


CLASSIC DRIVER



1976 Porsche 911 "G"

Lot sold	USD 48 506 - 56 165 GBP 38 000 - 44 000 (listed)	Lenkung	Links
Baujahr	1976	Zustand	Gebraucht
Getriebe	Schaltgetriebe	Standort	
Chassisnummer	9116311122	Kraftstoff	Benzin
Zahl der Sitze	2	Außenfarbe	Sonstige
Antrieb	Zweirad	Automobiltyp	Sonstige
Losnummer	319	Motornummer	6362199
		Markenfarbe außen	Grand Prix White
		Markenfarbe innen	half leather - tartan cloth

Beschreibung

Guide price: ??38000 - ??44000.

- Dating from March 1976 and finished in Grand Prix White with a black vinyl/tartan fabric interior
- Spec'd from new with front/rear anti-roll bars, 'S' instruments, black exterior trim, and tinted windows

- Owned by the President of the ELPA classic car club in Greece for many years

- The odometer reads a, believed genuine, 20,000 km. (the history file is mainly in Greek)

- Presented in generally very good condition having been partially restored in 2015

- Owner's wallet and handbook; Certificate of Authenticity, its UK V5c and an MOT valid until March 2020

The first of countless upgrades to Porsche's perennial 911 came in 1966 with the introduction of the 911S. Externally distinguishable by its stylish Fuchs five-spoked alloy wheels, the 'S' featured a heavily revised engine producing 160bhp. The lengthened wheelbase introduced in 1969 improved

the 911's handling, and then in 1970 the air-cooled, 'flat six' engine underwent the first of many enlargements: to 2.2 litres. In 1974 all 911 variants received the 2.7-litre unit, hitherto reserved for the Carrera when the latter went to 3.0 litres. Although in non-Carrera tune the 175bhp (DIN) 2.7-litre unit made slightly less power than the old '2.4', it had been skilfully reworked to produce significantly more torque over a much wider rev range and offered noticeably improved acceleration. Coupled to a tolerance of low-lead petrol, vastly superior fuel consumption, and increased tank capacity, the new 911 proved superior to its predecessor in every way as a fast, long-distance tourer. Two years after the Coupés introduction in 1964, a convertible 911 - the 'Targa', named in honour of Porsche's numerous victories in the Sicilian classic - became available. Expected US safety legislation had prompted an ingenious approach to the soft-top 911, the Targa sporting a hefty roll-over bar to protect the occupants in the event of an inversion, together with removable roof and rear hood sections, which were stowed in the boot. For 1969 a quieter and less leak-prone fixed rear window replaced the less than perfect rear hood, and the ever-popular Targa would continue in this form well into the 1990s, sharing countless mechanical and styling developments with its closed cousin along the way. This matching-numbers 911S Targa was invoiced by the factory in March 1976 and dispatched to the Hahn dealership in Fellbach, Germany. The car was delivered finished in Grand Prix White with black vinyl/tartan fabric interior and left the factory equipped with the following options: radio antenna, front/rear anti-roll bars, 'S' instruments, black exterior trim, and tinted window glass. Owned by the president of the ELPA classic car club in Greece for many years, it was purchased by our vendor in October 2018. Although difficult to substantiate from the history file, as a large part of it is in Greek, the odometer reads a, believed genuine 20,000 kilometres. We understand that this 911 has never been abused (with no known accidents) and is presented in generally very good condition having been partially restored in 2015. The car is offered with its owner's wallet and handbook; a Porsche Certificate of Authenticity; its UK V5c Registration document, and an MOT certificate valid until March 2020. This attractive, mid-seventies Targa in sparkling Grand Prix White is sensibly guided and would make an excellent entry into the world of 911 ownership.

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