

WHITE HOT RSR

1971 911T

STORY AND PHOTOS BY
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THE BUILD PORSCHE R GRUPPE CAR

I have been a life long sportscar guy. I grew up in southern California during the 1950s and 60s, the height of the sportscar craze. When my friends went to football games, I went to Riverside Raceway. When others went to rock concerts, I went down to the Shelby plant in Torrance and watched them build Cobras. I started working in sportscar shops at age 16 and went on to make a life long career in the Jaguar parts and restoration business. I have also been racing sportscars for over 40 years from HP Sprites to IMSA Corvettes. I am still actively racing in vintage events. So, I have had a variety of interests, but I have also been a long time Porsche enthusiast, and I have owned 356s and several early 911s. I had previously built two RS clones that were modified but tame street cars.

A few years ago I had the urge to do another RS clone. I found a 1971 Coupe that someone had upgraded to a Turbo look. It came with a 3 liter motor and gearbox, Turbo steel flares and the owner claimed it was "rust free". I bought the car sight unseen, by photos only, and I soon learned that what he meant was that the rust was free and came with the car.

Luckily, I own a world class restoration business with our own body shop, upholstery shop, machine shop, and mechanical shop that specializes in the restoration of vintage

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Jaguars (www.XKs.com, www.XKsmotorsport.com) so there is not much we cannot repair and rust is certainly something we deal with everyday.

The first step was rebuilding the tub and installing new floor pans and the front pan, and well as other repairs. This took about a year since I do have customers that want their cars finished first. During that year, my wife saw me working away on this car and got to know the members of the local Porsche club. We went to a local Porsche show one day and the local Porsche used car dealer had a beautiful 996 Turbo there. My wife saw me drooling over the car and decided she would surprise me. A month later, I was at the local coffee shop hanging out



with the local PCA members when my wife had the Turbo delivered right to the coffee shop as a surprise birthday present! Needless to say I have a terrific wife and I am the envy of every car guy in our area.

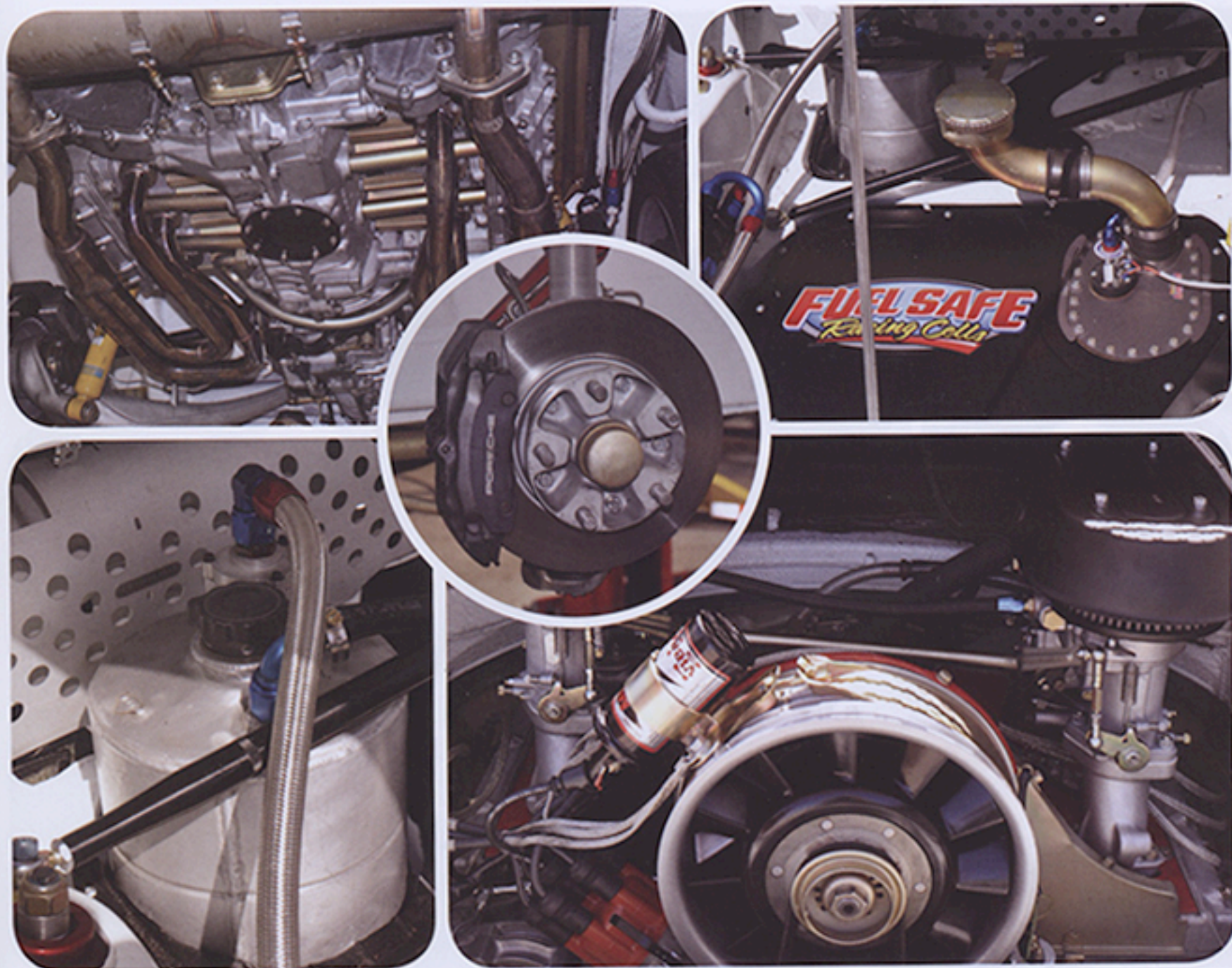
Now, the reason I mention this was, once I got the Turbo I had a wonderfully sophisticated Porsche that I could drive anywhere, so there was no point in restoring my 911 to just be a driver. As a result, I changed my plans for the '71 and decided to go the R Gruppe route. With the big rear flairs, I figured something along the lines of a very hot RSR-type car. So my goal then became to build the lightest, fastest, barely street legal 911 that I could, one that could also be driven on the track. I wanted a street legal 911, under 2250 pounds, with lots of power. I was told by all the local Porsche experts that you couldn't build a street legal car that light. Being one to accept a challenge, off I went.

