklassement Gest. 20 Fahrzeuge	2. Erich beinsberg, Osterreich Kaimann
1. Dr. Helmut Marko, Osterreich Lola T 212	Greger Kronegard, Schweden - Lola T 250 Manfred Schurti, Liechtenstein - Kaimann
Vic Elford, England Lola T 212 Arturo Merzario, Italien Fiat Abarth 2000	5. Bertil Roos, Schweden Kaimann
4. Joakim Bonnier, Schweden Lola T 212	 B.: Hubert Hahne, Düsseldorf F.: Manfred Trint, Obertshausen - Royal
5. John Lepp, England Chevron B 19 6. Terry Croker, England Lola FVC	/. Roll Tellsten, Schweden Palliser WDV
1. B.: Oldenkott Tobacco and Pines Racing Rose	Huub Vermeulen, Holland Ksimann B.: WRD-Racing, Mannheim
F.: Clemens Schickentanz, Willich - Chevron B 19 8. John Burton, England Chevron B 19	r.: Jochen Mass, Frankenthal Kalmann
8. John Burton, England Chevron B 19 9. Brian Martin, England Martin BM 8	 Robert Peter Boom, Holland Kaimann Josef Albisser, Schweiz
 B.: Auto-Lehmann Racing-Team, Hungen F.: H. Schulze-Schwering, Münster Lola T 212 	12. Markus Hotz, Schweiz Horag HAS 4
11. John Miles, England Charron B 10	 B.: Scuderia Lang—Verpackungen, Weiler
12. Chris Craft, England	F.: Helmut Bross, Herrenberg . Fuchs 14. Roland Müller, Stuttgart Kaimann
14. B.: Auto-Lehmann Racing-Team, Hungen	15. Lars Berger, Liechtenstein Kaimann
F.: Walter Lehmann, Hungen · Lola T 212 15. George Morand, Schweiz · · · Chevron B 16	16. M. Kozarowitzky, Finnland Veemax MK V 17. Horst Rauh, Dossenheim Kaimann
16. Gerard Larrousse, Frankreich Chevron R 19	10. Dertram Schafer, Bitburg McNamara Figanh
17. Graham Birrell, England Chevron B 19 18. Wilson Fittipaldi, England Fiat Abarth 2000	F.: Friedhelm Vogt, Leverkusen Kaimann
19. Toine Hezemans, Holland Chevron B 19	20. Bror Jakilund, Schweden RPR
20. Guy Edwarts, England Lola T 212	21. Christian Dietrich, München · · · Kaimann 22. B.: Scuderia Lang—Verpackungen, Weiler
	r.: Ingo Hopp, Karlsruhe Fuchs
Gruppe: SpezTw., SpezGT u. Sport-Prototypen	23. Günter Steckkönig, Stuttgart Kaimann 24. Lasse Sirvio, Finnland Veemax MK 5
Klasse über 2000 ccm Gest. 26 Fahrzeuge	23. B.: WKD-Racing, Mannheim
B.: Schwabengarage AG, Stuttg. F.: Dieter Glemser, Warmbronn - Ford Capri	F.: Rainer Braun, Ahe Kaimann
2. Ernst Furtmayr, München BMW 2800 CS	26. B.: Scuderia Lang—Verpackungen, Weiler F.: Werner Müller, Ruit Fuchs
 B.: Oldenkott Tobacco and Pipes Racing, Rees F.: Clemens Schickentanz, Willich Porsche 911 S 	27. Sid Fox, England Royale
4. B.: Team Matter Überrollbügel, Karlsdorf	29. B.: Hubert Hahne, Düsseldorf
F.: Reinhard Stenzel, München · Porsche 911 S 5. Helmut Henzler, Frickenhausen · Porsche 911 S	F.: Herve Le Guellec, Frankreich, Royale
6. Jörg Obermoser, Bruchsal BMW 2002	30. B.: MC Stuttgart F.: Dieter Frentzen, Darmsheim - Fuchs







