


CLASSIC DRIVER



1969 Porsche 911

Lot sold	USD 75 840 - 88 915 GBP 58 000 - 68 000 (listed)	Drive	LHD
Year of manufacture	1969	Condition	Used
Chassis number	119122343	Location	
Number of seats	2	Fuel type	Petrol
Drivetrain	2wd	Exterior colour	Other
Lot number	369	Engine number	6191691

Description

1969 Porsche 911T 2.0-Litre Coupé
Registration no. NNB 69G
Chassis no. 119122343
Engine no. 6191691

'The 911 is the best Porsche ever all the vices of the old suspension have been eliminate, and the modern offbeat styling should have a much broader appeal than the old bathtub shape. The overhead-cam, air-cooled flat 6-cylinder engine, the 5-speed all-synchro transmission, and the 4-wheel disc brakes are irresistible to anybody who ever felt a flicker of desire for any Porsche in the past.' Car & Driver.

Porsche's long-running and much loved 911 sports car 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. The preceding Type 356's rear-engined layout was retained but the 911 switched to unitary construction for the bodysell and dropped the 356's VW-based suspension in favour of a more modern McPherson strut and trailing arm arrangement. 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. In 1967 the 911T (Touring) was introduced as a new base model, initially with the 2.0-litre engine in 110bhp form before gaining the 2.2-litre unit along with the rest of the range in 1969, by which time the 911's wheelbase had been extended by 57mm to tame the sometimes wayward handling. Such was the 911's success that within a few years Porsche was selling cars faster than it could build them, a state of affairs that led to a substantial proportion being manufactured by coachbuilder Karmann at its Osnabrück factory.

Sold new in the USA, this left-hand drive 911T is a 'B-programme' car built on the longer wheelbase and has the desirable five-speed manual gearbox. It retains matching numbers and is finished in its original colour scheme, as confirmed by the accompanying Porsche certificate of authenticity. 'NNB 69G' benefits from a no-expense-spared 'bare shell' restoration undertaken between 2011 and 2014 by Lee Peacock (formerly with Autoclassica), the renowned Porsche 356 and 911 bodywork restorer. We are advised that everything has been either renewed or refurbished. Noteworthy features include new brakes, fuel tank, suspension bushes, headlining, carpet set, Dansk 'OE' specification polished stainless steel heat exchangers and silencers, and seats re-covered using 'OE' corduroy. The body has been refinished in correct in Blood Orange using '68 Line' Glasurit paint and the chassis treated with Wurth underseal, while the engine and carburettors were checked over and overhauled where necessary. Refurbished and anodised, the wheels (x5) are 14" Fuchs alloys shod with Vredestein Sprint Classic tyres, replacing the original steel wheels. The only other notified deviation from factory specification is a MoMo Prototipo steering wheel. Described as in generally excellent condition, this freshly restored Porsche 911T is offered with sundry restoration invoices, current MoT/tax and V5 registration document.

Bonhams 1793

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