

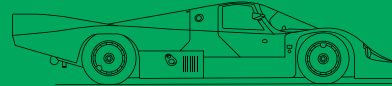
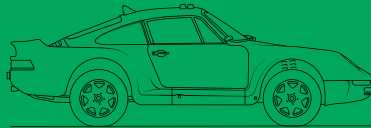
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PORSCHE EXPERIENCE CENTER ATLANTA

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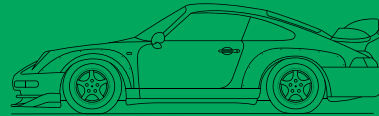
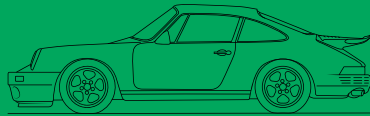
27 OCTOBER 2018

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# PORSCHE

70<sup>TH</sup> ANNIVERSARY AUCTION



Sotheby's







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PORSCHE 70<sup>th</sup> ANNIVERSARY AUCTION

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PORSCHE EXPERIENCE CENTER ATLANTA

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27 OCTOBER 2018

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# Auction Information



| Sotheby's



Lot175  
1973 Porsche 911 Carrera RS 2.7 Sport

Sale produced by RM Auctions, Inc. d.b.a. RM Sotheby's | 3137 E Shadowlawn Ave NE | Atlanta, GA 30305 | U.S.A. | Auctioneer License No. AU004389; Expiry Date: 2/28/2020



Sotheby's

# PORSCHE

70<sup>TH</sup> ANNIVERSARY AUCTION  
PORSCHE EXPERIENCE CENTER ATLANTA, GEORGIA

**Saturday** | 27 October 2018 | 1:00 p.m.

## LOCATION

Porsche Experience Center Atlanta  
One Porsche Drive  
Atlanta, Georgia 30354

## ADMISSION

Admission is open to the general public during public preview hours only. Admission to the auction on Saturday, 27 October, is for registered bidders, consignors, and qualified media only.

*Please note, to enter the Porsche Experience Center property, a valid U.S. driver's license or international passport is required.*

## PUBLIC PREVIEW – \$50

**Friday** | 26 October 2018 | 10:00 a.m. – 5:00 p.m.

## PRIVATE PREVIEW

**Saturday** | 27 October 2018 | 10:00 a.m. – 1:00 p.m.

Admission to the private preview is for registered bidders, consignors, and qualified media only.

## BIDDER REGISTRATION – \$200

Bidder registration includes an official auction catalogue and admission for one bidder and one guest to the preview and auction.

## GENERAL INQUIRIES

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We offer multiple bidding options should you choose to register, including:



### ONSITE AND ADVANCE ONSITE REGISTRATION

Clients wishing to attend the sale can register on the preview and auction days by visiting the Registration Desk. You will be expected to present all listed bidding requirements and pay the \$200 registration fee. Should you prefer, you may register in advance to avoid onsite queues. To do this, please visit [www.rmsothebys.com/bid](http://www.rmsothebys.com/bid) or contact Client Service at +1 310 559 4575.



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## RECOMMENDED HOTELS

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### Solis

Two Porsche Drive  
Atlanta, Georgia 30354  
+1 470 466 3300

### Four Seasons Hotel Atlanta

75 14th St NE  
Atlanta, Georgia 30309  
+1 404 881 9898

### W Atlanta Downtown

45 Ivan Allen Jr. Boulevard  
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**Ω IMPORT DUTY:** Please note that an import duty of 2.5% of the purchase price is payable on this lot if the buyer is a resident of the United States.

**† NO INTERNET BIDDING:** Please note that Internet bidding is not available for this lot. Interested parties that are unable to attend the sale may register to bid by telephone or place a commission bid online at rmsothebys.com.

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**⌘ OWNERSHIP INTEREST:** Lots with this symbol indicate that RM Sotheby's owns the lot in whole or in part or has an economic interest in the lot equivalent to an ownership interest.

# Visiting the Porsche Experience Center Atlanta

The Porsche Experience Center Atlanta (PECATL) is a state-of-the-art facility, and we invite you to visit all the North American Porsche headquarters has to offer. Located mere minutes from Hartsfield-Jackson Atlanta International Airport, PECATL is very easily accessible and within a short drive of the greater Atlanta area and all the dining and entertainment options this city has to offer.

