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## 1965 Porsche 911

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Lot sold	<b>USD 180 656 - 225 820</b> EUR 160 000 - 200 000 (listed)	Condition	Used
Year of manufacture	1965	Location	
Chassis number	303 232	Exterior colour	Other
Lot number	56	Engine number	903 335

### Description

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1965 Porsche 911 2.0-Litre Coupé

Chassis no. 303 232

Engine no. 903 335

"Those now-immortal three numbers, 911, have come to signify the benchmark by which every other sports car is measured. Just as it was 30 years ago, sports cars are still all about excitement and speed. And this the 911 provides in abundance," Peter Morgan, *Original Porsche 911*, 1995.

Few sports cars have proved as versatile as Porsche's perennial 911, a model that, for the past 50-plus years, has proved equally capable as a Grand Tourer, circuit racer or rally car. A 'modern classic' if ever there was one, the 911 first appeared at the 1963 Frankfurt Motor Show as the '901', but shortly after production proper commenced in 1964 had become the '911' following Peugeot's complaints about the use of '0' model numbers. The preceding Type 356's rear-engined layout was retained but the 911 switched to unitary construction for the bodyshell and dropped the 356's VW-based suspension in favour of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six engine displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3.0 litres and, in turbo-charged form, put out well over 300 horsepower.

This particular Porsche 911 is one of the early, short-wheelbase cars of the type much favoured by the historic rallying fraternity, a situation that has led to original examples such as this one becoming a great rarity. It belongs to the '0-Programme' series built from the start of production in August 1964 up to the introduction of the longer-wheelbase 'A-Programme' model in August 1967, and thus

represents the Porsche 911 in its earliest and purest form.

According to the accompanying documentation issued by Porsche Italia, this car was built for the 1965 model year (1st August 1964 to 31st July 1965) with an invoice date of 16th December 1965. The specified colour scheme was Polo Red (colour code 6602) with a brown vinyl interior, while the only other factory option listed was Webasto heating. The country of first registration was Italy, in the province of Macerata in the Marche region, and the car has remained in Italy ever since. The Certification of Origin, again issued by Porsche Italia, confirms engine number '903335' was the original (it is still fitted to the car).

The current owner, an avid classic car enthusiast with a small stable of cars, purchased the Porsche in 2004, initially to race it, which he did. But then he decided that a 911 from 1965 was far too valuable to race and commissioned respected Porsche specialists Pentacar of Colico near Milan to carry out a no-expense-spared restoration, commencing in March 2017. The body was stripped back to bare metal, repaired where necessary and professionally repainted to a very high standard in the original colour of Polo Red. The interior was restored at the same time, as of course were the mechanicals and the original matching-numbers engine. The result is described as excellent in all respects, and since the restoration's completion in May 2020 the car has been driven only a little over 1,200 kilometres at the time of cataloguing. As icing on the cake, the owner purchased a new tool kit and jack from Porsche Classic to complete the picture. The car is offered with the Italian libretto and Certificato di Proprietà as well as ASI Targa Oro certification. An original, Italian-delivered Porsche 911 from 1965, with matching engine and colour, this is a car for the true Porsche connoisseur.

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