

CLASSIC DRIVER

1964 Porsche 356

- Lot sold
USD 0
- **Year of manufacture** 1964
- **Lot number** 35
- **Drive** LHD
- **Condition** Used
- **Location** 
- **Exterior colour** Other
- **Car type** Other
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Description

Introduced in 1962, the 2000 GS - or Carrera 2 - was created to meet customer demand for a four-cam Porsche with greater mid-range power and torque. The early four-cam engines, with their roller-bearing crankshafts, produced power high in the rpm range, a characteristic acceptable for the lightweight Spyder models; however, for a 356-based sports car, greater displacement was needed to remain competitive.

At the heart of the 2000 GS was the new two-liter Type 587 engine, which, in its various iterations, represented the ultimate development of the Ernst Fuhrmann-designed four-cam. Benefiting from a reinforced crankcase, redesigned heads, larger bore, and increased cooling capacity, the Type 587 engine produced 130 bhp in GS specification and 150-plus bhp in GT tune.

In all, approximately 300 examples of the Carrera 2 were built during B-series production, with an additional 100 or so produced in final C-series specification, complete with the improved ATE braking system.

As documented in Rolf Sprenger and Steve Heinrich's definitive book *Carrera*, this 2000 GS Coupe, chassis 128068, is among this extremely rare breed of late-production C-series cars. According to a copy of the Porsche factory Kardex, this car was originally finished in the popular color combination of Signal Red (code 6407) over black. In keeping with its sporting character, this Carrera 2 was factory equipped with the optional 70-liter fuel tank, along with chrome wheels wearing Dunlop tires.

Completed in January 1964, the Porsche was shipped to Baden-Auto in Freiburg, Germany, and delivered to its first owner, Dieter Eber of Baden-Baden. The Kardex records various services carried out through late 1964, including the installation of a factory-replacement "KD" engine, numbered 97410. Factory-supported engine replacements were quite common with four-cam 356s, and it is important to note that this Carrera 2 retains this engine today.

During the late 1960s, this Porsche was exported to the US, where it was sold to Thomas Shubin of Downey, California, and registered as 'ZGD 272.' Mr. Shubin earned a Second in Class with his Carrera 2 at the 3rd Annual Porsche Concours at Santa Anita Racetrack in March 1974, then sold it to local collectors Ronald J. Kellogg and Bud Owens in October 1975. Gary Nakase of Huntington Beach acquired the Porsche in 1978 and retained it for over four decades before selling it to the current owner.

During his ownership, Mr. Nakase commissioned a comprehensive restoration of the Carrera 2, which is well documented with invoices, photos, and correspondence contained in the car's history file. Beginning in the mid-1980s, the ENEX Corporation of Prescott, Arizona was entrusted to strip the Porsche to bare metal and complete a high-quality cosmetic restoration, including new acrylic lacquer paint and upholstery trimmed in black vinyl with pepita seat inserts. As this work was being completed, the well-known Porsche specialists at ANDIAL in Santa Ana, California were tasked with rebuilding the four-cam engine and restoring the car's various mechanical systems, from wiring to brakes. Although the mechanical restoration was completed in 2003, the Porsche has been kept in static storage for approximately 15 years and will require recommissioning before any use.

Significantly, this rare 356 C Carrera 2 Coupe retains its factory-supplied KD engine, matching-numbers transaxle, original 70-liter fuel tank, as well as hood and deck lids, which are both stamped '068,' the last three digits of the chassis number. The car still wears its original California "black plate" and features proper Carrera equipment including the Eberspacher gas heater and wood-rimmed steering wheel, along with a period Becker Europa radio and Hirschmann antenna. Included with the sale is a copy of the Porsche Kardex and an impressive file of documentation dating to the mid-1970s, which attests to its long-term California provenance.

Presented here is a rare opportunity to acquire a superb example of the most highly developed four-cam 356 - a C-Series Carrera 2 Coupe, with a fascinating history that includes nearly fifty years in the hands of Southern California collectors. Any enthusiast looking to add a Carrera to their stable ought to take a closer look at this remarkable

machine.

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