The Solis Two Porsche Drive hotel is directly across the street, and while available rooms are limited, we encourage you to inquire today. The hotel also features Apron, a superb dining facility on its ground floor, serving a menu of modern Mediterranean fare and fresh pastas using local ingredients and specialty seafood dishes. Also of interest at the Solis hotel is the Overdrive rooftop lounge, which features an exceptional view of not only the PEC track and runways of the airport, but also handcrafted cocktails, small plates, and live music.

Directly across the street and on the actual grounds of PECATL, dining options include the Restaurant 356 and Carrera Café, both of which offer outstanding local fare within a modern yet elegant and decidedly Porsche environment. Restaurant 356 is a superb sit-down option for



which reservations can be made on [opentable.com](https://www.opentable.com), while Carrera Café is ideal for a coffee and lighter fare in short order.

With over 40,000 square feet onsite, the PECATL also features a Heritage Center with historic motor cars on display, a Porsche store, and driving simulator. Certainly the highlight of the facility is the 1.6-mile driver development track with off-road, kickplate, low-friction, and handling circuit elements.

As a reminder to all visiting guests, aside from the aforementioned dining options, the following activities are available upon reservation and must be booked in advance, as limited spots are available.

To book any of these activities, please contact Azar Khosrowshahi at +1 310 559 4575 or via email at [azar@rmsothebys.com](mailto:azar@rmsothebys.com).

### *Welcome Reception Honoring Jeff Zwart*

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**Thursday, 25 October 2018**  
Tickets available at \$75 per guest

Porsche will be kicking off the festivities with a welcome reception for guests arriving Thursday evening, celebrating the launch of Jeff Zwart's new book on the history of Rennsport Reunion. Copies of the book will be available at the event, which will also feature Zwart's SCCA Pro-Rally and Pikes Peak Championship-winning 911 Carrera 4 and include demonstration laps on the track.

### *Porsche Classic Carrera GT Symposium and Recommission Reveal*

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**Friday, 26 October 2018**  
4:00 p.m. – 5:00 p.m.  
Tickets available at \$75 per guest

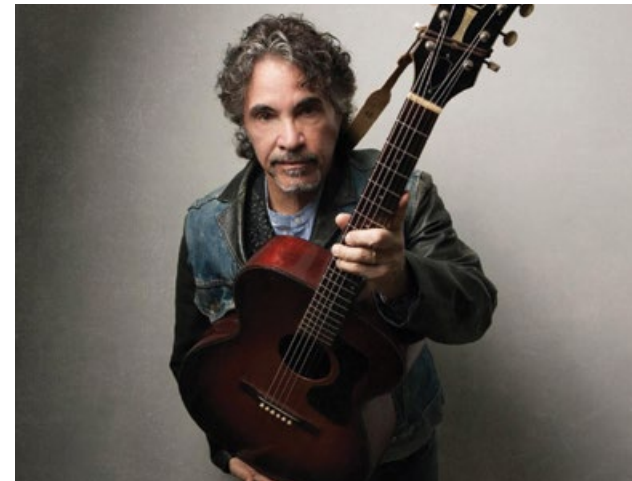
Hosted by Pete Stout, this unique symposium will center on the origin, history, and legacy of the Porsche Carrera GT, and include panelists Tony Hatter, Alex Fabig, and Uwe Makrutski. Taking place in the Porsche Heritage Gallery, participants will have the opportunity to engage with the panelists and see the first recommissioned Carrera GT from Porsche Classic Factory Restoration.

### *Porsche 70th Anniversary Gala Dinner*

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**Friday, 26 October 2018**  
5:30 p.m. – 6:30 p.m. • Terrace Cocktail Reception  
6:45 p.m. – 8:30 p.m. • Gala Dinner  
Tickets available at \$150 per guest

The evening's main celebration will be a gala dinner celebrating the past 70 years of the marque's history. This event will begin with a cocktail reception on the terrace of the Porsche Experience Center and end with a special musical performance by John Oates.



