


CLASSIC DRIVER

1976 Porsche 911 "G" - S IMSA GTU Race Car

S IMSA GTU Race Car

- Lot sold
USD 55 190 - 67 455
GBP 45 000 - 55 000 (listed)
Year of manufacture 1976
- **Gearbox** Manual
- **Chassis number** 9116201666
- **Number of seats** 2
- **Number of doors** 2
- **Drivetrain** 2wd
- **Lot number** 55338
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- **Drive** RHD
- **Condition** Used
- **Location** 
- **Fuel type** Petrol
- **Exterior colour** Other
- **Car type** Other
- **Engine number** T.B.A.
-

Description

The IMSA GT race series was a very popular championship organised by America's International Motor Sports Association between 1971 and 1998, and initially aimed at showroom-based GT and Touring Cars - regular winners in the early years were Porsche 911s and Chevrolet Corvettes, and the races were normally run in the USA with occasional forays across the border to Canada. Grids of 30 or more cars were not uncommon.

The Porsche offered started life as an unsuspecting 1976 911S before serving as a race car for some 20

years. The conversion was carried out by Jay Lloyds of Leny's Automega, a man who worked on 911s for over 25 years after cutting his racing teeth with the factory team in Europe and Asia, and then running his own Porsche specialist race shops in Hong Kong and Canada. The car's full specification is far too expansive to detail here, but includes the following:

Engine: 964 3.6-litre twin spark unit with RSR lightened flywheel, tuning chip, and Foose exhaust

Transmission: 915 magnesium case, ZF limited slip, 8.31:1 final drive, RSR sintered carbon-kevlar puck type clutch disc. The internals were recently overhauled with new lightweight gears, synchromesh, dogs and sliders

Brakes: 1979 Porsche Turbo with floating rotors and Brembo calipers. SCRS adjustable dual master cylinders

Suspension: TRG modifications front and rear

Body: disassembled, stripped and acid-dipped; seam welded where required. Fibreglass RSR front bumper, front wings, bonnet and door skins, rear quarter panels, IROC tail with DWR racing extension, rear bumper. Custom ATL 100-litre endurance racing fuel cell. Polycarbonate windows

Interior: carbonfibre dash, aluminium floorboards, custom pedals, seat brace, fibreglass Recaro-type seat shell

Wheels: 15x8 and 16x9 Fuchs rims

Finished in Green and trimmed in Black, this serious 911 racer apparently turns the scales at under 900kgs. A unique opportunity.

PLEASE NOTE: All estimates are subject to a buyer's premium of 15% incl. VAT (@ 20%)

H&H Classics

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