



FIA HTP **1966 Porsche 911**

The famous Porsche 911 model came about in 1963 when Ferdinand 'Butzi' Porsche, grandson of the synonymous founder of Porsche, designed the successor to the 356 model. The iconic German sports car has remained in production since then, making it one of the longest running car models in production and over a million examples have been produced.

With the new 911 design came a six cylinder engine, up from the flat-four of the 356. Beginning in 2-litre capacity, the 911 six cylinder kept the flat design and used air cooling with fan assistance instead of the water cooling used by many of the other manufacturers of the time.

The silhouette of the new car was first sketched by Butzi Porsche in 1959, and with a different roof design in more of a saloon style to allow full height for passengers in the rear seats. The first few prototypes were made to this design, but very quickly the design was revised to the fastback style that the 911 is known for and the first car debuted at the 1963 Frankfurt Motor Show.

Initially named the 901, opposition from Peugeot who already had a model called a 901 meant that Porsche had to rename their new car, and the 911 was born. The early 911s were characterised by their short wheel base and 2.0 litre engine, before a longer wheel base and larger engine options were introduced in 1968.

The sporting 911 soon found use in competition, beginning a story which continues to this day. The first factory appearance of a 911 in competition was at the 1965 Monte Carlo Rally, and the Le Mans 24 Hours debut followed in 1966.

In 1967, Vic Elford took a 911 straight from the showroom to win the first British Rallycross race, epitomising Porsche's strength in building capable cars and supporting customer racing programmes. In 1968, Elford won the Monte in a 911 for Porsche and cemented himself in Stuttgart folklore.



This Car, 303580

Built by Porsche in early 1966 and completed on the 1st February, 303580 was finished in Irish Green with a black leather interior and supplied to San Diego in California.

By 2011, 303580 had found its way to Moreschi Motorsport in Italy and had by that time been prepared for competition. With Fuchs wheels, an uprated engine, stripped out interior, and full roll cage, 303580 was found to be the best 911 2.0 on the market at the time and was bought by the current owners with the intention of racing in historic Pre '66 GT events around Europe.

Preparation has been handled by Kendle Adams Motorsport since the purchase in 2011, and the engine was rebuilt at that point. In 2014, a full restoration was undertaken. The body was stripped and fully repainted in the Tangerine that it wears today, with crack testing being carried out on crucial components including the hubs, stub axles and steering arms.

The Solex equipped engine was refreshed in late 2014 in Germany before being refitted to 303580 and new FIA HTPs being granted.

Black Porsche scripts along the sills and roundels were added and ballast to meet the homologation weight completed the preparation to go racing.



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With the rebuild of 303580 completed, the first race it took part in was at Silverstone in May 2015. 303580's subsequent outings consisted of a mix of Masters Gentleman Drivers' and more recently HVM's Historic Tour, and circuits such as Monza, Zandvoort, Dijon and Estoril have all featured in 303580's recent record.

The global pandemic paused 303580's racing until two events in 2021 saw it restart. Racing at Dijon in August and Spa in October for the Six Hours meeting.

Competing in Masters Gentleman Drivers', 303580 finished a fine 5th overall in wet conditions, even after a time penalty for track limits.

Today, the engine mileage sits at around 1850 miles since rebuilt and the ATL fuel cell has just been examined and re-certified to take the expiry date to December 2024. The seatbelts remain valid until 2026, while the fire extinguisher will require a service before a race outing.

303580 presents in very clean condition throughout, with the 303580 stampings visible under the bonnet, on the data plate and on the dashboard panel while the stampings 580 are visible on the insides of both doors.





Accompanied by a spare 901 series gearbox rebuilt by Jaz, a set of spare wheels and other small running spares, 303580 could be used by its next owner in a huge range of applications from road to rally and race. A wide range of historic racing is available for short wheel base 911s including the popular 2-Litre Cup by Peter Auto along with their Sixties Endurance series, the Spa Six Hours endurance race, Masters Gentleman Drivers', GTSCC, Equipe GTS, Iberian Endurance and more.





Re-certified in compliance with
FIA Standard FT3-1999

Manufacturer: **ATL AERO TEC LABS**

Serial N°:

265156612

Original Holo. N°:

AK45196

Homologation N°: ATL-565

Original
Validity:

DEC: 2022

Extended
Validity:

DEC: 2024

