

The Hammer

Chassis number: THPNLL01518

interview and photos by David Adler

Another Heavyweight from Stockholm

Most of us remember Ingemar Johansson, the great heavy-weight slugger from Sweden. Ingemar had a right hander known as, "Ingo's Bingo" or the "hammer of Thor". You wouldn't want to get in the way of it. Floyd Patterson did once and he will never forget it.

On June 28th, 2002 on a racing circuit in historic Pouilly en Auxois, France, Klas and Kimber Norrhed of Stockholm, Sweden proved to all those gathered who now has Thor's hammer. Easily beating all competitors, Klas' 1971 Pantera proved to be the top dog on the heap, earning the Grand Prix title as the fastest Pantera of the International DeTomaso owner's meeting. PI had a chance to sit down with Klas and Kimber and learn more about the Norrheds and their muscular Panther.

PI: How do you pay for your hobby?

KN: We own several of our own businesses. We handle sales, marketing and distribution for Sun-Gard & Glass Gard window films throughout most of Europe.. The film used on our car is Sun-



Above: Aggressive stance is due mainly to the 17 inch rims and wall to wall Michelin rubber. Suspension is adjustable thanks to aluminum shocks from Pi Motorsports.

Below: The Norrhed 1971 Pantera is shown at speed in France. Klas has also demonstrated his driving skills in an all Camaro racing series in Sweden. His best finish in a Camaro was third. On this day, his Pantera was proven to be the fastest in Europe.



Klas and Kimber Norrhed





Above: The license plate is an accurate description of the sounds and looks of this celebrated Pantera. Chrome trim has been blacked out.



Gard's high performance Endurance series which is excellent at reducing heat, something you need in a Pantera.

PI: Did you find this car in Sweden?

KN: No, it was purchased five years ago in Hawaii. While calling on a customer there in 1987, I spotted this very car under a car cover. The owner, a prominent cardiovascular surgeon in Honolulu, was not interested in selling the car at that time. Ten years later while visiting the islands, I read a Pantera for sale ad in the newspaper which turned out to be this very same car, and I purchased it from the good doctor.

PI: What made you select a Pantera?

KN: I had seen the Pantera of Stefan Jelvin about twenty years ago. At that time, I owned a Corvette and could not afford a Pantera even though I wanted one. I eventually sold the 'Vette and began to travel. While on one of my travels I met my wife, Kimber, in Hawaii, and of course, came across the Pantera we now own. I now have two exceptional treasures from Hawaii.

PI: What condition was this Pantera in when you purchased it?

KN: I found a small amount of rust in a rocker panel; otherwise, the car was a nice functional intact original 1971. It was originally yellow and was re-painted red.

PI: How much did you pay for the Pantera, and was it less expensive than if you had purchased a car in Sweden?

KN: I paid \$25,000.00 for the car and it cost another \$2,000.00 in 1997 to ship it to Sweden from Hawaii. It took between 2-3 months to arrive in Europe. There is a 25% import duty imposed by Sweden on imported cars. The exchange rate back then was much better than today, so at the

Photo captions:

Middle: Close up of the polished Edelbrock manifold and Holley carb. Cylinder heads are aluminum.

Bottom: Roll bar supports are shown. The crate engine is based on a 351 Windsor that has been stroked to 427 cubic inches.

Horsepower is a resonating 540. The engine was delivered as shown and bolted right in by Klas.



time it would have cost about the same or even a bit more to have bought a similar car in Sweden. It really wouldn't have mattered as at that time, I simply wanted this car, period.

PI: Did you drive the car very much after you purchased it?

KN: Yes. I drove about three thousand miles before I realized that I wanted more power than the car originally came with. So, I went through the engine myself and changed the camshaft and souped it up a bit.

PI: Do you have any formal racing experience?