11

Darlington House Northover Ilchester Somerset BA22 8NG UK

Tel & Fax: +44 (0)1935 840167 Mobile: + 44 (0) 468 616187 E mail: jeremyhall@zoo.co.uk

C Stewart Esq

Date: 30/8/00

Inspection Charges for issuance of FIA Historic Vehicle Indentity Forms

PORSCHE 911 T/R CHASSIS NO. 11820421

Inspection Fee

<u>£</u> 100.00

Mileage charge: 260 return miles @ 25 p per mile

n. 2

Supplements

Total payable

£/64. ~



Classement Général Officiel Provisoire

Section Competition

Overall Classification Provisional

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	44	EF	WYKEHAM -WYKEHAM	AC COBRA 289		5 /2	4:10.0	4:43.1				1:27:04.7	4:
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	18	GHI	MASON -MASON	FERRARI 365 GTB/4 Gr	G/3	2 /2	4:18.0	4:43.5				1:29:21.2	6:
	94	GHI	NOON -ARNOTT	PORSCHE 911 ST		1 /1		4:38.6				1:29:38.2	6:
	85	EF	STEIN-WITT	FORD Cortina Lotus	LC/8		4:17.6	4:48.5	-			1:30:36.6	7:
	50	EF	MERLIN -AUGIS	Ferrari 250GT Berlin	GTS/5	6 /1	4:31.5	-	-	-		1:31:06.6	8:
	98	EF	KLEISSL -FAST	MERCEDES BENZ 300SL	GTS/2	7 /1	4:21.5	4:42.4	-	-	2:00	1:31:15.8	8:
5	37	EF	PAGES -PAGES	ALFA ROMEO Giulia	TC/13	2 /1	4:09.9	4:34.4	-	-		1:31:28.5	8
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-	46	EF	LAW-SMART	AC COBRA 289 Mark II	GTS/10	8 /3	4:23.5	4:28.7	-	-	-	1:32:00.9	9
3	11	GHI	KOZKA -STERN	PORSCHE 911 Carrera	H/2	3 /3	4:20.6	4:46.0	-		-	1:32:19.0	-
,	67	EF	MOSS -MOSS	MG B	GT/9	2 /2	4:32.5	4:48.2	_	-	4:30	1:33:28.6	-
)	70	EF	GLASEL -GLASEL	PORSCHE 356B Carrera	GTP/4	2 /1	4:12.7	4:37.4	-	-	30	1:33:52.6	-
1	38	EF	KAMPFER-KUNG	FERRARI 250 GT Lusso	GTS/10	9 /4	4:21.5	-	-	-	7:00	1:34:52.9	-
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5	86	-		PORSCHE 911 TR	G/3	4 14	4:43.7	5:11.7	N energy	of Daley	San Park	1:38:01.1	-
6	42			FORD Mustang	G/4	5 /1	4:53.2	5:04.6	;			1:38:42.8	-
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9	73	-		PORSCHE 906	G/3	7 /5	4:21.5	4:45.2	2		2:00	1:42:02.2	_
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2	8	GH	The state of the s	FERRARI 225 S	GTP/5	3 /1	4:25.0	4:43.0	0		11:00	1:43:51.0	-
3	57			AC ACE Bristol	GTS/4	13,1	5:07.2	5:21.	5		7:00	1:47:31.3	-
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40	9:	-		FERRARI 166 / 195 S	GT/4	3 /1	5:19.	-	NAME AND ADDRESS.		4:00	1:53:43.	5
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42	3	3 E		FERRARI 275 GTB	-	18,2	4:41.				30:30	2:00:07.	-
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44	1 4	3 E		AC COBRA 289		10/6	4:30.	-	-		30,00	2:03:24.	-
45	5 4	0 G	HI LEWIS -BOUZAGLOU	PORSCHE 911 ST	G/3	11/2	4:06.	-	-	-	30:30	2:05:47.	-
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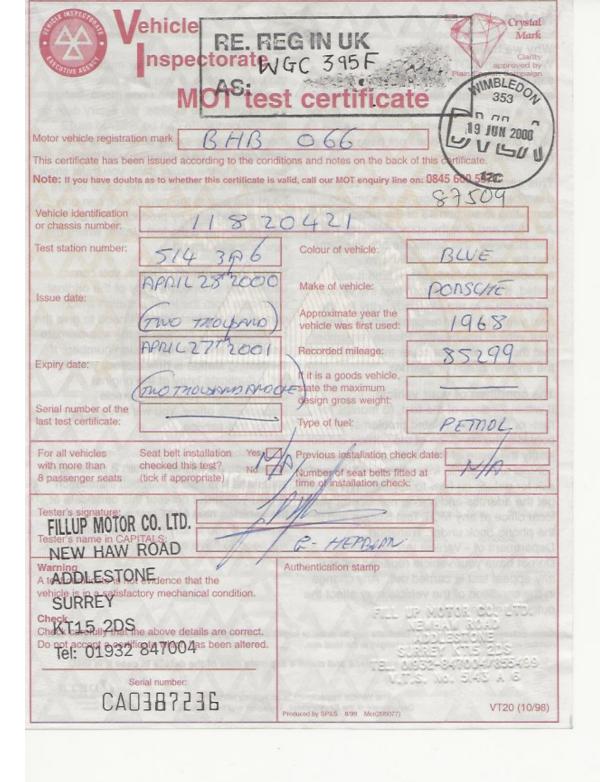
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MOT test certificate

