
1975 Porsche 911 "G"

Lot sold	USD 109 392 - 136 740 GBP 80 000 - 100 000 (listed)	Drive	LHD
Year of manufacture	1975	Condition	Used
Gearbox	Manual	Location	
Chassis number	9115600231	Exterior colour	Other
Lot number	523	Car type	Other
		Engine number	600231
		Exterior brand colour	Speed Yellow

Description

Originally a factory-supplied, left-hand drive 1975 2.7MFi Carrera- one of just 505 built in '75 Usable for Road, Rally or Race - or all three! In 1996 was selected as the perfect basis to build a Porsche to FIA "IROC" RSR specification HS Racing in Switzerland carried out the rebuild at great expense and with exceptional detail. The engine was originally built by Heini Schnee bit using high butterfly injection, twin coils and all the usual RSR type mods used by Porsche to produce around 300bhp. Bilstein suspension on all corners and 930 Turbo large front brakes. Imported and campaigned by well known Porsche racer Nick Faure. Won the Tour Espania in 2006, and later went on to win the Tour Britannia in 2008/2010. Supplied with its old HTP. Issued 30/06/2006 (Period H1 '72-75 FIA Class GTS27). The car was refreshed by Mike Bainbridge who rebuilt the engine in 2012. Old MOTs, V5cs, German titles, old HTP and dozens of detailed invoices. Eligible for a number of prestigious International events. When it comes to the 911, ask any 'Porscheophile' for their opinion as to which was the greatest racing 911 ever built and quickly you will become used to hearing the acronym 'RSR'. Introduced in 1973 by the factory as an evolution of the already potent 2.7 RS, it was both an official 'works' team car built to contest International World Championship 'Group' 4 GT endurance events and was also available for privateer race teams in full competition trim. The 'RS' itself was a hugely successful development of the standard Mechanical Fuel Injection 2.4-litre flat-six. The engine was bored out to 2.7 and carefully massaged to produce 210 horsepower which was fed through a five-speed gearbox with uprated 4th and 5th cogs, all contributing to a top speed of over 150 mph. Revised and stiffened

suspension and larger four-wheel disc brakes complemented the increased power and ensured the RS remained perfectly balanced. An initial order of 500 RS' was produced to meet FIA 'Homologation Requirements' but the cars were so popular that production eventually totalled some 1,580 units. The most hardcore, no-nonsense, version of these race-focused 911s was the RSR. These Rennsport specials, with their dramatic, pumped-out wheel arches, intensified the standard 2.7 RS flavour in every way. Even wider, lighter, faster, and more capable in every performance category, the RSR was the RS unrestricted, dialled in for maximum capability with scant regard for creature comforts. The formula was incredibly successful the 2.8 RSR was superseded in 1974 by the even more impressive 3 litre RS and RSR models, which were tremendously successful and still recognised today as one of Porsches most successful race cars. In total, just 109 3 litre RS models were built, sharing the same platform and '46' suffix for '74 model year chassis number range, as the carried over 2.7 Carrera, now with the newly introduced 'impact bumper G series body'. The production split was 51 full race RSR examples, with wild rear wheel arch extensions and 58 of the road going 3.0 RS. Perhaps the best balanced looking were the additional 15 original 3.0 IROC (International Race Of Champions) RSR's, using an original 2.7 MFI Carrera as the starting point and adding the 3.0 RS wider arches, such as this car today. The Porsche you see here was originally a factory-supplied, left-hand drive 1975 2.7 MFI Carrera and according to its Certificate of Authenticity, dates from April 1975 - so is one of just 505 examples produced for 1975 out of the 1,618 total, built over three years. It was supplied through Mahag in Munich finished in Silver Metallic with a Black leatherette and Tweed interior and 7/8 x 15 Alloys. It was later used as the perfect basis to build a Porsche to FIA RSR specification in 1996. The body was upgraded to the less wild 3.0 IROC RSR wheel arch extensions and HS Racing in Switzerland carried out the rebuild at great expense and with exceptional attention to detail. The engine was originally built by Heini Schneebit using high butterfly injection, twin coils and all the usual RSR type mods used by Porsche to produce around 300bhp. Bilstein suspension was fitted on all corners and the car is fitted with 930 Turbo large front brakes. Later imported into the UK the Carrara became well known in competition and was an extremely competitive car in the hands of talented Porsche racer Nick Faure, who had raced RSRs in period for Porsche Cars GB and at Le Mans. With Nick at the helm, it won the Tour Espania in 2006, and later went on to win the Tour Britannia in 2008 and again in 2010. It appears to have become the property of Mike Smith from Bolton by Bowland in late 2010 and there are 3 invoices in his name from September and October of that year including one from Sean Lockyear Specialists cars for 8,868 which appears to be for pre-season race prep and lists a Fibreglass Bonnet and full a Lexan glass replacement kit amongst much more. There is also an invoice from Holland for a Gateshift kit and parts for 1,100. Between 11/03/2011 and 27/11/2012 there are around 35 detailed invoices in Mike Smiths name, mainly from DFR Motorsport and totalling 22,800. They are for race-prep, tyres, transport, test days, gearbox rebuilds, engine work etc in fact everything to do with running a competition car for a couple of seasons. There is simply far too much to list here and we suggest that interested parties book an appointment to view this fascinating file. Perhaps the two most important areas are a full engine rebuild by Mike Bainbridge Engineering in September 2012 and there is a six-page engine build spec sheet/list of parts in the file. At the same time, he also rebuilt the gearbox fitting new Guard Transmission components, a completely new gear cluster, new crown wheel and pinion and a new Guard limited-slip differential. The invoice from Guard Transmission totalled \$9,120 and again invoices for these parts are included in the car's paperwork. The 911 has seen minimal usage since the mechanical refresh, continues to look incredibly purposeful in a shade of what looks like Speed Yellow with black Fuchs, and is presented in very good condition all round. Its currently set up more for circuit racing than road rallies, with the additional front light pod easily removed, however, this is a remarkably versatile little Porsche and could be used on a circuit, for road rallies and, as its road registered, as a somewhat fast road car. A pair of race seats from the car are also included within the sale. The history file is packed and apart from the aforementioned invoices, includes an old set of FIA/HTP papers, German Titles, import documentation, the COA, old UK MOTs, V5cs etc. It would cost over 200,000 pounds to prepare a car to this spec today - and that excludes the challenge of trying to source a genuine '74 or '75 original 2.7 MFI Carrera for the basis - and, at this guide, we feel that this stunning road/race 911 represents tremendous value for money and we would welcome any inspection. 1975 Porsche 911 2.7 MFI RSR <https://youtu.be/KgP6pl2oYLUfalse>

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