

1969

Porsche 911 2.0 T

Price on request



- Full engine rebuild!
- Lovely Recaro seats
- Kardex available
- Great drivers car

THIS 1969 911

This, very early, left-hand drive, 1968 911 2.0-litre 'T' was initially delivered to California and appears to be in lovely condition, both inside and out. It's classically presented in Light Ivory with polished Fuchs 5-blade alloys and the indicated mileage is around 85,000 which could be accepted as genuine, given the car's original condition. Service documents are said to verify the car's mileage.

According to its Kardex, the car is still a matching color and engine example, but the a 914 gearbox was installed.

The current owner bought the car online in the United States, were it was owned by one single owner for over 25yrs. After some doubts about being scammed the car finally arrived in Europe. He

put some money into the car including a full engine rebuild before finally registering the car. Brake calipers were redone, new batteries are installed...

Shortly after seats were replaced with some lovely aftermarket Recaro's and a smaller '911S' steering wheel was installed to further enhance the thrill of driving. Upgraded sway bars, Koni shocks, thicker torsion bars, a Turbo tie rod kit and 911SC adjustable rear spring plates have been previously installed, and all four brake calipers have also been sourced from an SC.

Early 911s possess a certain purity of line, particularly in bright colors, a complete world away from the aerodynamic extravagances of the eighties and nineties, and in terms of style, it's the early cars that engender the most appreciative glances.

A well set-up and maintained 911T, even with only 110bhp, when driven with an intelligent right foot will provide some of the most quintessentially rewarding driving experiences you have ever had, and will leave you with a serious grin on your face!

Currently the car has a French registration.

HISTORY

- 2020 : Road registered
- 2015 : Europe
- 1990 : JLB, Portland, OR

OPTIONS:

- 9036 : Five speed gearbox
- 9304 : Rubber bumperettes front
- 9305 : Rubber bumperettes rear
- 9347 - 9348 - 9350 : tinted glass
- 9116 : Koni Shocks
- 9103 : Chrome wheels

THE 1969 911

Porsche's long-running and much-loved 911 sports car first appeared at the 1963 Frankfurt Show as the '901', but shortly after production proper commenced in 1964, it 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 favor 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 the first of countless upgrades to the perennial 911 came in 1966, two years after production had commenced, with the introduction of the 911S and, in 1967, the 911T (Touring).

Further revisions were made in 1969 when the 911's wheelbase was extended by 57mm, which transformed the handling of the car and paved the way for the 911 to become one of the greatest driving experiences ever. For model-year 1970, (production from mid-1969), the engines of all C & D-Series 911s were increased to 2,195cc.

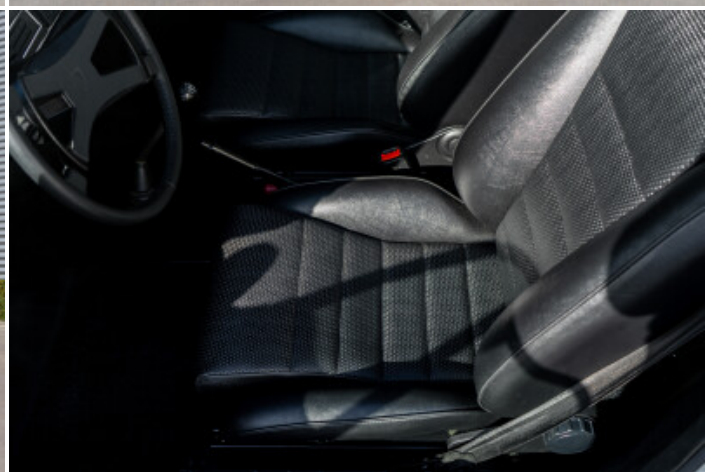
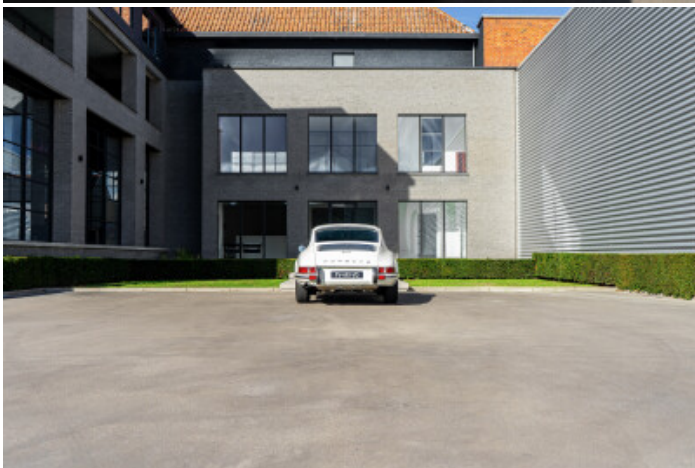
Specifications

Mark	Porsche
Model	911 2.0 T
First use	18/12/1968
Chassis	11912122*5
Engine	1.991cc
Transmission	Manual gearbox
Mileage	84750 km
Color	Light Ivory (6804)
Interior	Leatherette Black / Basketweave (9822)
Power	110 hp
Fuel	Gas/Petrol (normal)













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