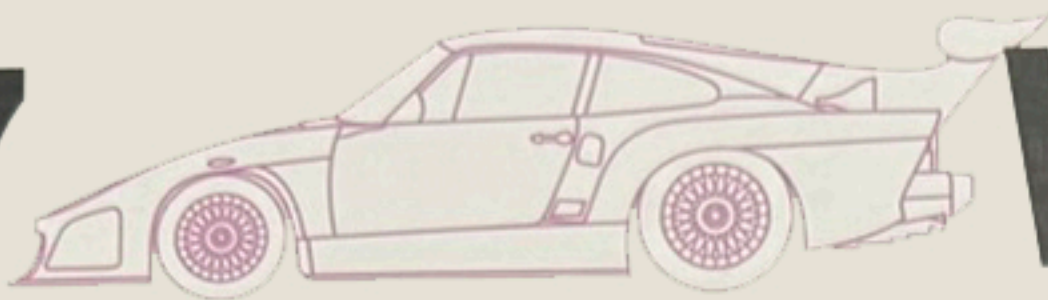


TYPE 7



VOLUME FOUR



タイプ 7

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Vol. 4



PORSCHE®



Team Ikuzawa

レーサー専用





"Porsche's new Speedster?" These very words were plastered across the front page of a 1988 issue of *MotorTrend*. Other outlets touted it as the preview for Porsche's upcoming Boxster. This is the Porsche that isn't; depending on how you look at it.

At a casual glance, the Wingho Spexter looks as though it could be a mid '90s Porsche concept that you'd be forgiven for forgetting about, but the car was actually built by Wingho Automotive in the year, would you believe it, 1988. The Montreal-based shop cut its teeth restoring 356 variants as a father and son team for many years, often wondering aloud what a modern day speedster would look like. Porsche, at the time, would have been working on that very thing with the G-series. However, that offering was very much planted in its time, with only loose references intended towards the past. The Spexter would have been much more retrospective.

The bulk of the components came courtesy of Hugh Kwok, the younger of the father-son team. "The donor car was my 1981 SC Targa," he explains. "It was a real clean car. Putting a knife to it was difficult but we had to start with a good base. We loved the 356 and by this point, we'd restored close to 30 of them; 4 of which were speedsters. I guess we wanted to build a modern day version of those cars, something unique and different. We collaborated with automotive designer Paul Deutschman. I think the car's simple lines and coke bottle shape truly captured the simplicity and functionality that Porsche aficionados flock to."

Starting with a Targa makes sense, according to Wingho, because it requires very little extra reinforcing in order to build a roofless car from, so it affords the designer a lot of creative freedom. The cockpit shell flows into the exterior skin, while the seats form part of the integral body structure. The windscreen is virtually pillarless, just a skin of wrap-around perspex with wing mirrors integrated discreetly at either end. The wheels were even salvaged from Paul Deutschman's racing team, to add to the aero flare.

When the Wingho Spexter broke cover in 1988, many outlets touted it as the preview for Porsche's upcoming Boxster. At the time, you'd be forgiven for mistaking it for an official concept car -- it has the badge, after all. Some people even contacted Porsche for more details, which of course wouldn't have yielded much. Apparently, far away from the Wingho workshop in Montreal, Porsche company officials in Zuffenhausen were split on what to make of it. There were reports that members of the Porsche family were said to be fans of the car, along with some designers, but the legal teams took issue with the branding. With the car remaining a one-off, however, it wasn't worth making a fuss over. The important thing that it signalled was that the global Porsche fans had a renewed appetite for curvature.

The following decade would see the company pursue a much more streamlined design language. The Boxster concept of 1993 inevitably invited comparison with the Spexter and that cemented it in the canon of great 'unofficial' models, which stretch back longer, in some cases, than the company has officially existed. To this day, a culture persists of home built designs and period incorrectness beneath the broad church of Porsche. Excluding that culture from legitimacy denies a fundamental pillar of what built the name we know.

