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## 1972 Porsche 911

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Lot sold	<b>USD 0</b> GBP 0 (listed)	Drive	RHD
Year of manufacture	1972	Condition	Used
Mileage	24 244 mi / 39 017 km	Location	
Gearbox	Manual	Exterior colour	Other
Lot number	180	Car type	Other

### Description

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"The original Porsche 911 with its famous, distinctive and durable design was introduced in the autumn of 1963 and built until 1989. Mechanically, the 911 was notable for being rear engine and air-cooled. From its inception, the 911 was modified both by private racing teams and the Porsche factory itself for racing, rallying and other types of competition. The original 911 series is often cited as the most successful competition car ever, especially when its variations are included; mainly the powerful 911 derived 935 which won 24 Hours du Mans and other major races. The 1972-1973 models all got a new, larger 2341cc engine. This is universally known as the '2.4L' engine, despite its displacement being closer to 2.3 litres, perhaps to emphasise the increase over the 2.2 litre engine. The new power ratings were 130hp for the T, 165hp for the E and 190hp for the S. In 1972, a tremendous effort was made to improve the handling of the 911. Due to the 911's unusual rear-mounted engine placement, with most of the vehicle's weight concentrated over the rear axle, early 911's were prone to oversteer when driven at the limit and could easily spin in the hands of an inexperienced driver. In an attempt to remedy this, Porsche relocated the oil tank from its position behind the right rear wheel to in front of it. This had the effect of moving the weight of almost 8.5 litres of oil from outside the wheelbase to inside, improving weight distribution and thus, the handling.

This lefthand drive, 1972 Porsche 911T coupé, with a side oil tank 'Oel Klapper', was supplied new to California, USA. Just before being imported to the UK in 2003, a later Porsche 2.7 litre engine was fitted complete with mechanical fuel injection. After arriving in the UK the transformation to a RS

recreation was completed with later seats, new engine cover with spoiler and a new front bumper to accommodate an oil cooler. Since its purchase, this 911 has been fully maintained to a very high standard by Mithril Racing Ltd, based at Goodwood Racing Circuit. In their care, the car has been carefully used as a track experience car, with the 911 fitted with a rev limiter and only driven under strict supervision. Stirling Moss worked with Mithril Racing Ltd from time to time and this car was his preferred choice when taking clients around the track, he affectionately called the car 'little yellow job'. Finished in yellow with black interior, this 911 is supplied with a V5C registration document, an MoT test certificate which expires in June 2020, Mithril Racing Ltd internal service records and the original handbook. This is a good car throughout which is ready to be used and enjoyed with the option to return the car back to its original, and more valuable, specification."

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