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VEHICLE REGISTRATION DOCUMENT V5

AP 2923989

Daventry Tuning Centre

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www.QV500.com - Porsche 911 (1965 - 69) Part 6: 911 2.0 T/R



In 1968 the FIA decided to re-classify the 911 T into the same category as the 911 S Considering the T road car weighed 52kg less than the S and that for competition it could be equipped with a more powerful engine, the S Rally was dropped in favour of the new T/R. Built from 1968 for customers who wanted to go racing and rallying, the T/R was the first homologation special based on the 911. Unlike the highly experimental R, the T/R would be eligible for GT class competition (specifically Group 3) and quickly found favour with professional and amateur drivers alke.

Almost any combination of parts could be ordered, from a 906 engine to a steel body, whatever the

customer required they got. All cars were received without sound deadening (saving 25kg for starters), the suspension being suitably lowered and anti-surge fuel tanks with dual pumps installed. Two engines were available, the less expensive option having been a 160bhp unit from the standard 911 S. This could be enhanced with the optional Rally Kit that featured larger carburettor venturis, open inlet trumpets and a twin outlet exhaust, all of which took output to 180bhp. At the other end of the scale, you could opt for the 230bhp 906 engine with its titanium conrods, Carrera 6 pistons, lightened flywheel and stonger clutch. When the 906 engine was specified, a limited slip differential was was normally fitted as standard. Additionally, it was commonplace for customers to order R parts for their S engines, valves, ported heads, pistons, Marelli ignition and pressure side oil filters all cropping up.



Externally, materials could be mixed and matched as the customer desired, some cars being completed with lightweight glassfibre panels whilst others were manufactured with standard steel shells and stock glass windows. Cockpits were generally stripped of all unnecessary fixtures and fittings. A variety of options were available including closer ratios, long-range 100-litre fuel tanks, a dry sump oil system with a cooler under each front wing, extra driving lights and a limited slip diff. About 35 T/R's were made, four of which were righthand drive, most cars differing in detail.

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Keep As New Delete

Prev 4 of 12 No

Subj: RE: Various

Date: Wed, 23 May 2001 1:12:30 PM Eastern Daylight Time

From: To:

Race cars are variable in price because of their history. Factory cars are more valuable than non factory cars. Cars sold by Kremer and Brumos are next on the list followed by privateers and their cars. They should have had good named drivers and good results.

