

# CLASSIC DRIVER



## 1973 Porsche 911 - Carrera RS 2.7 Touring

Carrera RS 2.7 Touring

Lot sold	<b>USD 0</b>	Drive	RHD
Year of manufacture	1973	Condition	Used
Lot number	135	Location	
		Exterior colour	Other
		Car type	Other

### Description

Estimate:

\$750,000 - \$850,000

- A fabulous example of Porsche's most famous and desirable street GT
- Fully restored by a U.S. marque specialist, retains its original engine
- One of only 87 Carrera RS 2.7s finished in Signal Yellow

Porsche constructed only 1,580 examples of the 1973 RS 2.7, most of them in touring form. The RS 2.7 was a 'Homologation Special' based on Porsche's 2.4-litre 1973 911S and would serve as the basis for the 1973 2.8 RSR, the 1974 3.0 RSR, and finally, the turbocharged 934 and 935.

Weight reduction, a larger engine, and improved aerodynamics were the keys to success. Doors and lids were stamped of thinner-gauge steel and aluminium alloy, while the front and rear fascias were fibreglass. Window glass was thinner and lighter, and the cars were set off by the now-familiar engine lid 'ducktail', plus eye-catching graphics. Some late-series RS 2.7s were fitted with standard body parts and glass. The tub was modified with extended wheel arches which contained wider 15-inch-diameter Fuchs alloy wheels. The new 2.7-litre engine developed a healthy 210 bhp at 6,300 rpm with Bosch mechanical fuel injection. A five-speed manual transaxle and disc brakes were standard.

The RS 2.7 in M472 touring spec retained much of the road equipment of the production 911 S. Buyers could then add features from Porsche's extensive options list. The exhaustive volume Carrera RS states that this German-delivery example, one of only 87 finished in Signal Yellow over black

leatherette, was ordered with an electric sliding sunroof, as well as power windows, heated rear glass, an auxiliary gasoline heater, a Blaupunkt 'Coburg' AM/FM radio, sport seats with headrests, retractable safety belts, additional driving lamps, a rear fog lamp, and Dunlop tyres.

First registered in April of 1973, this RS 2.7 was enjoyed by its first owner until 1978, when it was sold to a collector and placed into dry storage, where it remained until 1985, having been driven just 58,640 km. The second owner then commissioned a full restoration by marque expert Hartmut Burhop at Automobil Conversion in Ganderkensee, Germany. The car was stripped to bare metal, and minor rust repairs were completed before a full respray. The original engine was overhauled with a new crankshaft and 92 mm Mahle pistons, which raised displacement to 2.8 litres. A new oil pump, fuel-injection pump, distributor, generator, fuel pump, flywheel, and clutch were installed. The brakes and suspension were also overhauled, and new Bilstein shocks were fitted, along with a new front oil cooler.

By late 1988 this RS 2.7 had made its way to the U.S., where it was registered to Mr James Ladwig of Melrose, Illinois. By 1993 it been sold to Mr Jeffrey Proval, at which time the car was resprayed a dark green. The next private owner was a Mr Mark Lunenburg of Farmington, Connecticut, who had Jim Newton of Canton, Connecticut, carry out a two-year, concours-quality restoration to factory-original specification and correct colour. The car had been driven only a few hundred miles since its restoration when it was sold at auction in Texas to restorer and collector Bruce Canepa of Scotts Valley, California. Outstanding cars from the auction were entered in the 2016 Concours d'Elegance of Texas, where it achieved Best in Class and Grand Award ribbons. Mr Canepa took the car back to California, where it was serviced and detailed before being sold to the current owner.

Today this Carrera RS 2.7 is presented in its original colour scheme of Signal Yellow over Black Leatherette, wearing refinished Fuchs alloys, and now fitted with a pair of sport seats with headrests, stainless rocker trim, and a pair of horn grille-mounted clear fog lamps. For reliability, the engine was uprated with pressure-fed chain tensioners. The original radio was removed by a previous owner and replaced with a factory blanking plate. The engine compartment is incredibly clean and detailed. This Carrera RS 2.7's original manuals, a complete tool roll, a folio of restoration photographs, previous registrations, repair invoices, and Porsche Certificate of Authenticity are included.

Without question, this striking example is a fine Carrera RS 2.7, and its next fortunate owner will have many opportunities to either drive and enjoy it or contend for class honours at the local concours.

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