First, I went on a lightening campaign, because we all know that light cars are just more fun to drive and perform so well. I installed the customary fiberglass RSR bumpers, front hood and flared front fenders. I also removed everything I could that was not absolutely necessary, so no hand brake, no heater, no spare, no rear seats, etc.

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Next was the motor. I started out with a 3.0 liter 911 motor and up graded it with forged 9.5/1 JE pistons and barrels (www.jepistons.com), nitrided crank, Carrillo rods (www.cp-carrillo.com), 930 oil pump, aluminum flywheel, ARP studs (www.arp-bolts.com), modified S cams, and fully ported and flowed heads. I also had a custom distributor and MSD ignition system built for it by Barry Hershon (flat6recurve.com). I have built a few 911 motors, but I am certainly no expert, and just did not have the time to assemble it myself, so a good friend of mine, local Porsche expert Guy Ober (sgsmotorsport.com) did the assembly and all I can say is that the motor is perfect. The care and attention to detail Guy gave my motor really paid off.



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The fuel system consists of a 15 gallon Fuel Safe cell (www.fuel-safe.com), Holley HD fuel pump (www.holly.com) and filter, and PMO carbs (www.pmocarb.com). On my previous 911RSs, I used EFI, but I like the ease of tuning the PMOs and I was very happy with the performance and smoothness of them.

For cooling, I added a 3 gallon front-mounted oil tank, a front-mounted RS oil cooler and built air ducting into the front bodywork so air flows through the cooler.

Guy also rebuilt my 915 gearbox and installed a new LSD unit into it. I installed a racing Pro G50 Shifter for the G50 transmission (www.hargettprecision.com). It is higher and further back than stock. I am tall and my one complaint with all 911s is by the time I move the seat back far enough to fit my legs to the pedals, the reach to 1st, 3rd and 5th is too far away. This shifter is close at hand and makes driving a 911 much more fun. Then I added a RSR muffler and modified cookie cutter megaphones to it simply because I love the looks of them and they remind of seeing the 911s racing way back when.