


CLASSIC DRIVER



1968 Porsche 911

Lot sold	USD 702 159 - 737 862 EUR 590 000 - 620 000 (listed)	Lenkung	Links
Baujahr	1968	Zustand	Gebraucht
Landesspezifische Mehrwertsteuer	IT	Standort	
Zahl der Sitze	2	Kraftstoff	Benzin
Antrieb	Zweirad	Außenfarbe	Weiss
Losnummer	34	Automobiltyp	Cabriolet / Roadster

Beschreibung

- A Finarte World Premiere: the first realization of the IDEM Twins project.
- Two cars: one perfectly restored, one new, set up in identical livery.
- 911 F: Extremely rare SWB model in "Soft Window" Targa version.
- Both top of the range and performance of their model year.
- Safe investment and fully usable

The model

In late fifties the Porsche 356 began to feel the weight of the years. Its 4-cylinder engine was born in 1948 and was derived, like other components, from the Volkswagen Beetle. For the design of the new car, Ferry Porsche dealt with the technical side, entrusting stylistic innovation to his son, Ferdinand Alexander Butzi Porsche. It was decided a priori to maintain the technical and stylistic layout of the 356, with an air-cooled boxer engine mounted at the rear, but with enough roominess to accommodate 4 people. Building it in series, Porsche would have entered the two-liter GT market, with a competitive price compared to the handcrafted models of many Italian coachbuilders, on Alfa Romeo, Fiat and Lancia mechanics. The technical development wasn't difficult unlike the definition of

the bodywork: the T7 prototype did not convince. Butzi was forced to abandon the programmatic point of the 4 seats and turn back on the 2+2 configuration, getting a similar design to the one adopted in 1960 by Franco Scaglione for the 356 Carrera Abarth which, together with the T7, prefigures the future 911. The appearance was immediately very balanced and with a strong stylistic kinship with the 356. For the new car the acronym 901 was chosen and the first, yellow painted, example was presented at the 1963 Frankfurt Motor Show, with good praise from the public and the press. The marketing, at the beginning of 1964, was immediately hampered by Peugeot's warning to use the initials 901, as depository of all three-digit numbers with zero in the center for its models. The Porsche was forced to change the acronym to 911. Although achieving good sales, the 911 was initially hit by strong controversy, above all aimed at the excessive price list, compared to that of the 356, and at the demanding road holding. Following the protests, the company decided to reduce the price and undertook resolving, step by step, the technical deficiencies complained that had contributed to a decrease in sales. The nervous behavior of the car, the directional instability above 130 km/h and the significant understeer were especially complained. The definitive 911 had independent 4-wheel suspensions with torsion bars, 4 disc brakes and 5-speed manual gearbox. The air-cooled 6-cylinder boxer powered by 2 Solex triple barrel carburetors had a displacement of 1991cc and an output power of 130 hp. In 1966 the 911 S was launched and, thanks to a series of modifications, reached a power of 160 hp. Externally it was recognizable by the Fuchs alloy wheels. Also in 1966, the coupes were joined by the Targa versions, with a removable hard top, which met the highest safety standards in the USA, relating to open cars: in the event of rollover, the occupants were guaranteed protection thanks to the roll-bar. At the end of 1967 the range was expanded: the basic model was the 911 T, with a less powerful engine (110 hp), the 911 L maintained the 130 hp engine and had better finishes, the 911 S always offered 160 hp. During 1968, to make the road behavior less nervous, the wheelbase was extended by 6 cm. Many were the changes until 1973, the debut year of the so-called G series which will introduce even more substantial and recognizable changes. The 991 Porsche model, was produced to replace the 997 model; is a car with a completely renewed design, with larger volumes and a 10 cm longer wheelbase. Presented at the Frankfurt Motor Show in September 2011, it was introduced to the market in 2012. The lines reflect the classic 911 Porsche style, but are more modern. The line is unmistakable, with the classic round front headlights, which however have LED daytime running lights. The rear is modified in various details, including the new low and long profile headlights. It is offered in three body versions: coupe, cabriolet and Targa with fixed rear window. Thanks to the widespread use of aluminum and composite materials, the car was lightened by an average of 45 kg compared to the previous 997. Mechanically, the 991 is equipped with six-cylinder boxer engines of 3.4 or 3.8 liters of displacement combined with two different gearbox types: seven-speed manual or seven-speed PDK dual-clutch automatic transmission, traction is rear or 4wd. The suspensions are active and electronically managed to improve stability, a MacPherson is used on the front, while on the rear there is a multilink. The 991 was revised in 2015 to then be marketed in 2016. This Porsche 911, updated and internally named by the Porsche 991.2, introduced a new design and a new range of engines all turbos. The smaller new 3.0-liter twin-turbo six-cylinder boxer equips the standard Carrera for the first time with a turbocharged engine, abandoning the 3.4 and 3.8 liter aspirated units. The difference in power between Carrera (370 hp) and Carrera S (420 hp) is due to the different boost pressure and the compressor of different sizes.

The IDEM Project

IDEM is a Latin word that means "the same", and is also a syllabic acronym in English between the words "IDentity" and "EMotion": in one word the very essence of a project. ID|EM is a brand dedicated to the restoration, customization and electrification of Porsche 911 cars, with the intention of fulfilling the desires not only of classic car fans, but of all those who want a high quality vehicle, whatever their preference. In detail, the IDEM Works proposals are the following. "State of the Art" 0-mile restoration of classic Porsche 911 'F-model' cars (IDEM Renaissance). Total detailed and internationally registered new Porsche 911 cars, on the sample of an existing restored classic Porsche 911 (IDEM Twins). "Atelier-Style" personalization and registration of an existing Porsche 911 (IDEM Custom). Bespoke Series of registered 'One-Off' cars on the basis of Porsche 911

“Sondermodell” cars (IDEM Unique). Electrification of classic Porsche 911 cars (IDEM 9ELHeaven). IDEM restores and modifies existing Porsche automobiles for its customers, all works are numbered, filed and registered.

