


# CLASSIC DRIVER



## 1972 Porsche 911 2.4T

Lot sold	<b>USD 97 701 - 125 616</b> GBP 70 000 - 90 000 (listed)	Lenkung	Links
Baujahr	1971	Innenfarbe	Schwarz
Getriebe	Schaltgetriebe	Zustand	Gebraucht
Chassisnummer	9112500589	Standort	
Zahl der Sitze	2	Kraftstoff	Benzin
Antrieb	Zweirad	Außenfarbe	Sonstige
Losnummer	204	Automobiltyp	Sonstige
		Motornummer	6521132
		Markenfarbe außen	Light Yellow
		Markenfarbe innen	black

### Beschreibung

Guide price: £70000 - £90000.

- Genuine 1972 m-y, home-market, LHD, 'side oil fill' car in Light Yellow (6262)
- Imported to the UK in 1982. Five owners, one from 1988 to 2012
- Lengthy, ground up restoration in 2012. £92,000 with QV500 Ltd.
- More recent, stem to stern, inspection by Porsche GB Reading with appropriate works
- Lots of history and photographs. Porsche C of A. MoT valid until Aug.2019
- It would be difficult to imagine a better example

The 911T (Touring) had been introduced as a new base model in 1967, initially with a 2-litre engine in 110bhp form before gaining the 2.2-litre unit, along with the rest of the range, in 1969. The T's power output then was 125bhp, increasing to 130bhp with the introduction of the 2.4-litre engine across the range for 1972. Externally similar, the differences between them are manifest in trim

details and mechanicals. The 2.4 cars are identifiable by their black engine lid grille with 2.4 badge, a gunmetal 911 badge instead of the previous gold; bumper over riders changed to all-black, and horn grilles and sidelight-cluster rims change from chrome to black. Being the base model, the T is fuelled by Zenith 40 T1N carburettors, and the 2.4s were first to receive the new 915 five-speed gearbox, with the Sportomatic box only available to special order. Most Ss and Es had sunroofs and electric windows, while the T had to make do with wind-up windows. However, it's for the notorious 'Oil Flap' that the '72 cars will be remembered. For just one year of production in 1972, in an attempt to move as much weight as possible towards the centre of the car, the oil tank was repositioned inboard of the right rear wheel arch, resulting in the introduction of an external oil filler cap on the right-hand side rear wing behind a flap ('Oel Klappe'). The propensity for petrol station attendants to fill the oil tank with fuel, and the resulting warranty claims, quickly persuaded Porsche to change the design and 1972 'Oel Klappe' cars became difficult to sell, possibly resulting in their comparative scarcity today. As is often the case, that rarity has resulted in the 'Oel Klappe' cars now being the most desirable. As confirmed by its Porsche Certificate of Authenticity, this beautiful 911T 2.4 was built as a home market car leaving the production line on 1/11/1971 (72 Model Year) finished in Light Yellow with a Black Leatherette interior. It was optioned with 6" x 15" Alloys, spoilers, Porsche script in black, leather steering wheel, and tinted windows. It was first registered in the UK in August 1982 and has been enjoyed by just a handful of owners in the past 36 years, one of them being Mark Higham who owned it for 24 of those years from 1988 - 2012. Unlike many imported cars, this 911 has a huge history file containing many invoices including one from Walsh Engineering for £ 3,245, dated 6/1/89 listing full details of a top-end engine rebuild at 86,340km. However, it's the invoice from QV500 Ltd. in December 2012 that really stops you in your tracks. They were entrusted with the car in March of that year to carry out a full nut and bolt restoration and this they certainly did. The work totalled some 2,298 hours which amounted to the not inconsiderable sum of £91,920, with the bodywork alone costing £43,520. (the engine appears to have been rebuilt by Porsche GB Reading at a cost of £3,680). When the previous owner purchased PJT 451J to add to his collection, it was sent to Porsche GB, Reading for a complete mechanical appraisal with maintenance and overhaul where required. Works included the fitting of a new fuel tank, carburettor rebuild, a new wiring loom, and the underbody and arches were undersealed. This was followed by extensive road testing, 4-wheel alignment and engine set-up to ensure this 911 was at its finest. The current MoT Certificate is valid until 30/08/2019 and the mileage on the most recent one states 93,653km on 31/08/2018. These reside in the car's enormous history file with invoices, photographs registration documentation, the Porsche C of A. This must be one of the best, if not the best 911T on the market. Early 911s possess a certain purity of line, particularly in lighter colours, a complete world away from the aerodynamic extravagances of the eighties and nineties, and in terms of style, it's the early cars that engender the most appreciative glances. A well set-up and maintained 911T, 'E' or 'S' driven with an intelligent right foot will provide some of the most quintessentially rewarding driving experiences you have ever had, and even the 130bhp 911T, will leave you with a serious grin.

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