

1970 Porsche 911T 2.2

- Lot sold
USD 85 887 - 98 157
GBP 70 000 - 80 000 (listed)
Year of manufacture 1970
- **Gearbox** Manual
- **Chassis number** 9110120074
- **Number of seats** 2
- **Drivetrain** 2wd
- **Lot number** 228
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- **Drive** LHD
- **Condition** Used
- **Location** 
- **Fuel type** Petrol
- **Exterior colour** Other
- **Car type** Other
- **Engine number** 6105069
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Description

Guide price: £70000 - £80000. •Left-hand drive US-supplied '70 911T 2.2 •Striking in Signal Orange over black with a rebuilt engine & gearbox•Supplied with a NOVA reference number & MOT•Accompanied by original service book and copy sales invoice Introduced at the 1963 Frankfurt Motor Show the basic Porsche 911 design would run virtually unchanged for twenty-nine years. Ferdinand Porsche had been working on the design since the late fifties as a better performing replacement for the 356. Today his design still underpins the production of Porsche AG of Stuttgart. Before long the merits of using the Porsche 911 in competitive motorsport became apparent and history records it as one of the most successful campaigners of all time. From the 24 Hours of Le Mans to grass-roots motorsport, the 911 was simply the car to have. For 1970, the 'C-Series' 911 was introduced with a larger bore to give a capacity of 2165cc, producing 125bhp and now badged as a "T". Alterations to the suspension geometry improved the handling and added a bit more weight to the steering feel. The standard Fuchs alloy wheels gained a bit of girth and were now 6 inches wide. Offered here is a left-hand drive Porsche 911T 2.2 delivered new through Norm Bishop Porsche of Boise, Idaho on 12th February 1970 and finished in the striking colour of Signal Orange (colour code 1414) over a black leather interior. Factory installed options include; front and rear bumperettes, Koni shock absorbers, 5-speed transmission, alloy wheels, and front and rear stabiliser bars. Incredibly, the original service book remains intact recording 6 service stamps and also shows the cars' engine number, confirming it is a matching numbers example. Always cherished, the car had only three owners whilst it remained in the USA. There are invoices in the file dated May '16 from Mayo Performance for what appears to be recommissioning work carried out. Our vendor imported the car to the UK in 2017 and immediately set about removing the engine, dismantling it, having the original engine block machined and the whole unit re-assembled with new parts along with a rebuild of the gearbox. At this time the car was also totally resprayed in its original colour, Signal Orange, resulting in the beautiful car that sits before us today. Offered with a NOVA reference number, an MoT to enable prospective buyers to register the car in the UK with the DVLA, the original Service Book, and a Driver's Manual. Early 911s possess a certain purity of line, particularly in bright colours, a complete world away from the aerodynamic extravagances of the eighties and nineties, and in terms of style, it's the early cars that engender the most appreciative glances. A well set-up and maintained 911T, 'E' or 'S' driven with an intelligent right foot will provide some of the most quintessentially rewarding driving experiences you have ever had, and even the 125bhp 911T, will leave you with a serious grin.

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