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*English, French, Italian, German, Dutch, Spanish*



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RON ARAD  
*Solid Rocker*, 2009  
Estimate \$100,000-150,000

## Important Design

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EXHIBITION FREE AND OPEN TO THE PUBLIC 8-11 DECEMBER

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PORSCHE MEMORABILIA

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LOTS 101-160

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27 OCTOBER 2018

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# Memorabilia



| Sotheby's



101

### Six Original Paintings

Michael Jekot; acrylic on canvas; various sizes

**\$800 – \$1,200**

OFFERED WITHOUT RESERVE



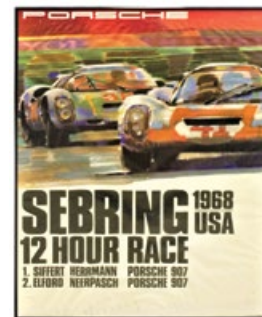
102

### Porsche Racing Poster Prints

Erich Strenger, 1983; 20 × 27 in.

**\$600 – \$800**

OFFERED WITHOUT RESERVE



103

### Porsche Sebring 1968 USA 12 Hour Race Poster, 1968

Erich Strenger; framed; 33 × 47 in.

**\$600 – \$800**

OFFERED WITHOUT RESERVE



104

### Weltmeisterschaft GT bis 2000 ccm Poster, 1963

Hanns Lohrer; framed; 33 × 47 in.

**\$600 – \$800**

OFFERED WITHOUT RESERVE



105

### Liège-Rome-Liège, 1952

Michael Jekot, acrylic on canvas; 36.5 × 48.5 in.

**\$2,000 – \$3,000**

OFFERED WITHOUT RESERVE



106

### Set of Automotive Prints

Erich Strenger, 1963; 18.75 × 14.75 in.

**\$400 – \$600**

OFFERED WITHOUT RESERVE



107

**Redline At 911**

Warren Olsen, no. 5/250; 61 x 18 in.

**\$2,000 – \$3,000**

OFFERED WITHOUT RESERVE

108

**Porsche Books**

**\$1,500 – \$2,000**

OFFERED WITHOUT RESERVE



109

**Carrera RS**

Dr. Thomas Gruber and  
Dr. Georg Konradshelm, 1992

**\$1,500 – \$2,000**

OFFERED WITHOUT RESERVE



110

**Porsche 356 Pre-A  
Workshop Manual**

**\$300 – \$500**

OFFERED WITHOUT RESERVE



111

**Porsche 356 A Workshop Manual,  
Supplement, and Spare Parts Catalogue**

**\$700 – \$900**

OFFERED WITHOUT RESERVE



112

**Porsche Workshop Technical  
Schematics and Cut-Away Posters**

Framed; 34 x 48 in.

**\$3,500 – \$5,000**

OFFERED WITHOUT RESERVE

113

### Porsche 356 B/C Factory Workshop Manuals

\$800 – \$1,000

OFFERED WITHOUT RESERVE



114

### Porsche 356 C Driver's Handbook

\$250 – \$350

OFFERED WITHOUT RESERVE



115

### Porsche Service Manuals, 1980s

Manuals for 911 Carrera Club Sport and 911 Speedster.

\$350 – \$500

OFFERED WITHOUT RESERVE



116

### Porsche 924 Turbo Group 4 Press Release, 1980s

\$250 – \$350

OFFERED WITHOUT RESERVE



117

### Porsche 935 Turbo Operating Instructions and Parts Catalogue

German, 1978

\$2,500 – \$4,000

OFFERED WITHOUT RESERVE



118

### Porsche 934 Turbo RSR Parts Catalogue

German

\$500 – \$750

OFFERED WITHOUT RESERVE



119

**Porsche 356 Sales Literature**

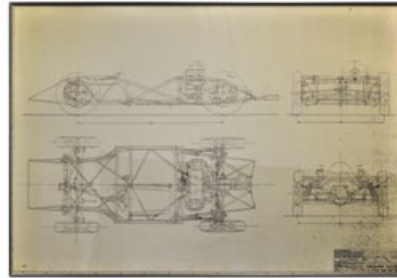
**\$9,000 – \$11,000**  
OFFERED WITHOUT RESERVE



120

**Porsche Gmünd Original Brochure**

English, 1948  
**\$3,500 – \$5,000**  
OFFERED WITHOUT RESERVE



121

**Porsche 718 Spyder Chassis Diagram**

Dated 22 December 1981; Framed, 47 x 33 in.  
**\$600 – \$800**  
OFFERED WITHOUT RESERVE



