


# CLASSIC DRIVER



## 1968 Porsche 911

Estimate	<b>USD 110 628 - 139 740</b> EUR 95 000 - 120 000 (listed)	Lenkung	Links
Baujahr	1968	Zustand	Gebraucht
Landesspezifische Mehrwertsteuer	IT	Standort	
		Außenfarbe	Rot
		Automobiltyp	Coupé

### Beschreibung

- Incredibly detailed history, reported in the car diary: a real treasure.
- Matching Numbers.
- Preserved.
- U.S. model.
- One scrupulous owner from new to 1995.

#### 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 centre 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 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. From mid-1966 the models' range began to expand and there were many changes that followed one another until 1973, the debut year of the so-called "G" series that will introduce even more substantial and recognizable changes.

#### The car

The Porsche 911, chassis no. WP00000001180399, is part of the cars built in 1968, still with the "short" 221 cm wheelbase and is one of the specimens set up for the US market. These differ in the specifications required by the new and stricter emission and safety standards; a different exhaust system is adopted to comply with American anti-pollution laws. To comply with safety regulations, the reflectors, orange in front and red behind, area fixed to the sides of the car; the front bumper has rubber strums, the front lights are round sealed beam with large chrome rings around them. Inside the differences are: the speedometer in miles with a scale of up to 150 mph, the rear-view mirror with automatic release in the event of a collision, the padding of the dashboard, the headrests on the front seats and safety belts on all 4 the seats. This particular car, nicknamed by the current owners "Polored", due to its color, drove its first years of life in the state of Washington, in the U.S.A. It is accompanied by a real treasure, a "logbook" written by the first owner; a sort of booklet in which every operations recorded: every single refueling, engine overhaul, tire change, painting or maintenance done to the car from the date of purchase, April 22, 1968, until 1995. The car went on sale on eBay in July 2007 by a Porsche expert who, in turn, had purchased it from the first owner's son. The car is presented as follows: repainted only once in the mid-1980s and still on its original 5 chrome wheels. The original owner drove the car for approximately 212,000 miles until the beginning of 1995. Since then, the car, always stored in a garage, has only been driven for another 4,000 miles. The car is unaltered, healthy, in excellent general condition, with the mechanics (Matching Numbers) redone just over the mileage of 100,000 miles. It has the original driver's manual, maintenance booklet, Polo Red touch up paint, original tool kit and jack. Accompanied by an important photo book. An enthusiast Porsche collector from Milan won the auction on eBay. The car that arrived in Italy corresponds to expectations and is re-registered. Subject to the care of the collector who uses it for short pleasure trips, the car arrives unaltered to our days, 13 years later.

#### State of the Art

Repainted in the mid-1980s. Engine redone at about 100,000 miles. Preserved, in excellent condition.

#### Litterature

#### Certificates & Statements

Porsche certificate of origin- ASI - Fiche CSAI.

#### Documents

Italian registration and plates.

#### Elegibility

Giro di Sicilia.

Targa Florio.

Rallye Monte-Carlo Historic.

Tour Auto.

Le Mans Classic.

Goodwood Revival.

Coppa d'Oro delle Dolomiti.

Coppa delle Alpi by 1000 Miglia.

Winter Marathon.

Nürburgring Classic.

Pebble Beach Concours d'Elegance.

Amelia Island Concours d'Elegance.

Chantilly Arts & Elegance Richard Mille.

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