It's a hard design to date, but most wouldn't guess it came out of the late '80s. Streamlined and simplified to a sports car's most unadorned essentials, the style was not without function, however. Many at the time were impressed with how well it was put together, noting that it drove like a lighter 911. The one and only Spexter ever built remains today in the Kwok family. After the build and the motor show tour, they decided to keep it. They went on to build several more Porsche-based designs, each distinct from one another. Mutterings were had with Paul Deutschman about building more Spexters, but they were never fully entertained. If you want one yourself, be prepared to ask nicely, as the plans might need a light dusting.

Spexter

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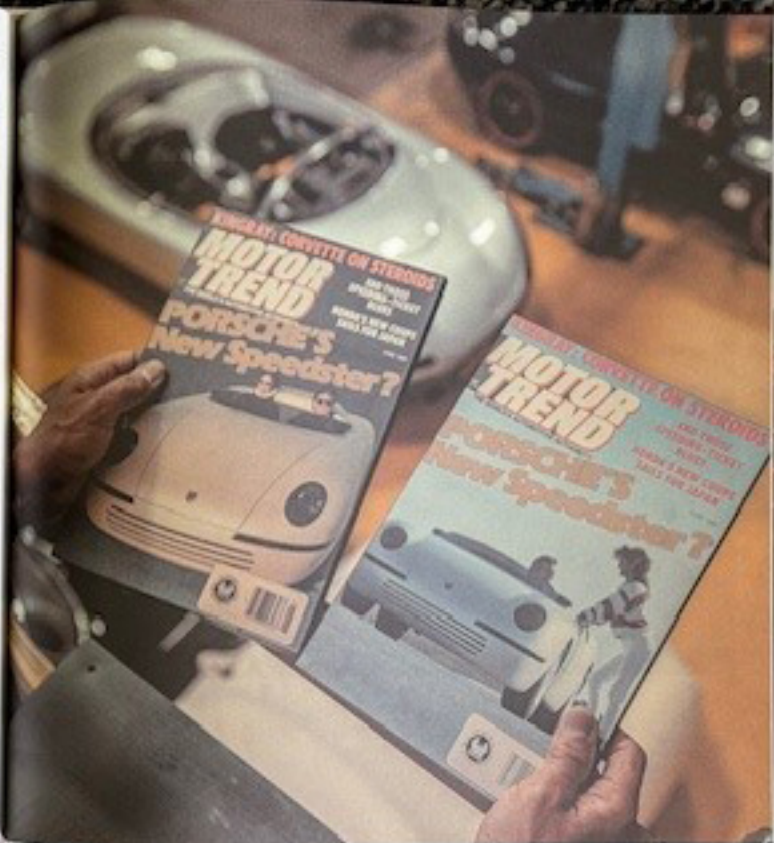
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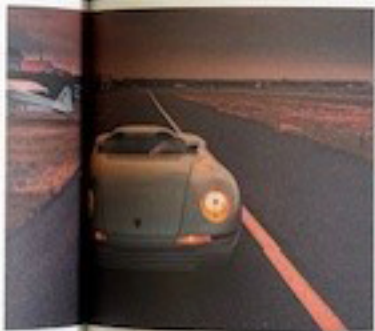
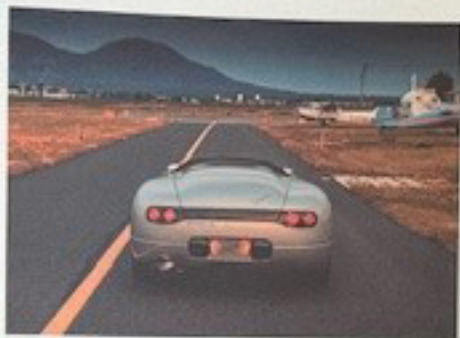
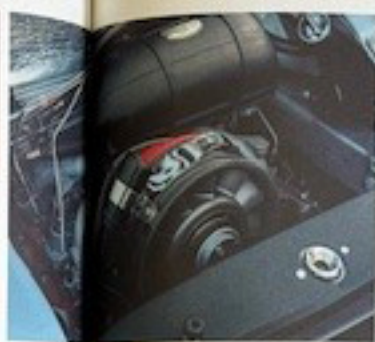
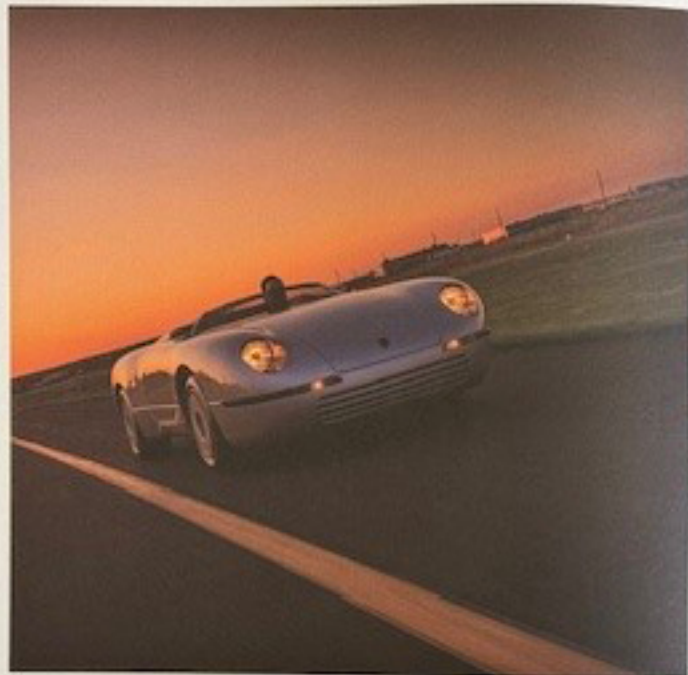
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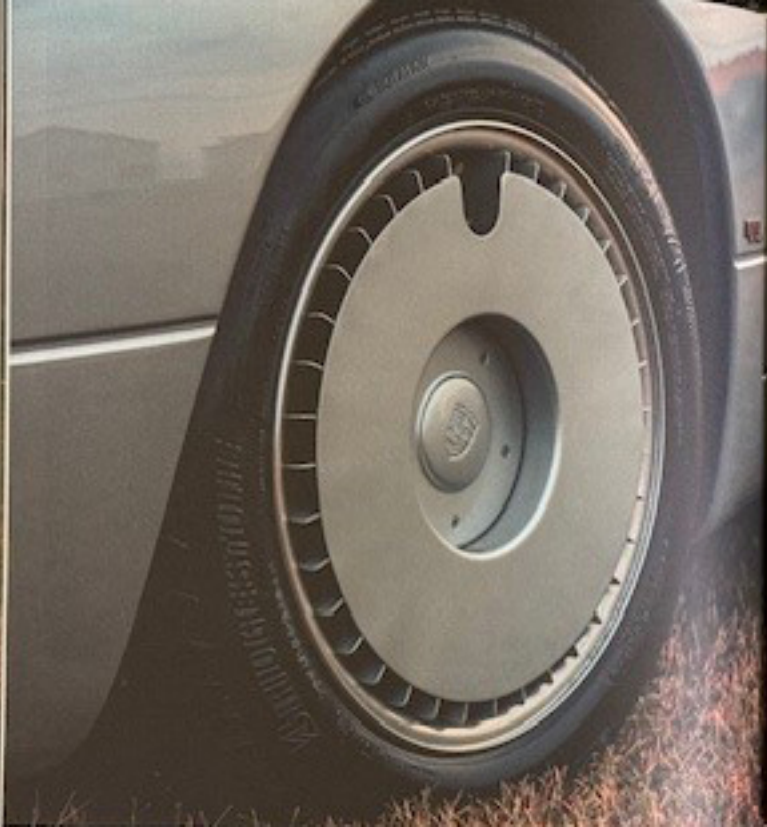
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OWNER

Hugh Kwok

PHOTOS

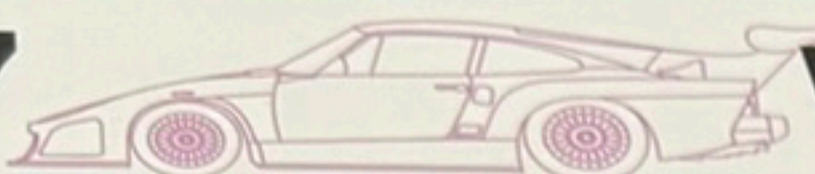
Malek Fayoumi

WORDS

Alfie Munkenbeck

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