123

**Porsche RS 60 Spyder Driver's Manual**

**\$2,800 – \$3,500**  
OFFERED WITHOUT RESERVE



122

**Porsche RS 60 Spyder Spare Parts List**

**\$3,500 – \$5,000**  
OFFERED WITHOUT RESERVE



124

### Porsche 911 Sales Literature

\$5,000 – \$7,000

OFFERED WITHOUT RESERVE



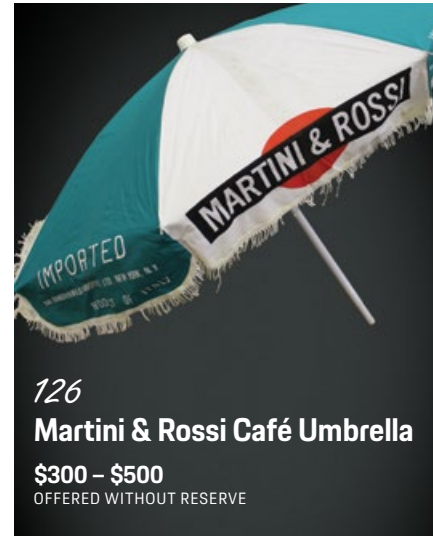
125

### Porsche-Sieg Martini Racing Posters, 1976

Lot includes 4 posters.

\$800 – \$1,200

OFFERED WITHOUT RESERVE



126

### Martini & Rossi Café Umbrella

\$300 – \$500

OFFERED WITHOUT RESERVE



127

### Porsche Racing Posters, 1960s

Lot includes 11 posters.

\$2,500 – \$3,500

OFFERED WITHOUT RESERVE



128

### Porsche Racing Posters, 1970s

Lot includes 10 posters.

\$2,000 – \$3,000

OFFERED WITHOUT RESERVE



129

### Porsche Racing Posters, 1980s

Lot includes 10 posters.

\$800 – \$1,000

OFFERED WITHOUT RESERVE





136

**McQueen Drives Porsche Poster**

Stuttgart-Zuffenhausen; printed in Germany, May 1970

**\$3,500 – \$4,500**

OFFERED WITHOUT RESERVE



138

**Porsche 928 S4 Billboard**

9 x 23 ft.

**\$2,000 – \$3,000** OFFERED WITHOUT RESERVE

139

**Porsche 911 Polizei Billboard**

10.5 x 23 ft.

**\$3,000 – \$4,000** OFFERED WITHOUT RESERVE

137

**I too, prefer Porsche Poster**

Werbeabteilung; printed in Germany, April 1960

**\$600 – \$800**

OFFERED WITHOUT RESERVE







140

### Porsche King & Queen

Howard Shoemaker, 1984;  
pen and watercolor on paper; 17 × 23.5 in.

**\$3,000 – \$5,000** OFFERED WITHOUT RESERVE



143

### Porsche Wins 1960 Sebring

Fred Stout; oil on canvas

**\$1,500 – \$2,000**  
OFFERED WITHOUT RESERVE

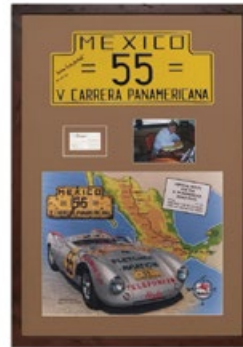


141

### Dr. Ferdinand Porsche X-Ray

Howard Shoemaker, 1983;  
pen and watercolor on paper; 14 × 17 in.

