

Porsche 911 1969**Price £79****ITEM**Item URL: <https://www.motorfreesads.co.uk/122551>

Item reference number #122551

DEALER

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West Midlands

DETAILS**Item type:**

For Sale

Posted on :

11/03/2024

DESCRIPTION

Porsche 2.7RS Lightweight Evocation • Built from a show quality 911T road car with zero corrosion • Freshly built 2.7 competition engine • Fitted with genuine 40 IDF Webbers • £28k + expenditure 2020-22 Built in 2020 this RS Evocation started life as a 911T, designated for the US market and resided in the US until it was re-imported in 2015 to the 'fartherland'. it's new German owner planned to convert it into an RS replica until an accident in his another car left him with spinal injuries. After 18 months in hospital he was finally able to walk again and had every intention of completing his project. However, faced with a longer than expected recuperation the owner decided it wouldn't be possible to complete, and thus sold it in January 2020 to its current UK owner. Seen as the perfect base on which to build an exacting '73 RS Evocation Club Autosport were chosen to complete the conversion during 2020. It was subsequently registered in the UK. EQUIPMENT Fresh 2.7 Competition spec Engine, 5-Speed Gearbox, 40 IDA Webber Carburettors, Custom Stainless Exhaust and Heat exchangers, RS Spec Suspension, RS Ducktail Boot Lid, Glassfibre Bumpers, 7' & 8' Maxilite Fuchs Alloys, Gaurds Red Paint, Black Carrera Decals, Vintage Nardi Steering Wheel, Rear Seats, RS Door cards, Blaupunkt Radio, Heated Rear Screen, Perforated Headlining, Black Carpets with Coco Matts, Cigarette Lighter, Heater with De-mist Function EXTERIOR Totally rust free and finished in Guards Red with black Carrera decals, the iconic curves of the RS look sensational. Correct

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RS arches have been skilfully crafted to the rear of the car. Attention to detail was truly second to none in converting this '69 911 T to RS lightweight spec, Overall condition of the car is good with unblemished paintwork and very few imperfections making themselves known by closer inspection. INTERIOR The cabin environment is an exercise in period detail with mostly original parts complimenting a fantastic build spec. The dash top and all trim is in very good condition, front inertia reel belts are fitted, a genuine Nardi 36' 70's period steering wheel, original Blaupunkt radio, RS style door cards with new Coco mats and correct Black Desa RS Recaro reclining lightweight seats in Black Perlon from Italy. The rear seats remain in place although the new owner may choose to delete them in future. Presentation of the cabin is very clean, with fully functional switchgear and minimal signs of wear throughout. ENGINE & TRANSMISSION Although there are many fantastic features of this incredible evocation the real highlight lies under that ducktail lid. A genuine 2.7 Flat-6 was sourced and built to competition spec to include; High compression JE Pistons, Carrera cams, new oversized valves with uprated springs, Lightweight balanced flywheel, reconditioned Bosch distributor with braded silicone plug leads, Fuelled by a freshly rebuilt set of Weber 40 IDA carburettors with K&N air filters. Stainless steel heat exchangers and a Dansk stainless exhaust that gives off a simply intoxicating theme. Paired to a genuine 901 5 speed gearbox results in a package that gives the full 2.7 RS experience. A lot of engine work had been completed by its previous owner, however when the German owner took delivery in 2015 the engine wasn't running correctly and had a misfire. Once the car reached the UK it was transported to Club Autosport in Birmingham where the engine and transmission were removed for closer inspection, Cam timing was found to be out and compression was too high. After crack testing the cams a hairline fracture was found, so new genuine Carrera cams and new valves were fitted. All parts were vapour blasted and cleaned, the distributor was rebuilt, The weber carburettors were placed in a sonic bath and rebuilt using a genuine weber kit. A total of 60 hours of labour went into rebuilding and setting up, which was then followed by an initial rolling road tune up to 3000 rpm. WHEELS, TYRES & BRAKES A set of 15" x 7 & 8' Maxilite Fuchs replica wheels with anodized finish were specified as they are German TUV approved and the most faithful replica of the genuine Fuchs. These were chosen over an aging set of Fuchs wheels which can suffer from metal Fatigue and corrosion. A set of brand new factory correct Pirelli Cinturato CN 36 185 & 215 tyres were fitted, the car now holds the road brilliantly. RS Spec suspension, anti roll bar, brakes and torsion bars are fitted including Carrera front brakes, SC rears, HD torsion bars which give the car the correct stance and provide fantastic response on the move. HISTORY FILE Built in 1969 this RS Evocation started life as a 911T, designated for the US market. The car was sold by a main dealer in US and resided in the US until it was exported to Germany in 2015 where it remained unregistered until exported to the UK and subsequently registered in the UK in August 2020. Seen as the perfect base on which to build an RS Evocation. From this

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point onward invoices outline a meticulous process of sourcing, upgrading and maintaining this exceptional 911, with the paper trail alone mounting to £25+ k worth of work. Specialists Club Autosport have been responsible for a large amount of the work since its arrival in the UK, which included the RS bodywork and converting the car. Rebuilding the genuine 2.7 engine was entrusted to Mark Chilton of Club Autosport. Once run in the car will return to BH Performance for a full session on the rollers and is expected to make circa 225Bhp.

AD INFORMATION

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| Year: | 1969 |
| VAT applicable?: | No |
| Mileage: | 59000 miles |
| Fuel: | Petrol |
| Transmission: | Manual |
| Region: | West Midlands |

ITEM ADDRESS

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ITEM IMAGES