Their value is measured mainly by its acceptance into events. The draw factor. To get into an event it must have FIA papers generally because FIA papers confirm it has the right period bits on. Photos have to be taken of all parts and a 10 page form submitted. The car is then inspected and if all the history is provable it is given a rubber stamp. This then authenicates the cars history and is a very valuable piece of paper. They are very strict and research all information provided to them hence it takes time. Also the history has to be researched by me and documents/letters obtained first.

It is easier to get Fia papers for cars with no race history but then they are worth less.

The ticket now for the Tour is a car that has a draw factor. The Gulf car has the Monte connection and was one of 8 T/R's. Porsche were only racing prototypes at the time and experimenting with 911s with Vic Elford for example. So there were few works cars. Scania Vabis were the main importers for Sweden and this was one of two works cars. Scania Vabis bought a lot of fatcory works cars too so there is a president. The sister car was driven by Waldergard and came 10th in the 68 Monte. Porsche spotted him signed him up for 69 and he won the Monte and the world Rally Championship for the first time for them.

The car on my web site is a standard 2.0S (heavier with sport suspension, roll bars etc) the T was lighter and Porsche homologated it for racing then offered all the S bits as options this was the T/R.

The S of my web site was bought by a Swedish racing team, raced for the first year in 1967 as an S, uprated with fuel injection in 1968 and won the Swedish Rally Championship that year. It has good early race history which differentiates it from a car that say Francis Tuthill may prepare and has no history at all only modern history. What makes this car such good value is that it has the twin plug 906 engine. This alone would cost £15K to build. There are very few 67 ish cars around with history. There are a lot of later cars. Any 67 car will have Group G FIA papers. This means it can have any mods any Porsche had up to 1971 so theoretically a 2.5 twin plug engine.

Include original text in Reply.



Reply



Reply All



Forward



http://aolmail.aol.com/mail.dci?box=inbox&id=4&count=12&next.x=1

You don't have to have a competition licence to do the Tour you can get a tempory visa to race in the event. You could then enter the regularity section for example but the car would have to be interesting as i have mentioned. To get in the full race section you have to be a name, know a name, have the car or just be plain rich and go to his other events on a regular basis.

My own RSL in Belga livery will be very interesting when its finished. I will sell?

Call me for further information. I could write for hours on the subject.

We could go halves on a car although with the RSL and hosue build i do not have a great deal of money to spread around so couldn't pay for the up keep of the car and preparation for events. I could race the 911S or Gulf car in HSCC events in the UK and you could watch and we could do the Tour of Spain, the Mille Miglia, the Targa Florio the Tour Auto de France 2002, the Oldtimer etc. As long as you pay for all the expenses I'll keep you company.

I can't advise you on the race car market as it is highly speculative but prices seem to be rocketing. On the Tour people buy extra cars just so they can do an event!!! spent £20K preparing the car for the Tour (but it had't been raced for 30 years) so beware. Also on these events they really go for it and think nothing of writing off a 1.5m Ferrari works Daytona. In two months time it is repaired and ready for the next event. A Porsche at \$112K is a very cheap alternative. Same race, same atmosphere.

If you are prepared to spend a bit of money and fund the events you can have a great time. 10 hours racing a day across the D roads of France was quite simply the best car experience i have every had. How are your returns on your portfolio?

Over to you.

Regards

Mark Waring

Web site: www.wwclassics.com http://www.wwclassics.com

Email:

----Original Message----

From:

Sent: 23 May 2001 16:46

To:

Subject: RE: Various

August would be a good time and remember The Monterey Classic weekend is the 17-19!

The Gulf car would be great but not sure I can spend that sort of money, maybe you can convince me! Why is the car on the web site such a difference in price and what is the condition of the car and what equipment is on the car? Do you need to have the car to get FIA papers?