**\$2,000 – \$3,000** OFFERED WITHOUT RESERVE



144

### Porsche 550 Spyder Carrera Panamericana Reproduction Rally Plaque, Signed

**\$600 – \$1,000** OFFERED WITHOUT RESERVE



142

### Refroidissement Par Eau

Francois Chevalier; water color and ink on paper

**\$1,000 – \$1,500**  
OFFERED WITHOUT RESERVE



145

### Carrera Panamericana, Mexico 1952 Poster

Alain Lévesque  
**\$600 – \$900**

OFFERED WITHOUT RESERVE



146

**Porsche 550 Spyder, Richard von Frankenberg, 1955 24 Hours of Le Mans**

Framed photograph

**\$500 – \$800** OFFERED WITHOUT RESERVE



147

**Porsche Création Tableau**

**\$4,000 – \$8,000**

OFFERED WITHOUT RESERVE



148

**Glückler Porsche, Montlhéry 1951**

Larry Braun, 1985; no. 14/21; Inscribed by the artist

**\$12,000 – \$16,000**

OFFERED WITHOUT RESERVE



149

**Les Leston Accessory Steering Wheels**

**\$1,800 – \$2,200**

OFFERED WITHOUT RESERVE



150

**Porsche 356 Pre-A Steering Wheel**

**\$2000 – \$3000**

OFFERED WITHOUT RESERVE



151

**Porsche 911 Carrera RS 2.7 Engine Model**

Marushin-Industry Co., Ltd. Japan; Scale: 1:8

**\$7,000 – \$9,000** OFFERED WITHOUT RESERVE



152

**Porsche Genuine Parts Original Porcelain Sign**

Porcelain; 25 x 7.5 in.

**\$3,000 – \$5,000**  
OFFERED WITHOUT RESERVE



153

**Porsche Literature,  
1951-1967**

**\$15,000 – \$18,000**  
OFFERED WITHOUT RESERVE



154

**Porsche Writing Desk**

3 GJB 17; no. 3 of a limited series

**\$20,000 – \$30,000**  
OFFERED WITHOUT RESERVE



*155*  
**Porsche 356 Speedster Junior Children's Car**  
\$18,000 – \$25,000 OFFERED WITHOUT RESERVE



*156*  
**Porsche 550 Spyder Junior Children's Car**  
\$18,000 – \$25,000 OFFERED WITHOUT RESERVE



*157*  
**Porsche 904 GTS Junior Children's Car**  
\$20,000 – \$30,000 OFFERED WITHOUT RESERVE



*158*  
**Porsche 917 Junior Children's Car**  
\$50,000 – \$60,000 OFFERED WITHOUT RESERVE



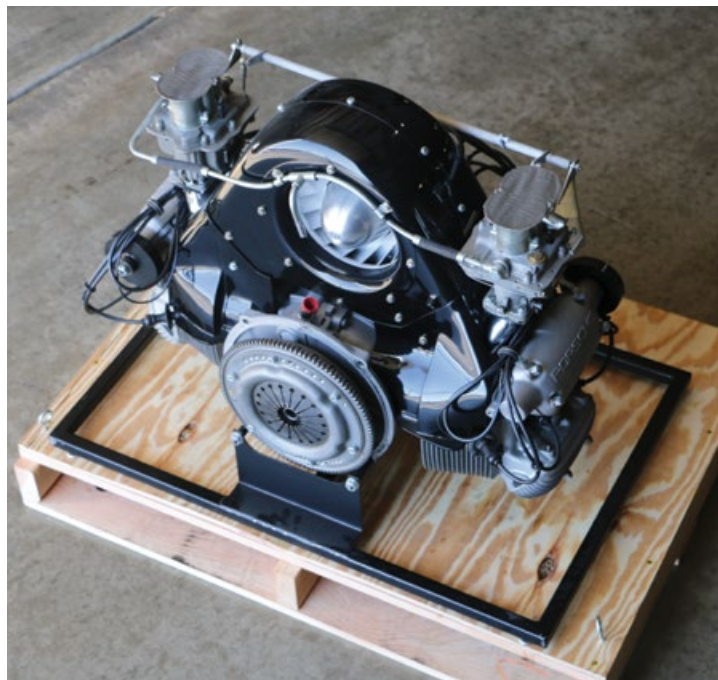
*159*

**Porsche 356 C 1600 Engine**

Engine no. 713072, 1964

**\$15,000 – \$25,000**

OFFERED WITHOUT RESERVE



*160*

**Porsche 356 B Carrera GT/GTL Four-Cam Engine**

Engine no. 96037, 1960-61

**\$200,000 – \$250,000**



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PORSCHE AUTOMOBILES

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LOTS 161-224

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27 OCTOBER 2018

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# Automobiles



Sotheby's



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## 1956 Porsche 356 A Training Chassis

