


CLASSIC DRIVER



1972 Porsche 911

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|----------------|--|-------------|---|
| Lot sold | USD 98 139 - 147 209 GBP 80 000 - 120 000 (listed) | Lenkung | Links |
| Baujahr | 1972 | Zustand | Gebraucht |
| Chassisnummer | 9112102764 | Standort |  |
| Zahl der Sitze | 2 | Kraftstoff | Benzin |
| Antrieb | Zweirad | Außenfarbe | Sonstige |
| Losnummer | 371 | Motornummer | 6124194 |

Beschreibung

1972 Porsche 911T 2.8-Litre Competition Car
Registration no. XEU 670K
Chassis no. 9112102764
Engine no. 6124194

Few sports cars are as versatile as Porsche's perennial 911, a model that, for the past 50 years, has proved equally capable as a Grand Tourer, circuit racer or rally car. The 911 first appeared in the latter role, as a works entry, on the 1965 Monte Carlo Rally. Group wins were achieved in the European Rally Championship in 1966 and 1967, with works driver Vic Elford securing the overall European Championship in the latter. In 1968 the 911 emphatically established its credentials as a frontline rally car, works-entered 911s winning eight of the 15 European Championship rounds with works driver Pauli Toivonen taking the European title. Two years later the 911 brought Porsche its first World Championship of Makes.

For circuit racing there was the Carrera RS. Porsche had revived the Carrera name for its luxuriously equipped, top-of-the-range 911 in 1973. Designated 'Carrera RS' (RennSport), the newcomer was intended as a limited edition product for Group 4 GT racing, a class that required a minimum of 500 built. However, the resulting demand for this fabulous car proved so great that the production run was progressively extended, eventually ending up at 1,590 units and allowing homologation in Group 3 for standard GT production cars.

Based on the 911 Carrera RS Lightweight announced the previous year, Porsche's RSR GT-category racer collected overall wins in the World Sportscar Championship at Daytona and the Targa Florio in 1973, defeating 3.0-litre prototypes from Ferrari, Matra and Mirage-Ford in the process, an outstanding achievement for a production-based car. Today, the Porsche 911 in its many forms is a mainstay of historic rallying and circuit racing worldwide.

This 2.4-litre Porsche 911T was supplied new in February 1973 via Stoddard Imported Cars to one Emery Prior of Chagrin Falls, Ohio, USA. In 1977 Mr Prior asked Stoddard to carry out a conversion to bring the engine up to a capacity of 2.8 litres (2,808cc) at a cost of \$11,300. Mr Prior kept the car until 1993 and it remained in Chagrin Falls until it was exported to the UK in 2007. All of Stoddard's service receipts up to 2005 come with the car.

On arrival in the UK, the Porsche was despatched to Machtech Engineering where it was prepared for historic racing complete with roll cage, fuel cell and fire equipment, while the 2.8-litre engine was rebuilt. After only one event at Oulton Park in 2009, the car was retired until 2014 when it was returned to road/race configuration, including a full re-spray and re-trim. The aforementioned racing componentry was retained. Only some 2,000 miles have been covered since the engine rebuild and the car is described by the private vendor as in generally very good condition. All invoices dating back to 1973 are available and the car also comes with a V5C registration document and fresh MoT. This rust free, matching numbers 911 is ideal for events such as the Tour Auto, historic circuit racing or fast road use.

Bonhams 1793



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<https://www.bonhams.com/auctions/22725/>

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