
Porsche 911

Lot sold	USD 103 384 - 124 061 GBP 75 000 - 90 000 (listed)	Drive	RHD
Year of manufacture	1963	Condition	Used
Mileage	8 017 km / 4 982 mi	Location	
Gearbox	Manual	Exterior colour	Other
Chassis number	91111200678	Car type	Other
Lot number	117	Engine number	664151
		Exterior brand colour	Viper Green

Description

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. Long-term restoration/recreation using an original Australian 2.2-litre 911'E' dating from 1971 Work carried out by Porsche specialists Autohaus Hamilton in New South Wales Now powered by an original 2.7-litre RS engine with a 915 gearbox. Original RS body panels Very detailed invoices from Autohaus from December 2003 to February 2013 The car was shipped to the UK during October 2013 and UK-registered as BAD 1K The interior is predominantly original RS but was refreshed by Porsche Tonbridge in January 2015 Superbly presented in Viper Green with the correct 1973 2.7 RS graphics and black interior It's very rare for a recreation of the legendary 2.7 RS to be based on a contemporary car that has significant value itself Any inspection of this superbly prepared car and its paperwork would be welcome NB. the cherished registration illustrated 27 RST does not form part of the sale The 1973 Porsche 911 2.7 RS is considered by all knowledgeable Porsche enthusiasts to be the single best 911 of all time. This is high praise when you consider the large number of 911 models that have been built over the 50+ years since the model's introduction. The Carrera RS (Renn Sport) is still, to this day, the benchmark 911, the beautiful lines only being matched by the sheer delight of driving it, with its positive steering, exhilarating sound and linear performance. Built before the

American "ugly bumper" era and the oil/fuel crisis, the RS had a purity of purpose that was not compromised by outside factors. For this reason, the Porsche RS Replica market has grown enormously and demand is far outstripping the supply of quality machines. The majority of RS recreations are based on later 911s, however, the immaculate evocation here is based on an original 1971, 'D' Series 2.2-litre 911E, a rare and valuable car in its own right. Dating from 1971, this Porsche 911E was originally left-hand drive and belonged to Crispin Dawes who lived in Balmoral Ridge in Queensland, Australia. It was raced locally during the 90s and was involved in a light rear-end accident in 1996. A few months later he decided that rather than repair the car he would convert it to right-hand drive and create the ultimate homage to the legendary 2.7 RS. This work was entrusted to Autohaus Hamilton of New South Wales, well-established Porsche specialists and they were to be involved with the car right through until 2013 when it was shipped to the UK. In total there are 30 pages of detailed invoices from Autohaus amounting to almost 95,000 Australian dollars and anyone considering the purchase of this lovely RS needs to spend some time examining these as, in addition to the 2.7-litre engine, 915 gearbox, body restoration and major parts, every nut, grommet and washer that went into this car's preparation is listed. The first invoice (\$21,100) is dated 19-12-2003 and runs to 5 pages and includes the replacement 2.7-litre RS engine, 915 gearbox and clutch. Over the next 8 years, the work appears to be spaced out, but reading through, it's obvious that correctly replicating a '73 RS was the priority. The odometer readings increased between invoices so we assume the car was being used regularly. In June 2012 it was fully stripped again and was sent to the "panel shop" for an engine out, glass out respray in the correct shade of Viper Green. In October 2013, the Porsche was purchased by a well-known enthusiast in Norfolk to add to his collection and shipped in a container later that month. There is correspondence with HMRC in the file confirming the import and that all duties and taxes have been paid. The car was UK-registered in December 2013 as BAD 1K. Although very happy with his new Porsche, our collector eventually decided that the interior, the majority of which was original RS was not up to the standard of the rest of the car and asked the Porsche Centre Tonbridge to refresh the car's interior, retaining all the carefully sourced RS parts and sort out one or two little niggles and this was carried out in January 2015. (Invoice in the file). At the same time, a new fuel tank was fitted complete with fuel pump, sender, filter and hoses, the rear brake disc backplates were replaced, a new spare wheel and battery were fitted and all four road wheels were refurbished. The invoice totalled 6,254.77 and the odometer read 6,411km at that point. The little RS now presents superbly with a deep shine and excellent detailing. The interior looks "as if no one has ever sat in it" and the RS speedometer shows 8,017km. The whole car looks and drives every inch the '73 2.7 RS and is worthy of close inspection. An original 1973 Carrera RS is out of reach for anyone but those with the deepest of pockets, but this car has so many of the dynamic properties of the 1973 icon, shares so many RS parts, is presented in excellent condition throughout, and is based on a 1971 911E a car that has significant value in its own right. The car is offered with an MOT valid until 22/04/2021, Swansea V5C, full details of its Australian restoration, UK import correspondence, and details of Porsche Tonbridge's fastidious attentions, meaning this incredible motor car is now ready for its next lucky owner to cherish and enjoy in equal measures. Stop Press. Exciting news. Today, May the 19th, we have been lucky enough to speak to the man who created this fabulous car and he has confirmed certain really positive aspects of the car's build of which we were not aware when we wrote the original description. He explained that he had raced it for a period and following a bit of a rear-end tap he decided to convert it from left-hand drive to right-hand drive and create the ultimate homage to the legendary 2.7 RS. The work was carried out over 10 years initially and obviously all of the details are in the 30 pages of detailed invoices from Autohaus Hamilton in NSW as listed before. However, importantly, he assures us that the body panels, wings, dashboard, steering wheel and instruments are all original RS parts having been sourced over time, something we suspected but couldn't confirm, and most importantly the engine is an original 2.7-litre RS. Otherwise, the information in our original story hasn't changed and this additional information is confidence-inspiring and makes this remarkable Porsche seem even better value. Video of the Porsche 911 2.7 RS Re-creation <https://youtu.be/v3mHoqHij0true>

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