The cars

IDEM Twin Work 001: 1968 Porsche 911 S Targa, chassis no. 11850424 and 2018 Porsche 911 (991.2) Targa 4S, chassis no. WP0ZZZ99ZJS131606, twin to chassis no. 11850424. In this lot is proposed the first IDEM realization of its Twins project: a pair of Porsche 911 cars: a vintage one and a new model, made twins by IDEM. The vintage Porsche 911 has been completely restored, while the new Porsche 911 has been totally personalized, taking as a reference the restored Porsche 911. The 1968 Porsche 911 S Targa, chassis no. 11850424, is a F model (produced from 1965 to 1973) and has several peculiarities. First of all it is an S version, the most powerful with 160 hp and is one of the last SWB produced: 1968 is in fact the watershed between the first SWB models and the following 911. More reactive and nervous in road behavior, it is a model decidedly more rare on the market. Another peculiarity: the car is a so-called Soft Window: being a Targa of the early years, it does not yet have the large and typically shaped glass rear window that will appear the following year (1969) but, in its place, a small canvas top with soft rear window in plastic, lowerable. More uncomfortable in everyday use and less aesthetically “clean” in the line, compared to the more well-known model with glass rear window, the Targa “Soft Window”, however, becomes a real convertible, with only the footprint of a big roll-bar. It should be noted that, for the first 911 -really- Cabriolet it is necessary to wait for 1983 and, therefore, a whole other evolution of the model. This car also boasts a very rare Light Ivory/Red basket colour combination: we are not able to recover production numbers with these specifications, but considering that Porsche has produced only 442 cars of this model for the whole world, and checking the offer present on the international scene, we consider this color combination an absolute rarity. The chassis no. 11850424 has been completely restored and is in pristine condition. Exactly 50 years later, the modern Porsche 911 Targa 4S, chassis no. WP0ZZZ99ZJS131606, is a model of the internally defined series 991.2, produced in 2018, it has never traveled any road. Exactly like the twin of this lot is an S version, the most powerful of its series, and with a Targa type body. It has all the devices that 50 years of evolution of the model have allowed, starting from the proven 4-wheel drive drive; fast and safe, thanks to the very high and innovative level of technology. The basic family feeling of all the 911s is enhanced, between the two cars, by the 991.2 set-up, painted in the same light ivory color and with the interiors with the same Basket plot with vertical “roll and pleat” in the same red as the 1968 twin. The huge Fuchs alloy 20” wheels recall in the design and colors Fuchs wheels and every detail, like the brushed steel roll-bar or the original golden writings of the time, is treated to give the feeling of time travel. In this way we have the best of both worlds. The basic idea that led to the realization of this project is in fact to give the opportunity to drive a special car every day of the week, recalling to you and to others the equally special car, you have fun with on Sundays. The Porsche 911 is the only iconic model in the world automotive scene to survive since 1963 without interrupting production. If all the Porsche 911s, besides electrifying for their performance, are known for the reliability they allow for daily use, it is also true that you can have some reserve for the truly daily use of a wonderful fifty-year-old, if only for the respect for a rare car. Having a twin, fresh from the factory, is a solution to renounce to nothing: the investment guaranteed by a vintage Porsche, the possibility of accessing sports re-enactments and elegance competitions for vintage cars, the pleasure of driving, practicality, safety and performance of a modern GT.

State of the Art

1968 Porsche 911 S Targa, chassis no. 11850424: Completely restored. 2018 Porsche 911 (991.2) Targa 4S, chassis no. WP0ZZZ99ZJS131606. Brand new.

Litterature

- Lothar Boschen, Jurgen Barth, Porsche un successo, Libreria Dell'automobile, Milano 1987.
- Mauro Borella, Porsche 911 1963-1998, Giorgio Nada Editore, Milano 2011.
- Sigmund Walter, Joerg Austen, Porsche 911, Evoluzione e Tecnica dal 1963 a oggi, Giorgio Nada Editore, Milano 2009.
- Joerg Austen, Porsche 911, Rally e Competizione, Giorgio Nada Editore, Milano 2008

Certificates and Statements

1968 Porsche 911 S Targa, chassis no. 11850424: Porsche Certificate, Cardex.

2018 Porsche 911 (991.2) Targa 4S, chassis no. WP0ZZZ99ZJS131606: Porsche Certificate.

Documents

1968 Porsche 911 S Targa, chassis no. 11850424: Italian Log book.

2018 Porsche 911 (991.2) Targa 4S, chassis no. WP0ZZZ99ZJS131606: Deutsche Zulassungsbescheinigung.

Elegibility

1968 Porsche 911 S Targa, chassis no. 11850424:

- Giro di Sicilia. Eligible.-Targa Florio. Eligible.
- Goodwood Revival. Eligible-Coppa d'Oro delle Dolomiti. Eligible.
- Coppa delle Alpi by 1000 Miglia. Eligible.
- Winter Marathon. Eligible.
- Nürburgring Classic. Eligible.
- Pebble Beach Concours d'Elegance. Eligible.
- Amelia Island Concours d'Elegance. Eligible.
- Chantilly Arts & Elegance Richard Mille. Eligible.
- Concorso d'eleganza Villa D'Este. Eligible.

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