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## 1984 Porsche 911 "G"

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Lot sold	<b>USD 75 634 - 89 386</b> GBP 55 000 - 65 000 (listed)	Drive	RHD
Year of manufacture	1984	Condition	Used
Gearbox	Manual	Location	
Chassis number	911830497	Exterior colour	Other
Lot number	118	Car type	Other
		Engine number	63118
		Exterior brand colour	Petrol Blue

### Description

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You can now book a one to one appointment (up to one hour) to view this lot at our central location. Please contact the member of staff associated with this lot to secure your appointment. The health and safety of both our customers and team remains the utmost priority, we are therefore operating to strict COVID-19 guidelines and full instructions will be given when making your appointment. Absolutely sparkling, 3-litre Targa from the first year of Super Carrera production. Finished in Petrol Blue Metallic with a black leatherette/black and white pin-stripe velour interior. Five-speed manual box, ATS alloys, Leather Wheel, Centre Console and Electric Windows. Comprehensive history from new with Autofarm, Francis Tuthill, and Porsche Centre Brooklands. Current mileage is 23,980. Major Porsche Service with fresh fluids on 27/01/2020 at 23,979 miles (one mile ago). Detailed Ownership History, every MOT, Porsche COA, fully stamped service records in the original pouch, an original 1978 Sales Brochure, the current V5 and an MOT valid until 21/08/2020. In simply remarkable condition, totally unmolested and one of the best original cars we have ever seen. In 1978, Porsche introduced their latest development of the 911, christened the '911 SC', with the SC standing for Super Carrera. Powered by a 3.0-litre, six-cylinder engine with Bosch K-Jetronic fuel injection and a five-speed, 915 transmission, power output initially was 180bhp, subsequently 188bhp and finally, in 1981, it was increased to a heady 204bhp. 1979 was the year that Porsche had envisioned that their new 928 would replace the 911 (we are still waiting for that to happen), however, 911 sales remained so strong that Porsche revised its strategy and decided to

inject new life into their core model. According to its Porsche Certificate of Authenticity, this stunning Targa was built in September 1977 for the 1978 Model Year and was finished in Petrol Blue Metallic (only available 78-80) with a Black Leatherette interior enhanced by black and white pin-stripe velours. It's fitted with a five-speed manual gearbox, the standard ATS alloys, which look particularly good on the Targa, and optioned from new with Impact Absorbers, Headlamp Washers, Leather Steering Wheel, Coloured Windows, a Centre Console and Electric Windows. Finding a 1970s Porsche with a comprehensive history is fairly rare and, apart from an intriguing nine years, this lovely original car has just that. Initially ordered from AFN Guildford by Peter Cresswell, senior partner in the law firm, Bradstock Plunkett, the Porsche was first registered as WLY 185S on 25/11/1977. It had covered just over 3,000 miles when it was sadly stolen from Chelsea whilst the Cresswell family were abroad on holiday. No trace was subsequently found and the insurance company naturally replaced it with a similar model. Some nine years later, shortly after this second car was replaced with his third new Porsche, Peter Cresswell received an unexpected phone call from Worthing Police telling him that his Porsche had been left blocking someones drive and when it was reported, it popped up as stolen. It had covered less than 1,000 miles in the previous nine years and remained in very good condition. It still bore the original registration suggesting that it hadn't been stolen to sell on to the Continent or to have its identity changed and we can only conclude that whoever stole it loved it so much that they simply had to have it. It was presumably kept in a lock-up and brought out on high-days and holidays to be driven around on its original plates. Brave. It's important to note that at no point have HPI ever listed the car as 'Stolen and Recovered' and pleasingly, the car does not seem to have been recorded anywhere in this connection. Anyway, in mid-March 1987, having negotiated a figure of 11,000 with Royal Insurance, WLY 185S formally became the property of Peter Cresswell, as it was to remain until 2005. The car was used lightly over the next few years and having covered only a few thousand miles required little in the way of maintenance apart from a new heat exchanger and full service in May 1997 at 8,589 miles, however, in May 1999 the car was sent to Autofarm at 9,076 miles for a general assessment. Several head studs were found to be broken and one thing led to another resulting in Autofarm rebuilding the complete top end with replacements barrels and heads, new pistons and rings, and associated components. From the look of the invoices on file, Autofarm carried out further mechanical attention and the invoices (all on file) from the May-September period amount to around 7,500. The Porsche was based near Banbury so it was natural that Autofarm in Weston-on-the Green continued to look after and service it which they did until its sale to Mike Gabb on 20/10/2005 with a mileage of just over 11,000. Mike and Sally Gabb enjoyed the little Porsche for almost eight years covering a total of just over 11,000 miles, with service invoices from Auto 2000 and Francis Tuthill, before selling it to Neal Gordon on 21/08/2013. Neal applied the cherished registration 2 UPK to the Porsche, moved it to his slot in the underground NCP car park in Cadogan Gardens and covered a total of only 1,800 miles in the following three years with the longest single trip being a 145-mile journey to Norfolk. Towards the end of his ownership Neal treated the car to four new brake calipers with pads, four correct-spec BOGE shock absorbers, greased, adjusted, renewed parts of the clutch and throttle linkages, set the wheel alignment and filled the gearbox with very expensive oil. This work was carried out by Porsche Brooklands on 16/08/2016 at a mileage of 23,754. In December 2016, at an indicated mileage of 23,973, the Porsche was purchased by Graham Dacre CBE and added to his Norfolk-based collection where it was to remain until recently purchased by our vendor. The current indicated mileage is 23,980 and there is an invoice on file from Porsche Cardiff detailing a Major Service with fresh fluids on 27/01/2020 at 23,979 miles (one mile ago). With the exception of the missing nine years when the Porsche was stolen, the service history is comprehensive, however, it only covered 1,000 miles whilst in hiding and, as it was returned unmolested our t-leaf presumably loved the car, so the lack of history is not an issue. The owners file is impressive with a detailed Ownership History, every MOT back to 1989 individually sleeved, a summarised MOT History, older V5Cs, a significant number of detailed invoices/worksheets from Autofarm, Francis Tuthill, and Porsche Centres Brooklands and Cardiff, a Porsche C of A, fully stamped Service Records in the original pouch, an original 1978 Sales Brochure, the current V5C and an MOT valid until 21/08/2020. Patently well cared for throughout its life, even by the bloke who stole it, this Targa remains in remarkable condition. It presents really well in a delightful shade of Petrol Blue, the paintwork retains a deep shine, the shut lines are factory standard, the brushed

stainless-steel roll hoop appears unmarked and the ATS alloys look sharp. Similarly, the interior looks virtually showroom fresh with very little signs of wear and the black and white pin-stripe seats are quintessentially eighties but 'eighties boardroom' as opposed to 'eighties night-club'. With a warranted mileage of less than 24,000, a comprehensive history and looking a 'million dollars', this 1978 3-litre SC Targa is worthy of a place in any collection of classic Porsches. Video of the Porsche 911SC Targa <https://youtu.be/K6k5YebeNy8true>

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