Best regards,

From:

Subject: Emailing: 2014-08-16-1303-47_zps7aa3a4a4

Date: August 19, 2014 at 8:32 AM

To

Your message is ready to be sent with the following file or link attachments:

2014-08-16-1303-47_zps7aa3a4a4

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

PORSCHE 911L 1968 RACING/RALLY CARS WITH 901-30 ENGINE

VIN	Engine Number 3880001- 3880028	Gearbox	Color/Code	Production Completion Date	Driver/Team
11810177	3880003	9282006 901/52	Light ivory/ 6804	22/09/1967	Don Pikes Trans-Am Car
11810429	3880008	9282101 901/72	Light ivory/ 6804		Wetson Trans-Am Car
11810438	3880005	9281006 901/51	Polo red/ 6802	24/01/1968	Åke Andersson Team Scania-Vabis
11810439	3880006		Polo red/ 6802	24/01/1968	Björn Waldegård Team Scania-Vabis
11810449	3880007	9284031 901/54	Polo red/ 6802	26/02/1968	Fred Baker Trans-Am Car
11810482	3880010	9282016	Burgundy red/6808	15/3/1968	Bob Bailey Trans-Am Car
11810486	3880009	9282017	Tangerine/ 6809		John Kelly Trans-Am Car
11810508			Tangerine/ 6809	08/01/1969	Björn Waldegård Team Scania-Vabis
11810514	3880016		Tangerine/		Antti Aarnio-Wihuri AAW Racing Team
11810540	3880019	9281101	Tangerine/ 6809	11/04/1968	Lars Nyström MK Rimo
11810604	3880025				
11810705	3880027	9282107	Tangerine/ 6809	16/08/1968	Jan Persson AB G Persson SMK Uppsala

IR GRUPPE

October 18, a From the desk of the Gruppemeister

I had promised to send you this clipping from Classic Cars Magazine about your 68 T/R which I read about a few years before your purchase. I found it very interesting and was fascinated by what it is and how it evolved to its ST configuration. It was the kind of stuff that I like to collect and file away for future reading material (some to be used for R Gruppe News). I knew this was filed away somewhere and I was going to find it sometime and do good on my promise to you.

So here it is (better late than never) a short article about your 68 T/R when it was first unearthed in Sweden by Mark Waring and his group. Though I don't remember the exact date of this particular issue, I can only guess that it was published around the time that R Gruppe was formed in May of 1999 (maybe even pre-dates R Gruppe for that matter).

I found the short story about your T/R very fascinating and decided to save it for future reading and reference material. I remember you showed me some pictures of a special purpose 911 that you were arranging to be shipped here in the States from the U.K. Much to my surprise, it turned out to be this same 68 T/R which you promised to bring to the next R Gruppe Tour de Cambria 2002. I thought to myself back then as I started to plan for the 2002 Tour de Cambria that destiny may have been in play for this particular 911 T/R to come to the States under your ownership to be delivered here in California and how it will make its U.S. debut at the our R Gruppe gathering.

Destiny was again in play when it refused to ignite any of those gas soaked spark plugs and the lack of a special tools to remove them prompted a flat bed tow and a phone call to a local Porsche repair shop who was more than willing to stay open for us to bring the T/R in for a minor diagnostic repair. Time constraint and your impending trip to Europe the next day for business forced the T/R to stay longer at Bauer Porsche where I honestly think they didn't mind one bit as its not a common sight for a special 68 T/R to be stored for a few days. I paid a visit to it to ensure that it is safely tucked away from harms way and also to get a few more admiring glimpse and appreciate for what it is, a true 68 T/R that had a special place in my heart way before you even came to own it.

Having to wait a whole week for you to finally get to drive it home must have been hard but knowing that der gruppemeister was ensuring its safety and protection was hopefully a relief. The return trip from the airport direct to Bauer to finally bring her home to Placerville was special for me. It's as if the T/R (I tend to think that these old cars of ours have a spirit of their own) was a new friend from out of the country who had come to visit and out of genuine concern, I had to ensure its safe voyage to its new home. My thoughts were that I would be able to at least go for a ride in the passenger seat for your test drive before embarking on that 3 hours commute traffic drive home to Placerville.

