

# 1995 Porsche Cup 3.8L Ex Harald Grohs

Vin# WPOZZZ99ZSS398063

Production# 1454675

Mileage: 14,112 km (8,768 mi)

Owner: Phil Gilsdorf 813-579-0244



Lfd. Nr.	Prod.-Nr.	Fgsl.-Nr. WPO ZZZ	Motor Nr.	Farbe *	Händler/PZ	Kunde/Fahrer	Rechn. Nr.	Auslieferung	Abtl.	Serie **
3	145 46 75	99 ZSS 39 8063	63 S80 511	S		Knapp-Voith	6179	01.06.	ERS	PCC

1 of 216 993 cup cars produced. Originally delivered to Andreas Knapp-Voith of Germany on 01/06/1995. He raced the car in the German Carrera Cup series and Supercup series before selling the car to Harald Grohs who raced it in the Supercup series for 1996. Pictured below is Andreas Knapp-Voith's all black livery from 1995 followed by the black and yellow Hasseröder Pilsner livery from 1996 as raced by Harald Grohs. The car is extensively documented in the books *Porsche Sport '95* and *Porsche Sport '96*.



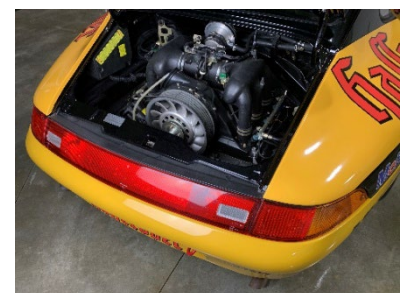
Harald Grohs had a long career in motorsport having started over fifty 24-hour endurance races, winning the Nürburgring 24, and many of the early DTM races. As he neared retirement, Grohs teamed up with his friend Olaf Manthey for the 1996 Supercup season in what was Manthey-Racing's first year as a race team. Manthey-Racing has now grown to be a powerhouse in endurance racing, with the Porsche factory owning 51% of the company.

After the 1996 season the 398063 cup was sold to Stephen Williams of Caledonia Michigan and imported to the US in March of 1997. Stephen passed away in 2016 so I wasn't able to find details about his time with the car, but it's believed he only used the car for the occasional trackday/DE. In 2001 Stephen sold the car to Thomas Pank of Baltimore Maryland. Tom raced the car in PCA club races and one SCCA World Challenge race. At some point the original 63S80511 3.8L engine spun a bearing put a connecting rod through the case. Tom upgraded to the faster 996/997 cup cars and the 993 cup sat idle until 2017, when Phil Gilsdorf bought it from Tom. In December 2021 a mechanical and cosmetic restoration was completed to factory cup specification, no expense was spared to bring this car up to race ready condition.

## Engine:

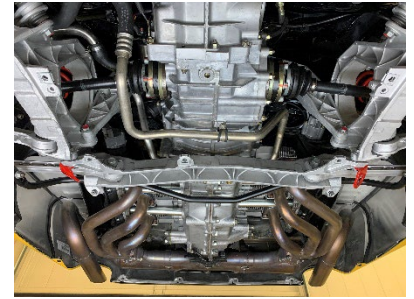
A correct M64/70 factory 993 cup engine serial number 63S80508 was found through connections in Germany and it turned out to be only 3 digits off from the original engine. Ollie's in Arizona did the machine work on the case and the engine was completely rebuilt to factory specs by Todd Ketchum, long time IMSA Porsche mechanic. The only deviation from stock 993 Cup spec was the replacement of the oil pump with the later 996 GT3 high output oil pump, which helps to prevent a spun bearing like what occurred with the original engine. Oil coolers were flushed and soda blasted. Oil tank was flushed. Correct cup Motronic ECU is retained. Spark plugs and wires are new. Fan repainted the correct Zermatt Silver. Engine tins were powder coated. Factory motorsport headers retained. Single O2 sensor catalytic converter was cut open to remove clogged cats and rewelded to retain the factory look. Non-original exhaust tips were replaced with reproductions made to match the factory cup pieces which are NLA. All the factory heat shielding is in place and correct for the 993 cup. New fuel filter and fuel pump.

