


CLASSIC DRIVER



1967 Porsche 911 - S

Lot sold	USD 0	Condition	Used
Year of manufacture	1967	Location	
Lot number	226	Exterior colour	Other
		Car type	Other

Description

Estimate:

\$225,000 - \$250,000

- Highly desirable, early 911 S built September 1966
- Numbers-matching engine and transmission
- Very early, Weber IDA 'S' carburetor example
- Silver Metallic over medium blue leather
- Fitted with Fuchs 'Deep Six' wheels in 1972
- Completely restored by CarparcUSA of Costa Mesa, California in 2011; accompanied by photo documentation
- Offered with Kardex, Porsche COA, historical photographs, and extensive records since 1970

Building on the already impressive 911 platform, the new 160-horsepower "S," introduced for 1967, featured a higher-compression (9.8:1) engine with larger valves, forged light-alloy pistons on forged and nitride connecting rods, a revised exhaust system, and a pair of 40-millimeter Weber triple-throat downdraft carburetors. The new 911 S came standard with new 4.5-by-15-inch Fuchs lightweight forged alloy wheels, Koni shock absorbers, ventilated brake discs, a larger-diameter front anti-roll bar, and a new rear anti-roll bar. Porsche added some additional distinctive trim to the body, while the engineers also managed to trim its weight. The earliest of 911 S examples, like the one offered here, were configured with a Weber IDA 'S' carburetor assembly--Weber had not yet finished development of the IDS system and so Porsche distinctively modified their jetting, and marked remaining IDA assemblies with an 'S' stamp to designate their use.

Capable of 140 mph, this new 911 S would become the benchmark for precision-built, well-equipped, and moderately priced sports cars. Masterfully restored by CarParcUSA in 2011, this Silver Metallic over medium blue leather chassis is a well-documented example that has further benefitted from the fastidious custodianship of several dry-climate owners.

This attractive and very early 911 S coupe was produced on 12 September 1966 and delivered shortly thereafter to Bauer and Schaurte GmbH, the Düsseldorf-based company which provided Porsche with hardware, fasteners, and other manufactured components. Though current records do not indicate anything further about the car's first few years on the road, we can see that it was quite nicely specified from the factory: Along with the special order medium blue leather interior, the accompanying Kardex lists a suite of options including a Webasto gas heater, loudspeaker, complete tinted glass with heated rear windshield (original glass with vertical defrost wires) and rear wiper, tool kit, and outdoor thermometer.

The extensive library of accompanying paperwork verifies that by the end of 1970, this chassis had passed through the stables of at least two stateside owners prior to its purchase by Dr. Doug Gilmore, of Tucson, Arizona.

During his 34 years of desert-dry ownership, Gilmore added over 74,000 miles to this chassis, keeping regular records of mileage, maintenance, and servicing milestones. In 2004, Dr. Gilmore sold the car to another meticulous, Tucson-based Porsche enthusiast, who kept the car for the next six years. A subsequent owner kept the car in Los Angeles, where it was sparingly driven, until it was acquired by noted Porsche specialists CarparcUSA of Costa Mesa, California in 2011. Marketed then as "a perfect nearly rust-free candidate for restoration" with all original panels and floors, its new owner followed the suggestion and commissioned CarparcUSA to execute the job. Over several months their team painstakingly disassembled, documented, and fully restored this desirable chassis to like-new condition.

Accompanying documentation of the full restoration process leaves very little to the imagination; further inspection of the firm's work confirms an exceedingly high level of attention to detail. In short, no component was untouched. Most notably, the numbers-matching engine and gearbox were rebuilt to original specifications with new pistons, rings, bearings, timing chains, valves, seals, and all necessary pipework. Additionally, the ignition system now uses a twin-plug setup and updated electronic distributor. The fully rebuilt suspension, stainless steel exhaust and updated braking systems round out a sampling of the work performed.

Later, but period-correct cosmetic additions currently present on this chassis include a wooden steering wheel, fog lights, and a pair of aftermarket sport seats with corduroy inserts (the original reupholstered seats have been retained and are included). The set of matched 6-by-15-inch "Deep Six" Fuchs lightweight alloy wheels replaced the original 4.5-inch Fuchs in 1972, as evidenced by one of many accompanying receipts courtesy of Dr. Gilmore.

Exported to the Netherlands after completion, this chassis was reacquired by CarparcUSA in 2019 after completing just 3,750 miles in its eight years of Dutch residency. This well-documented, fully restored, early 911 S coupe is now offered with extensive service records and documentation dating back to 1970, several historic photographs, a spare wheel, Kardex, jack, owner's manual, an earlier Porsche Certificate of Authenticity, and the original seats. To view this car and others currently consigned to this auction, please visit the RM website at [rmsothebys.com/en/auctions/mo20](https://www.rmsothebys.com/en/auctions/mo20).

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