


# CLASSIC DRIVER



## 1974 Porsche 911 "G" - 911 Carrera Coupe

911 Carrera Coupe

Lot sold	<b>USD 0</b>	Lenkung	Rechts
Baujahr	1974	Zustand	Gebraucht
Losnummer	380	Standort	
		Außenfarbe	Sonstige
		Automobiltyp	Sonstige

### Beschreibung

- Numbers-matching drivetrain
- Extremely low-mileage example, never restored
- Multiple concours award winner
- Known ownership history; extensive documentation
- Includes Porsche Certificate of Authenticity

More stringent U.S. emissions requirements forced Porsche to sell two versions of the 911 Carrera in 1974. While customers in the "Rest of the World" could buy the new G-series, impact-bumper-chassis design equipped with the 210 bhp MFI engine carried over from the 1973 Carrera RS, Americans were sold the visually identical model fitted with the less powerful but cleaner-breathing 2.7-liter from the 911 S, which used the Bosch K-Jetronic fuel-injection system. A total of 528 Carrera coupes and 246 Targas were produced for the U.S. market.

Porsche did what it could to make the U.S.-spec 2.7 palatable by boosting compression to 8.5:1, enlarging the intake ports, and installing new intake cams with greater lift and longer duration. Car and Driver magazine had former IROC race driver and NASCAR star Bobby Allison test the new U.S. Carrera at Riverside Raceway in early 1974. Allison was able to spur the Carrera coupe to 60 miles an hour in 5.8 seconds, the standing quarter-mile in 14.4 seconds at 95 miles an hour, and see 143 miles an hour at redline in fifth gear.

Here is a beautifully maintained, very original, concours-winning U.S.-spec Carrera coupe with fewer

than 17,000 original and documented miles from new. The 143rd in that scarce series of 528, it was delivered in October 1973. Its Porsche-issued Certificate of Authenticity notes that it was finished in Grand Prix White over a Black leatherette interior. Options noted Ornamental Painting - Black, which refers to the 911 decals on the hood, which were installed on nearly one in every four 911s that year. Furthermore, the car was equipped with a Blaupunkt Frankfurt stereo radio, tinted glass, a "ducktail" rear spoiler, and Pirelli tires. Fuchs six- and seven-inch-wide "windmill"-style spoked alloy wheels were standard equipment, as was black anodized window framing.

An examination of the car's original owner's manual reveals that it was shipped to Perkins Porsche-Audi in Parsippany, New Jersey, and sold to its first owner, Carol Bickel of Madison, New Jersey, on 11 November 1973. It was later sold to longtime Porsche enthusiast Kenneth Barre, formerly of Rye, New York. Mr. Barre was an avid participant in Porsche Club of America's concours d'elegance competition and frequently entered the Carrera in Regional and Zone 1 events. His carefully prepared Carrera was awarded class honors in four consecutive events and was named the PCA Zone 1 Division winner for 1984. In November 1994 Barre sold the car, then having recorded 7,495 miles, to Mr. Hiro Wakabayashi of New York City.

Mr. Wakabayashi owned the car through at least January 1997, confirmed by a state inspection sticker from that year indicating mileage of 9,783. During his custodianship, some minor cosmetic work was completed by the Paterek Brothers in New Jersey, including removal of the "911" safety striping on the hood. The fuel tank was replaced at 7,563 miles. The braking system was overhauled in 2003 at Holbert Motor Cars in Pennsylvania, with mileage recorded at 9,920. The car then passed through the hands of Porsche broker Richard Sloan in New Haven, Connecticut, who in turn sold the car to Gary Nunnely of Los Angeles, California, in May 2005. Mr. Nunnely soon afterward had the car serviced at Rusnak Porsche-Audi in Pasadena, with the mileage showing 10,088.

The next listed owner, circa 2007, was long-time Porsche enthusiast Frank Enea of Monterey, California, who has owned and enjoyed numerous G-series 911s. A service invoice dated 19 April of that year shows the mileage at 12,982. Mr. Enea decided to return the car to its as-delivered appearance and had a new set of "911" hood decals installed. In 2008 the car was sold to its most recent owner, John Dixon at the Taj Ma Garaj in Dayton, Ohio.

Today this outstanding and rare 1974 Carrera coupe is offered in spotless concours condition, accompanied by all its original factory equipment, manuals, and tools, along with a file of service records, registrations, Bills of Sale, and factory correspondence. Its paint, interior, underbody—still retaining some of the factory-applied Cosmoline—front trunk, and engine compartment are all spotless, ready to delight its next owner.

Please note this title is in transit.

To view this car and others currently consigned to this auction, please visit the RM website at [rmsothebys.com/en/auctions/tg19](https://rmsothebys.com/en/auctions/tg19).

RM Auctions Ltd



Sotheby's

**Vorname** Augustin

**Nachname** Sabatie-Garat

39-42 New Bond Street

London

W1S 2SQ

Vereinigtes Königreich

**Telefonnummer** +1 (519) 352-4575

<https://rmsothebys.com/en/auctions/tg19>