KN: Up until a few years ago, my experience was limited to club racing. However, two years ago, I took up serious racing. In 2000, I competed in the sprint racing series known as Camaro Cup. This season, I switched to the SLC series which is three hours of endurance track racing. The Camaro I drive uses a stock Camaro body, but it has been customized with a tube frame and fiberglass front end. The engine puts out about 480 horsepower and the speeds in the straight-aways exceed 230 Km/h. My best finish so far this season is third place. The series is televised on the Scandinavian Viasat Sport channel.

PI: What have you done to your Pantera to prepare it for racing?

KN: I read an ad in Pantera International about the 427 Crate engine sold by PI Motorsports. I decided to order one of these engines and have it shipped to Sweden. I also shipped my ZF transmission to RBT transmissions to have it rebuilt. I use a 3.77 LeMans ring and pinion. This is ideal for long trips, especially if you cruise at 150-200 kilometers per hour. I would like to eventually go to a RBT-6 speed transmission or why not the way cool, Secventional. The brakes I use

Photo captions:

Top: To keep the front end planted, Klas uses a rigidity kit. Masters are GM sourced from Hall Pantera.

Middle: Racing bucket seat is from PI Motorsports. Fire extinguisher is kept behind the driver's seat.

Bottom: Early dual pod dash houses stock instruments and a shift light. Passenger seat is GT5, wrinkle look leather.





Above: Shift light is shown in left corner. Set at 6,400 rpm.



Above: Reservoir mounted temperature gauge permits remote viewing of system temperature.

have two pistons. This is a system that is made from Corvette C4 parts. The master cylinder is aftermarket and I am satisfied with it. I run racing brake fluid. I added a Wilwood proportioning valve and set it at an equal setting for the front and rear. My shock absorbers and springs are aluminum adjustable models from PI Motorsports. For good cooling, I chose a PI Motorsports aluminum radiator and I also purchased my 5-star wheels and Michelin 17 inch tires from PI Motorsports. The sway bar is a hollow model. My front end is stock except that I replaced my bearings and bushings and added a stiffening kit. Goran Malmberg helped out by setting the toe-in for me. I fabricated a husky roll cage that I placed in the engine compartment for safety and stiffening of the chassis. In the driver's seat I use a very snug racing seat with a 4 point safety harness. I shifted the position of the seat over so that you actually sit in front of the steering wheel.

PI: Did you do most of the work yourself?

KN: No. I had the help of my good friend Martin but the engine was surprisingly easy to install. I installed Big Throat headers from PI Motorsports that have been ceramic coated and they fit perfectly. I bought loose stainless mufflers and built my own 2.5 inch exhaust system. I changed the water neck, added a new Hi-Tork starter and 100 amp alternator. The ignition is an MSD box

with a seven thousand rpm chip. I installed a shift light that is set at 6,400 rpm. I have put seven thousand kilometers on the new engine, including my four thousand kilometer drive to this Pantera meeting in France. I haven't even changed the plugs yet and the engine runs at 160 degrees. I was surprised that the new engine even got better mileage. I am very satisfied with the engine. It has give me trouble free performance. I wish to thank Jerry Sackett at PI Motorsports and Lloyd Butfoy of RBT Transmissions. They are both very knowledgeable people and thanks to them I have a winning car!

PI: What's next?

KN: There is a Swedish saying, "mycket vill ha mer" which translates to "much want more",

this doesn't make much sense in English, but now, after driving with the new engine for a season, I am getting used to it, and it's time to take the car to the next level. Therefore, I have purchased a NOS system that I'm going to design and build this winter. It will be a very cool system with a separate race fuel tank and a progressive disbursement of nitrous oxide which should max out at about 200 extra horses. That and the already 540 wild ones on tap will probably make my day next summer.

PI: Congratulations on winning the Grand Prix and we hope to see you at the next event in Europe.

KN: Thank you.

Below: Klas' current Camaro Cup Series ride. For the near rookie, a third place finish isn't bad in this televised series.

