
1968 Porsche 911

Lot sold	USD 214 263 - 236 817 EUR 190 000 - 210 000 (listed)	Drive	LHD
Year of manufacture	1968	Condition	Used
Country VAT	IT	Location	
Number of seats	2	Fuel type	Petrol
Drivetrain	2wd	Exterior colour	White
Lot number	32	Car type	Coupé

Description

- Always in the same family from new.
- Perfectly restored.
- 911 F: Extremely rare SWB model.
- Safe investment and fully usable

The model

In late fifties the Porsche 356 began to feel the weight of the years. Its 4-cylinder engine was born in 1948 and was derived, like other components, from the Volkswagen Beetle. For the design of the new car, Ferry Porsche dealt with the technical side, entrusting stylistic innovation to his son, Ferdinand Alexander Butzi Porsche. It was decided a priori to maintain the technical and stylistic layout of the 356, with an air-cooled boxer engine mounted at the rear, but with enough roominess to accommodate 4 people. Building it in series, Porsche would have entered the two-liter GT market, with a competitive price compared to the handcrafted models of many Italian coachbuilders, on Alfa Romeo, Fiat and Lancia mechanics. The technical development wasn't difficult unlike the definition of the bodywork: the T7 prototype did not convince. Butzi was forced to abandon the programmatic point of the 4 seats and turn back on the 2+2 configuration, getting a similar design to the one adopted in 1960 by Franco Scaglione for the 356 Carrera Abarth which, together with the T7, prefigures the future 911. The appearance was immediately very balanced and with a strong stylistic kinship with the 356. For the new car the acronym 901 was chosen and the first, yellow painted,

example was presented at the 1963 Frankfurt Motor Show, with good praise from the public and the press. The marketing, at the beginning of 1964, was immediately hampered by Peugeot's warning to use the initials 901, as depository of all three-digit numbers with zero in the center for its models. The Porsche was forced to change the acronym to 911. Although achieving good sales, the 911 was initially hit by strong controversy, above all aimed at the excessive price list, compared to that of the 356, and at the demanding road holding. Following the protests, the company decided to reduce the price and undertook resolving, step by step, the technical deficiencies complained that had contributed to a decrease in sales. The nervous behavior of the car, the directional instability above 130 km/h and the significant understeer were especially complained. The definitive 911 had independent 4-wheel suspensions with torsionbars, 4 disc brakes and 5-speed manual gearbox. The air-cooled 6-cylinder boxer powered by 2 Solex triple barrel carburetors had a displacement of 1991 cc and an output power of 130 hp. In 1966 the 911 S was launched and, thanks to a series of modifications, reached a power of 160 hp. Externally it was recognizable by the Fuchs alloy wheels. At the end of 1967 the range was expanded: the basic model was the 911 T, with a quieter engine (110 hp), the 911 L maintained the 130 hp engine and had better finishes, the 911 S always offered 160 hp. During 1968, to make the road behavior less nervous, the wheelbase was extended by 6 cm. Many were the changes until 1973, the debut year of the so-called G series which will introduce even more substantial and recognizable changes.

The IDEM Project

IDEM is a Latin word that means "the same", and is also a syllabic acronym in English between the words "IDentity" and "EMotion": in one word the very essence of a project. IDEM is a brand dedicated to the restoration, customization and electrification of Porsche 911 cars, with the intention of fulfilling the desires not only of classic car fans, but of all those who want a high quality vehicle, whatever their preference. In detail, the IDEM Works proposals are the following. "State of the Art" 0-mile restoration of classic Porsche 911 'F-model' cars (IDEM Renaissance). Total detailed and internationally registered new Porsche 911 cars, on the sample of an existing restored classic Porsche 911 (IDEM Twins). "Atelier-Style" personalization and registration of an existing Porsche 911 (IDEM Custom). Bespoke Series of registered 'One-Off' cars on the basis of Porsche 911 "Sondermodell" cars (IDEM Unique). Electrification of classic Porsche 911 cars (IDEM 9ELHeaven). IDEM restores and modifies existing Porsche automobiles for its customers, all works are numbered, filed and registered.

The model

"Sondermodell" cars (IDEM Unique). Electrification of classic Porsche 911 cars (IDEM 9ELHeaven). IDEM restores and modifies existing Porsche automobiles for its customers, all works are numbered, filed and registered. The car The Porsche 911 T, chassis no. 118.25.348 is a 1968 model year, Karmann bodied car with a 2.0 liter engine type 901/03 no. 2081364. It is one of the firsts IDEM's "Renaissance", a State of the Art, 0-mile restoration of a classic Porsche 911. The car is a F model (produced from 1964 to 1973) and is a T version, less performing than the more powerful S but definitely the best for daily driving and touring. It is one of the last SWB produced: 1968 is in fact the watershed between the first SWB models and the following 911. More reactive in road behavior, it is a model decidedly more rare on the market. This car is a typical example of 'barn finding', since it spent the latest 28 years in a wheat barn in Sicily. It was first registered in Sicily in 1968 and since then, until year 2015, it always belonged to the same family, though it changed plate three times due to the moved residence of the owner(s). This 911 spent all its life in the Island, and by the end of the eighties it was safely parked in the family barn in the inlands, where high temperature and very low moisture helped keep the chassis and the mechanics in excellent status. The car was brought back into life in 2015, the engine worked without any issue and only the rear suspension bolts needed some fixing. Anyway the car deserved, and underwent a total restoration process that ended in June 2017. And here it is, 100% original specs, as it came out from the factory exactly fifty years ago. This 911 T holds all its documents, its original service book, and is road ready. The cardex and the Porsche certificate are available. The car brings double international certification, by dr. Jochen Bader (independent inspector - former general manager of Porsche Classic, absolute international reference for Porsche 356 and 911) and of the Deutsche Büro (official inspector for Classic Data). Full documentation of the restoration work is available. Porsche built only 683 cars with these specs, and

this one is just mid-production. Much less than half of this production is estimated still on the road today, and not more than 15% of this share is supposed to be in original conditions or restored to the original, as this one is.

State of the Art

Completely restored.

Litterature

- Lothar Boschen, Jurgen Barth, Porsche un successo, Libreria Dell'automobile, Milano 1987.
- Mauro Borella, Porsche 911 1963-1998, Giorgio Nada Editore, Milano 2011.
- Sigmund Walter, Joerg Austen, Porsche 911, Evoluzione e Tecnica dal 1963 a oggi, Giorgio Nada Editore, Milano 2009.
- Joerg Austen, Porsche 911, Rally e Competizione, Giorgio Nada Editore, Milano 2008

Certificates and Statements

Porsche Certificate, Cardex, A.A.V.S

Documents

Italian Log book and Certificate of Property

Elegibility

- Giro di Sicilia. Eligible.
- Targa Florio. Eligible.
- Rallye Monte-Carlo Historique. Eligible.
- Tour Auto. Eligible.-Le Mans Classic. Eligible.
- Goodwood Revival. Eligible-Coppa d'Oro delle Dolomiti. Eligible.
- Coppa delle Alpi by 1000 Miglia. Eligible.-Winther Marathon. Eligible.
- Nürburgring Classic. Eligible.-Pebble Beach Concours d'Elegance. Eligible.
- Amelia Island Concours d'Elegance. Eligible.
- Chantilly Arts & Elegance Richard Mille. Eligible.
- Concorso d'eleganza Villa D'Este. EligibleElegibilityElegibility

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