10 ONS-Wagenpaß			
Datum	Titel des Wettbewerbs	Name des Fahrers	Teilnahme an
11.09	Carrera Cup Hasseröder	Knapp-Voith	12
20.09.95	"	"	12
29.09.95	GP-Hochelshorn	Knapp-Voith	16
25.08.95	GP-SPA	Knapp-Voith	16
16.09.95	Carrera Cup Hasseröder	"	12
29.09.95	GP-NBR	"	16
12.06.96	Carrera Cup Hasseröder	Knapp-Voith	12
22.10.95	PC Nürburgring	"	10
28.04.96	GP-NBR	Knapp-Voith	10
09.08.96	GP-Budapest	Grohs	10
22.08.96	GP-SPA	Grohs	10
20.09.96	GP-Portugal	Grohs	10



#### Drivetrain:

The transmission was completely rebuilt to factory cup specs by Cory Friedman of Autometrics in Charleston, South Carolina, new bearings, motorsport synchros, etc. Factory cup gear ratios were retained. Clutch master cylinder and slave cylinder are new. CV axles were rebuilt by CV source in Atlanta Georgia. Stub axles are new front and rear. All 4 wheel bearings are new. Correct Speedline wheels were completely refurbished. Outer rims retain the original "Speedline for Porsche" etching. Speedline wheel bolts were re-chromed. Centers were soda blasted, inspected for cracks, and repainted in speed yellow. 1995 date codes on the wheels. Brand new Pirelli rain tires.



#### Brake system:

All 4 brake calipers were rebuilt and repainted by PMB performance in Utah. New PFC 97 compound pads installed with new OE brake discs. All ABS wheel sensors are new. Most brake lines are new. ABS pump was replaced with new unit. Correct cup ABS ecu is fully functional.



#### Suspension:

Bilstein dampers were rebuilt to Cup specs by PSI Shock in Petaluma, California. Suspension coil springs were replaced with slightly softer than Cup spec, 180 front and 200 rear. Factory GT2 Evo uprights retained. Front and rear sway bars were powder coated. Suspension subframe and suspension arms were inspected and soda blasted, anything out of spec was replaced. Steering rack was rebuilt by The Rack Doctor in South Carolina.



#### Body:

Single stage urethane paint, body is black L741 and bumpers/fenders are speed yellow X4. Paint readings available. Front and rear bumpers along with the side skirts are all brand new urethane plastic factory pieces, no fiberglass aftermarket components on this car. The front splitter is traditionally a weak point with the 993 cups, so extra bolts were added and special flaring nut-serts were used to fix the metal reinforcement strip to the splitter/lower bumper. The tail/wing is the correct cup tail produced by Turnwald serial number 06347. The doors are correct for the 993 cup with no internal door bars. Correct 993 cup aluminum hood is retained with cup hood prop. Windshield washer system is fully functional. Graphics were reprinted to match the 1996 Supercup season livery. Adobe illustrator files come with the car.



#### Interior:

Door glass is the correct thinner 3mm, not like the 5mm glass on the street cars. Rear glass is also the correct thinner cup style without the heating element, very expensive if you need to replace it. The air jack system was completely overhauled by Cup Car Solutions, with a new ergovent and new air jacks. Correct cup MOMO Porsche steering wheel with exceedingly rare Supercup horn button (non-functional). Seat brackets are correct cup Recaro pieces with offset design to bring the driver closer to the center of the car. 2 Recaro SPG Profile seats, one original Porsche seat with 1995 date code and one new. One original Sabelt 6-point harness from 1995 and one new Sabelt harness. Exceedingly rare original Werner cup fire extinguisher is retained.



#### Electrical:

With Porsche's history of wiring harness failures on the 993's, it was decided to completely remove the wiring harness from the car, unwrap for inspection, cleaning, refurbishment and rewiring. Any aftermarket wiring additions like cool suit, radios, etc were removed and taken back to stock cup spec. All fuses replaced. Engine harness is brand new. All lighting is functional including back up lights and the correct EU headlights and turn signals. New battery with addition of a battery strap for added safety.



A successful shakedown race was completed at Sebring with HSR in Dec. 2021. 2 hours of runtime.