
1967 Porsche 911

Lot sold	USD 192 865 - 260 935 EUR 170 000 - 230 000 (listed)	Zustand	Gebraucht
Baujahr	1967	Standort	
Chassisnummer	307660S	Außenfarbe	Sonstige
Losnummer	20	Motornummer	961257

Beschreibung

1967 Porsche 911S 2.0-Litre SWB 'Sunroof' Coupé

Chassis no. 307660S

Engine no. 961257

"The 911 is a well-designed automobile, safe, fast, comfortable, with qualities capable of satisfying a wide clientele looking for a compact but luxurious two-plus-two that will give well above average performance." Bernard Cahier, Sports Car Graphic, January 1965.

Now well into its seventh decade of production, the Porsche 911 defines its maker in way that few cars have: think 'Porsche' and you inevitably think '911'. Few sports cars have proved as versatile as Porsche's perennial 911, a model that, for the last 50-plus years, has proved equally capable as a Grand Tourer, circuit racer, or rally car. A 'modern classic' if ever there was one, the 911 first appeared at the 1963 Frankfurt Show as the '901', but shortly after production proper commenced in 1964 had become the '911' following Peugeot's complaints about the use of '0' model numbers. Designed by an in-house team headed by Butzi Porsche, the 911's sleek, aerodynamically efficient coupé body would prove to be timeless, its influence clearly visible in today's 911. The 911's most striking feature the roof's continuous curve running from the windscreen top to the rear bumper was a masterstroke.

When designing the 911's engine, Porsche stuck with what it knew best, so the new power unit had to be air-cooled and mounted at the rear; the company simply did not have the design resources to develop anything radically different, even if it had wanted to. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six engine displaced 1,991cc and produced 130bhp; progressively

enlarged and developed, it would eventually grow to more than 3.0 litres and, in turbo-charged form, put out well over 300 horsepower.

The first of countless upgrades to the perennial 911 came in 1966, two years after production had commenced, with the introduction of the 911S. Easily distinguishable by its stylish Fuchs five-spoked alloy wheels, the 'S' featured a heavily revised engine producing 160bhp. This new, stronger Type 901/02 engine had benefited from experience gained in racing, boasting a raised compression ratio; bigger valves; longer valve overlap; superior Weber 40 IDS carburettors; and a new exhaust system.

"Of course, the S-model retains all the fine features of the standard 911: extremely comfortable seating, logical location of controls, quietness, excellent weather proofing," declared Road & Track magazine. "But the major difference between the 911 and the 911S is that the former is a quality sports car and the latter is a high-performance GT that retains all the practical and luxurious attributes, yet offers far more enjoyment to those that view car-driving as an art."

Offered here we have an early 911S finished in the beautiful colour of Aga Blue and featuring the very rare factory electric sunroof, the latter something of a 'Holy Grail' among early Porsche 911 enthusiasts. Manufactured in February 1967, chassis number '307660S', is one of the early, short-wheelbase cars of the type much favoured by the historic rallying fraternity, a situation that has led to original examples such as this one becoming a great rarity and consequently much in demand.

Noteworthy features include the dashboard instruments with green dials (correct for the 1965-1967 model years); a period-correct Blaupunkt Frankfurt radio; and the 911S's distinctive Fuchs five-spoke alloy wheels. This 911S was equipped with the Type 901/20 five-speed manual transmission and left the factory finished in Aga Blue (code 6608B) with black vinyl interior. Chassis number '307660S' was also ordered with the following desirable options:

- Electric sunroof
- Coloured windows
- Antenna
- Loudspeaker
- External mirror, left
- Two pairs of safety belts

The 911 2.0-litre S was delivered new to P.C. Import Inc of Northbrook, Illinois, USA in 1967. The Porsche is believed to have remained in the USA until sold to a new owner in Italy, being imported on 16th April 2010 to Brescia. On 13th February 2014 the car was exported from Italy to Belgium, having been bought by the current owner.

Commencing in 2015, a complete 'last nut and bolt' restoration was undertaken that took the next four years to complete at no expense spared. We are advised that every part of the car has been expertly restored to original specification by known specialists in Belgium. Works carried out included complete rebuilds of the engine and gearbox and the installation of a new interior. The interior features original seats, trimmed with black-and-white Pepita fabric (originally they were black leatherette). Of note is the original type steering wheel, a rare feature on a 1967 2.0S. The restoration was fully documented, there being 50-plus photographs of the car before restoration and 200-plus taken during and after the process on file. Currently registered in Belgium (the date of 1st registration is 1966), the Porsche also comes with an original plastic pouch containing the instruction manual, service information, and technical booklet.

Of the early (pre-A Programme) 911s, the final 1967 cars are considered the most desirable by many Porsche aficionados, combining as they do the stylistic purity of the original with greater refinement and superior road manners, particularly in the case of the top-of-the-range 911S.

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