We both went for our first ride in the T/R driving a few blocks to fill up the tank. I would have been totally satisfied with just riding along in the passenger seat as we both had to make sure that everything was up to snuff for its long drive home on Hwy 80, I thought to myself wouldn't it be nice if I can just get to drive it for a few blocks just to get a feel for it, that would certainly suffice in my mind. That thought came true with your offer to let me get behind the wheel not only for the sake of driving it (which would have all the reason for me) but also came that very special compliment that you gave when you said that of all the people that you know, I should certainly have the honor of being the first one to drive it since it is an honor for you and the car to belong to R Gruppe club.

Being a little bit superstitious in nature, I had to think that there was a special karma that this T/R possess and its good karma (as I said, I believe that these old 911s have a special spirit which only shows itself to guys like us... well at least me for that matter)

ENCLOSED

It started with this article/which, somehow lead me to become interested in the story behind this T/R and enough to save the article for future reading. Your interest in early 911's race cars somehow may have lead this T/R to come under your ownership. Perhaps your growing enthusiasm for being part of R Gruppe may have further inspired you to bring it here in the States and into R Gruppe where it belongs to be admired by many who truly can appreciate its heritage and its sports purpose use in the European race circuits.

Its long Trans Atlantic voyage caused some minor annoyances to its almost full race motor. This lead to my first glimpse of this very special T/R during a chance meeting at the Port of Oakland where it absolutely refused to fire any of those 12 spark plugs. Destiny prompted its delivery via flat bed truck to a local Porsche repair shop where it took safe refuge for a week (as it recovers from that long Trans Atlantic voyage by sea) to get some much needed fresh set of plugs and fine tuning before its final trip to its new home in America.

It all culminated when you extended the honor and offered to let me take a stint in the Recaro bucket seat and behind the wheel for that brief but very high spirited run up and back Hwy 24. It rates right up there among one of those memorable experience in my 25 years of being around these cars and really left a lasting impression which I enjoy reliving (and writing about) to this day.

It's only fitting that this clipping goes to you as my token of appreciation and remembrance of that special drive I took in your special 911. *Once again, Thanks for the memories!*

Give my regards also to Vickie.

Your friend,

Cris Huergas

p.s. I was only going to write you a brief note and found myself rehashing the same story. I hope you enjoy reading it as much as I enjoyed reliving the experience;) It really was that enjoyable for me. My only regret however is not being able to see Chuck Miller put it through its paces for the Rallye Monte-rey Varsity Run. I would have enjoyed a view from a good vantage point and hear that motor wailing away as Chuck puts it through its pace.

2/22/04

THIS WAS SUPPOSED TO BE MAILED BACK IN 10/03
BUT I THOUGHT ID WANT & SEND IT OUT WITH
THE HEUSLETTER, WHICH WAS ORIGIDALLY SCHEDULED TO
BE MAILED OUT IN HOVEMBER. SO HELE WE ARE
TOWNOS END OF FED. AND THE NEWSLETTER IS
FINALLY DELIVERED, 4 MOS. SILLE I WROTE THIS
STORY ABOUT YOUR ST WHICH I HAVE VERLY FOND
MEMORIES OF DRIVIAG, THOUGH JUST A SHORT WHILE
UP & BACK ON HUY 24, NONETHELESS, H'S STILL
JUST AS THRILLING AND LEPT A MEMORABLE
IMPRESSION ON YOUR'S TRULY.

THINK YOU FOR YOUR COMMINDED SEPRORT of LOYALTY TO "OUR GROWP." I KM HONDRED of PROUD TO HOVE YOU AS A LOYAL MEMBER.

WHEN YOU GET BACK HOME FROM D.K., LET'S SEE IF WE CAN PLAN THAT LONG STANDING INVITATION TO DRIVE OVER TO YOUR PLACE ON A SAT. AND EXPLORE THOSE NICE BACK POODS OF PLACERVILLE AND MAYBE A STAP AT MARK SMEDLEY'S PLACE IN LOOMIS.

HOPE ALL IS WELL, GIVE MY BEST TO VICKIE.

BEGROS Bun Hayn