
1970 Porsche 911 - E Coupe

E Coupe

Lot sold	USD 0	Condition	Used
Year of manufacture	1970	Location	
Lot number	165	Exterior colour	Other
		Car type	Other

Description

- Fully restored, numbers-matching engine and gearbox
- Highly optioned 911 E “sunroof” coupe
- Well-documented provenance and recent professional restoration after 40 years in storage
- Original 2.2-liter flat-six rebuilt and modified to contemporary “S” specifications
- Special order Silver Metallic over leatherette/corduroy sport seats; many additional options
- Believed to be one of the last 1,304 C-series 911 E coupes—built in July 1970
- Resided with original owner until 2014

This highly optioned and recently restored long-hood 911 E coupe was special ordered on February 20, 1970 through Hans Kahrman Volkswagen-Porsche in Fulda, Germany by a U.S. Army officer stationed in neighboring Gelnhausen. An appealing options list combines the touring capabilities of the 911 E with several sports-derived features from the contemporary 911 S.

Marketed by Porsche as the most luxurious and comfortable model in the 911 range, the 911 E slotted right in between the 911 T and 911 S, replacing the one-year-only 911 L. ‘E’ stood for Einspritzung—German for “injection”—as the 911 E was, like the higher-performance 911 S, fitted with a Bosch mechanical fuel injection system. The accompanying bill of sale and order sheet show a build price of DM 27,745—a lofty amount befitting the chassis’s unique specifications.

Clad in special order Silver Metallic over optional black corduroy Recaro sport seats, chassis 9110201258 was released to the original owner at the Stuttgart factory in early July 1970; with production of D series cars commencing the following month, this car is believed to be among the

last of the C Series 911 coupes produced. The optional speaker package, electric sunroof, heated and tinted glass, and rear wiper ensure that this left-hand drive coupe remains comfortable during long, varied-weather touring; air conditioning, however, is curiously absent from the this “touring-sport” spec, perhaps attributable to a weight-saving measure.

Optional improved front and rear sway bars work in tandem with a limited slip differential, and 15x6-inch light alloy Fuchs wheels provide optimal grip in cornering and poor driving conditions. The standard five-speed manual transaxle and original, numbers-matching 2.2-liter flat-six offers ample performance and low-end torque for brisk country cruising or urban navigation. Additional factory options on this 911 E include a rear bumper skirt and U.S.-spec gauges.

Records indicate that very early in this car’s life, when it was only a year old, it was likely involved in an accident for which cosmetic repairs are believed to have been carried out. A repair estimate on file from Otto Glöckler Verkaufs, dated 25 January 1971, noted the specifics. Import documents and service records accompanying this chassis verify that this 911 E followed the original owner back home to Rhode Island in June 1971, then showing 22,100 miles. Additional photographs documenting this car’s extensive touring of continental Europe have also been provided courtesy of the original owner.

Fallout from a mechanical mishap, reputedly committed by port employees upon importation, left the coupe with a spun bearing by late 1973. Soon after, the original owner disassembled the engine and stored away this 911 E for the next forty years. Rediscovered in a Connecticut barn by a noted Porsche broker and acquired from the original owner in 2014, the car has since been faithfully and professionally restored under current ownership.

The steel monocoque chassis has benefited from a complete tear-down restoration and refinishing in true-to-build Silver Metallic exterior paint. Many components of the numbers-matching engine have since been rebuilt to contemporary “S” spec by Redline Service of Tucson, Arizona—including the cylinder head, valves, cams, and exhaust assembly. Additional work on the fuel pump and injection system was completed by Jerry Fairchild Industries in Shingletown, California.

The complete restoration of this barn-found, numbers-matching 911 E is documented in a binder included with the car; invoices totaling over \$54,500 U.S. represent 760 hours of labor invested. The five Fuchs wheels are believed to be original to the chassis, with each reportedly having matching date stamps. Additionally, the seller reports that the rear seats are presented in their as-found condition. Though the exterior aluminum trim originally sported an anodized finish, it has since been chromed.

Now displaying just under 61,200 miles, this distinctive and compelling 911 E coupe is now offered with owner’s manuals, tool kit, jack, Porsche CoA, Kardex, service booklet, original order sheet and supplemental dealer paperwork, commissary note, import paperwork, and an extensive binder of service and maintenance records from new, including invoices and documentation of recent restoration. To view this car and others currently consigned to this auction, please visit the RM website at rmsothebys.com/en/auctions/0520.

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