

1966

Porsche 911 2.0 1966

Price on request



- Matching Numbers Example
- Desirable color scheme
- Full engine rebuild by renown specialist
- Rare European example; delivered new in Switzerland
- KARDEX available

THIS 1966 911

This particular 911 is also 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. This lovely 911 was completed in Stuttgart in 1966. The car left the factory wearing the colors it carries today, Silver over a Black Leatherette interior. It is believed that the car has remained in Germany ever since, making it an ultra-rare European example, the bulk of production going to the USA.

According to the old Swiss title on record, the car stayed with the same Swiss owner from 1986 till

around 2000-2001. Around 2001 some major mechanical works were carried out including a full engine rebuild with new pistons & cylinders and upgraded camshafts. The carburetors were completely restored as well. All done by the famous Dutch engine builder Duel Motorsport.

In 2002 the car passed Dutch customs offices; the first traces of Belgian history start around 2008 with 43.000km on the odo. The current owner bought the Porsche in 2014 as a part of his small collection and used it barely since.

Accompanying documentation includes a Porsche Kardex confirming its original specification; several invoices; and a copy of the old Swiss Fahrzeugbrief.

Early, short wheelbase 911s are universally loved for their brilliant handling, tractability, reliability, comfort, and classic good looks. This short-wheelbase Porsche 911 is the perfect car for historic rallies, being fast and competitive.

The car currently has Belgian registration.

THE PORSCHE 911

'The 911 is a well-designed automobile, safe, fast, comfortable, with qualities capable of satisfying a wide clientele looking for a compact but luxurious two-plus-two that will give well above average performance.' – Bernard Cahier, Sports Car Graphic, January 1965.

Few sports cars have proved as versatile as Porsche's perennial 911, a model that, for the last 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 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 chassis/body 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.

Specifications

Mark	Porsche
Model	911 2.0
Type	1966
First use	01/09/1966
Chassis	30561*4
Engine	1,991cc Flat 6
Transmission	Manual gearbox
Mileage	62550 km
Color	Silver Grau Metallic (70196)
Interior	Black Leatherette / Pepita
Power	130 hp
Fuel	Gas/Petrol (normal)

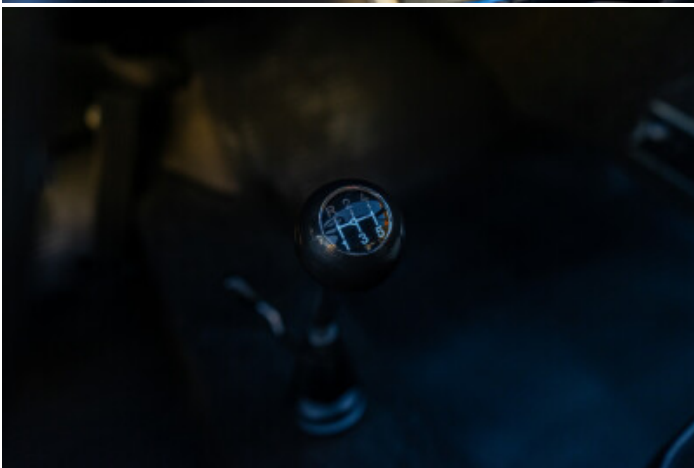














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