


CLASSIC DRIVER



1968 Porsche 911 - T/R

T/R

Price	Price on Request	Drive	LHD
Year of manufacture	1968	Interior colour	Black
Gearbox	Manual	Condition	Restored
Chassis number	11820807	Location	
Number of seats	2	Fuel type	Petrol
Number of doors	2	Exterior colour	Beige
Performance	210 PS / 155 kW / 208 BHP	Car type	Coupé
Drivetrain	2wd	Exterior brand colour	Hellelfenbein
		Interior brand colour	schwarz

Description

In 1968, the 911 T as well as the 911 S were reclassified from the Touring Car category to Group 3 (Stock GT). To give a successor to its mythical R, Porsche decided to offer a more radical version of its 911 T. The T was the obvious choice, as its body was already 52kg lighter than the S equivalent. This version would be called the T/R, and to make it more competition-oriented, the car was stripped out of any kind of sound deadening, reducing the total weight by a further 25kg.

Porsche's Rallyemen and Track Racing customers had a plethora of options to choose from when ordering the car, giving them the opportunity to buy their ideal 911, outfitted with competition equipment directly from the factory. The equipment list ranged from two engine choices, a 160 hp 911 S engine or a twin-ignition, 906 spec engine, developing 210 hp, to special gearing and rally equipment. It is believed that 35 or fewer 911 T/R have been built in 1968. Of the 35, 4 were RHD.

Our example is chassis No. 118 20 807 and was delivered new to Claude Ballot-Lena of the Levallois-

based French racing team Ecurie Sonauto in April 1968. Fitted new with a 2 litre 911 S engine type 901/02 and a 5-speed manual transmission (901/54) with Nürburgring ratios, the delivery documents state that the car was additionally equipped with some rare factory options, including the "Rallye Ausrüstung" (Rally equipment) and footrest.

The car wore the registration number 6350 UT 75, with which it will participate in a race in Montlhéry and Rallye Sud-Ouest in Aquitaine in 1968, driven by French racing driver Claude Ballot-Lena on both occasions. The car would go on in 1969 and race at the 24 hours of Le Mans, wearing start number 63 and piloted by Rene Mazzia and Pierre Mauroy. Due to gearbox problems, #807 had to withdraw from the race. Later that year, the car took part in the 1000 km of Paris with start number 28, where it finished in 15th position and achieved the best qualifying time in GT series. In 1970, the car has raced again at the Coupes de l'ACIF in Montlhéry at the hands of Pierre Mauroy where it finished 10th. In 1971, new owner Roland Tozzi entered the car in the 24 hours and the 3 hours of Le Mans, but did not race.

Our 911 T/R underwent a restoration in 2014 at Franco Lembo Automobilia in Reims and is finished in its original color combination of Hellelfenbein (Light Ivory, 6804) over black interior. As with most race cars, #807 didn't conserve its original engine and gearbox and is now equipped with a 906 spec engine type 901/20, which was the optional and more powerful engine option for the 911 T/R. Period correct racing elements such as the side lamp specific to the 24 hours of Le Mans as well as a circuit breaker still refer to the car's racing history. A rollcage of FIA type and necessary security equipment have been installed, and thus, the car is eligible to all big international events such as Le Mans Classic and the Tour Auto in class 2.

We are proud to offer this special 911 for sale in Munich. A rare occasion to acquire one of the very few T/R's ever made by the factory, and one which comes with a rich racing history.

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