

# CLASSIC DRIVER



## 1968 Porsche 911

Lot sold	<b>USD 120 640 - 156 832</b> EUR 100 000 - 130 000 (listed)	Drive	LHD
Year of manufacture	1968	Condition	Original condition
Country VAT	FR	Location	
Lot number	32	Exterior colour	White
		Car type	Coupé

### Description

American registration title

Chassis number: 119300089

- Singular history
- High-level mechanic preparation
- References in historic racing

Presented in 1963 at the Frankfurt Motor Show, the 911 went on sale in 1964. The first version of what would become an automotive legend was fitted at the time with a type 901/01 engine, a six-cylinder aluminium unit developing 130 bhp and fed by six single-barrel Solex carburettors. With a capacity of 1991 cc and maximum torque of 174 Nm at 4200 rpm, it had a crankshaft with seven main bearings, making clear that it was designed to receive significant increases in power. The 911 was undoubtedly a tremendous road car, but it was of course on racetracks around the world that it made a name for itself, achieving an unrivalled record in competition. Several other versions were developed on the basis of this engine, including the appearance of the first 911 S, producing 160 bhp and fitted for the first time with Fuchs light alloy wheels. In 1969 came the transition to fuel injection and the adoption of a 2.2-litre engine, which was in turn bored out to 2.4 litres in 1972, with T, E and S variants developing respectively 130, 165 and 190 bhp. Initially produced in short-wheelbase (or SWB) form, from 1968 the 911 moved for good to the long-wheelbase chassis, intended to provide it

with greater stability.

The Porsche 911 2.0 S we present here has a very singular history since it was converted into a race car in the early 1990s by the American driver Monte Shelton who unfortunately passed away in 2019. Little known in Europe, he competed in more than 130 races on the most famous North American circuits throughout his career for nearly 40 years. If he drove a McLaren or Lola in the CanAm in the 1970s, it was with Porsche that he made the most starts in competition. Porsche 906, 911 Carrera RSR, 934/5 or 935...Monte Shelton has driven some of the most beautiful racing machines made by the Stuttgart firm, achieving some 20 career victories and several participations in the biggest international competitions, including 7 starts in the 24h of Daytona and 3 in the 6h of Watkins Glen. So it was in the early 90s that he decided to slow down and take part in more historic competitions. He prepares this 911 2.0 S for this purpose and will take part in many SCCA (Sports Car Club of America) events. He will fit the car with a roll cage, bucket seats, an ATL competition fuel tank, lighter doors, and so on. But it is on the mechanical side that the transformation is the most radical. The 1991 cc engine with mechanical injection passed into the hands of Dick Elverude, a renowned tuner, who then got 225 horsepower, 55 more than the original! The 901 type gearbox has been improved with shorter gear ratios, and the front brakes are those of a 930 Turbo. The power-to-weight ratio is simply outstanding and the performance is far superior to that of a conventional 911 2.0 S. Now owned by a Spanish collector, this stunning Porsche represents a unique opportunity to acquire a car that once belonged to a great Racing Driver.

Aguttes - Auction House in Paris

The Autumn Sale 2020 / 13th of December

Public Viewing:

On appointment only

Contact: +33 1 47 45 93 01 / voitures@aguttes.com

The Auction Sale:

Sunday 13 December: 15:00 PM

Aguttes

164 bis avenue Charles de Gaulle

92 200 Neuilly-sur-Seine

For more information:

Contact: +33 1 47 45 93 01 / +33 6 16 91 42 28 / voitures@aguttes.com

<https://expertise.aguttes.com/estimation-automobiles-de-collection/>

Aguttes

**AGUTTES**

**Title** Mr

**First name** Gautier

**Last name** Rossignol

164 bis, avenue Charles de Gaulle

Neuilly-sur-Seine

92200Neuilly-sur-Seine

France

**Phone** +33-147459301

**Fax** +33-147455431

**Mobile phone** +33-616914228

