

1982 Porsche 911 Turbo (930)
with EVEX Body Package

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A 911 Turbo “Tuner”, and then some... .. 46,000 original miles

After Market Modifications

Original Weight: 3300 lbs. Current Weight: 2867 lbs.
K27 Turbo Charger w/Adjustable Boost
Increased Intercooler Capacity
Short Shift Kit
Chassis lowered, ground clearance 130mm
Bilstein-shock Absorbers
Rear Stabilizer 2mm
Ferrari ties and Truck cross-strut
Front bumper w/twin headlamp system
Front right/left fenders w/integrated direction indicator lamps
Side sills
Flared wheel arches – rear, right and left
Rear bumper and spoiler with spoiler rubber

Tires/Wheels

Front: 225/40Z18 Pirelli P Zero Rosso on 18.8.5 5-120 SSR
GT3 Polished Lip Alloy Wheels with OE Porsche Center
Caps

Back: 265/36ZR18 Pirelli P Zero Rosso Slnt Red on 18z10
5-130 SSTR GT3 Polish Lip Alloy Wheels with
OE Porsche Center Caps

My little EVEX started out as a 938 911 Turbo coupe, built by Porsche in 1982. This intercooled 3.3 liter, single turbo, with adjustable boost, flat six makes a healthy 1.3 bar of boost. She is Light Blue Metallic with a sunroof, has dark blue full-leather interior, sport seats, two-point rear seatbelts, XM audio system. This coupe was delivered to the Düsseldorf dealership on April 5, 1983.

It was then taken to EVEX Kunststoffbau GmbH in Solingen, where it was transformed into a fat-fendered, bewinged, street missile. The design was the handiwork of Vittorio Strosek, who Auto Mobile Design Studio in Wupertal opened in 1972. Strosek collaborated with Evex from 1977 to 1981. He was in charge of three projects at Evex involving both the 911 and 930, which in his own words “fascinated the viewer with clear body lines and excellent aerodynamics”.

According to Hentschel of Evex, over the life of the company, between 45 and 50 911 SC's and 930's were converted with full-body kits. Fewer than four 944s and about eight to ten 928s were also modified by the company, which still has all of the original body molds. According to Hentschel, there is only five Evex 911's left in Germany. Of the dozen RS3 935, Evex constructed in 1982, five reportedly came to the U.S. At least one wound up in Connecticut, where it was dismantled.

My little Evex was one of the company's final projects, listed as a “Short-tail model RS3” The “RS3 package” included lowering the chassis to 130mm of ground clearance, installing revalved Bilstein shocks, a 22-mm rear stabilizer bar, and a tubular front strut-tower brace. The stock front fenders, nose, rear quarters, and rear bumper panel were replaced with well-crafted fiberglass components. Interestingly, each sidepiece comprising the vented front fender, extended rocker panel, and rear quarter-panel flare is a single molded part. The 935-style nose houses a large oil cooler and four headlamps. The oil radiator vents through a series of small horizontal slots above the factory front hood.

Intriguing details from Strosek's drawing board abound. There are several small, molded in chevrons just aft of the turn signals lenses atop each front fender that echo the turn signals triangular shape. Moving back, the side skirts carry molded-in accents. The extremely wide rear flares curl around to meet a rear fascia containing recessed factory 911 tail-light assemblies and a similarly recessed license-plate holder. Dominating the rear aspect is a tall

bi-plane wing with rubber edging. The lid bears the Evex logo, while a vented panel covers the muffler area.

The outsized fender flares are filled out by a set of 18-inch wide front and 10-inch rear wheels are shod with Z-rated Pirelli Zero Rosso 225/40 and 265/35 tires. Wheel spacers ensure that the tires and wheels leave little empty space.

Mechanically, this 930's internals are stock, except the engine's breathing was improved by replacing the original K26 turbocharger and intercooler with a K27 turbocharger and a larger air intercooler and adjustable boost control inside the car. The K27nn and larger intercooler claims to add 55-horse power at 1.0 bar of boost. The original 930 brakes were deemed adequate despite the increased output. Some minor interior trim bits were also part of the EVEX package.

My little "Blue Rocket" was imported from Germany, arriving at JFK March 13, 1985 aboard a Lufthansa Cargo jet. Since this was a gray-market car, it had to be federalized to meet U.S. safety and emissions standards. The work to bring the car into compliance was completed by Sport Auto, Inc. in Pittsburgh, Pennsylvania. The car was duly certified as US-legal by the NHTSA on December 27, 1985.

Ms. Evex, as I call her, was sold to a second gentleman in Albuquerque for \$65,000 in 1986, showing 10,390 kilometers on the odometer. He drove the car for about a year and a half. He said, "It wasn't the quickest car I'd ever owned, but it sure was the fastest." He went on to say "Going uphill on Tramway Boulevard in Albuquerque at an elevation of 5,200 feet, he clocked the speedometer at 310 km/hr."

The third and fifth owner was a gentleman who split his time between Albuquerque and Southern California. He said, "It was a fabulous looking car with great performance. There was little else around at the time that offered anything like it. You just can't find its limits driving on the street – period! Yet it was docile enough to use as a daily driver, which I did." When this gentleman found himself in need of capital for a new construction project, he sold it "the first time", to a gentleman in New Mexico.

This fourth owner kept the car for 17 years, logging only 15,000 additional miles. He says "I took it out only two or three times a month, usually for

long day trips across the state. It tended to attract so much attention. I always got lots of thumbs-ups on the road. But my wife and I spent so much time skiing and in other outdoor activities, there wasn't enough time to drive and enjoy it. My wife kept asking when I'd sell the car. I said, "When somebody knocks on the door and asks to buy it." Well, ten years later, the 3rd owner he had bought it from did just that, and who then became the fifth owner.

This third and fifth owner took Ms. Evex over to Dieter Inzenhofer at Andial and had the transaxle rebuilt. Says the third/fifth owner, "The engine was fine, but the transmission was a little balky. I also had Andial install a short-shift kit". Andial resolved some oil leaks and a few cosmetic issues, as well.

Immediately following acquiring Ms. Evex, I began showing and first time out, she won "Best Foreign Car". She has won Best in Class/Best in Show in 8 out of 10 shows over the past 3 years. I have done more than just show my little rocket. I was a Drivers Education Addict, prior to restoring Ms. Evex inside and out. She has been run on the tracks of Pinal Air Park, Firebird East, Arroyo Seco Raceway-New Mexico, and Phoenix International Raceway.

In 2006, we had Hi Speed Customs completely restore inside and outside, at cost in excess of \$30,000. This resulted in a "blue diamond" show car. Thus, I have not run Ms. Evex on the track since that time.

If you want a "one of a kind", this is it. Ms. Evex is very tractable, handling urban traffic without a fuss but easily pulling 1.3 bar of boost when I plant my right foot. There's still a bit of turbo lag, but when I plant my right foot, it feels like snapping a rubber band, shooting you forward. It's like a little "rocket ship". It's too much fun!

Details/Story/Pictures:

Thank you to Peter Linsky of "Excellence" for his extensive research and story about my car and Hal Tretbar for his beautiful photos.

Asking 55K, Serious Inquiries only...

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