ENGINE NO. 63533

**\$100,000 – \$150,000**

OFFERED WITHOUT RESERVE

*Please note that this lot is offered  
on a Bill of Sale only.*

**The original 356 A technical training chassis  
used by Hoffman Motors' mechanics**

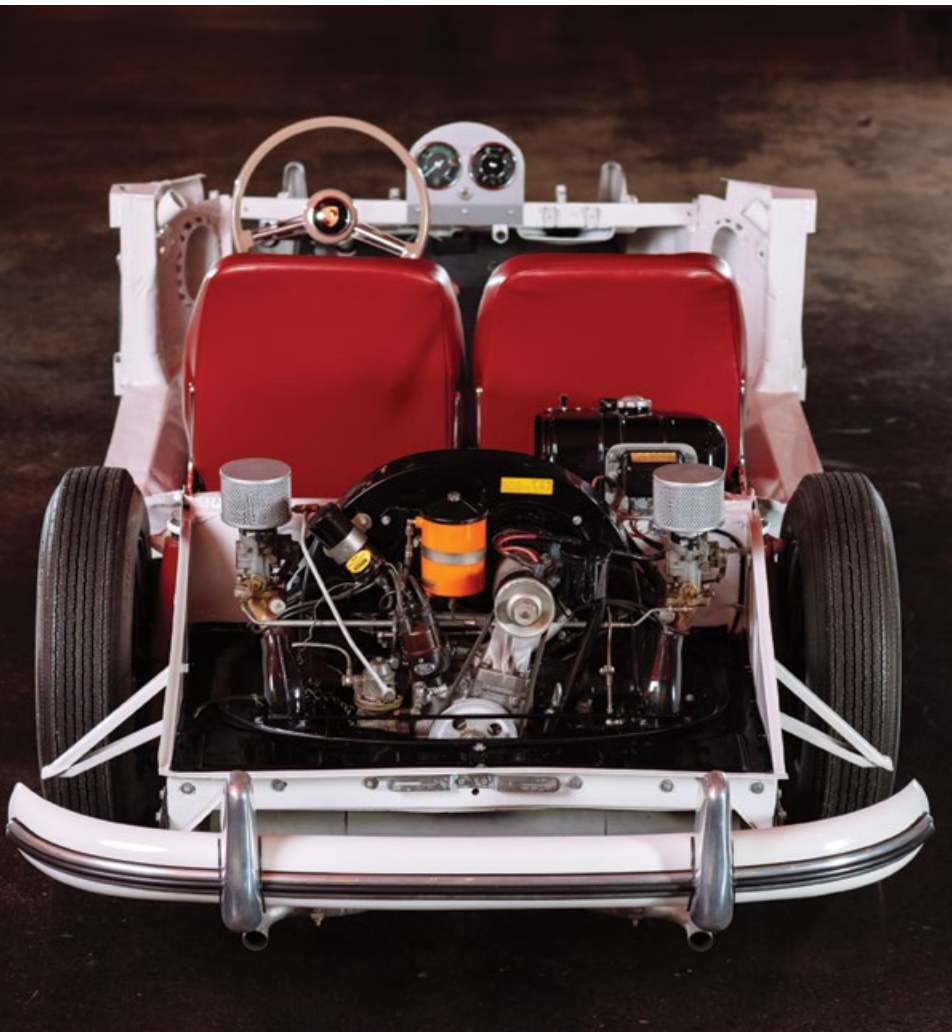
**Fascinating mechanical features, including different suspension setups**

**Restored by Bill and Bob Jones with painstaking attention to detail**

**Featured in the November 1987 issue of *Porsche Panorama***

**A unique artifact from America's most famous  
Porsche distributor and showroom**





This fascinating and functional 356 A chassis, engine, and drivetrain – a Porsche stripped of its iconic shape – was used by renowned New York distributor Hoffman Motors to instruct their mechanics on the basic mechanical functions of a Porsche.

Hoffman's mechanics would tear down various parts of the chassis, painstakingly reassemble them, and then repeat the process until they had mastered the craft of returning a 356 to the road. It was and remains a fully functional chassis, with unique suspension setups that differ from the left side (VW-type with thrust ball bearings) to the right (reinforced type with tapered roller bearings), so that Hoffman's mechanics could learn both early and late designs. It also features a unique four-gallon gas tank originally handmade for a Carrera model. The original factory tolerances are also purposely larger than standard to allow for the components to be more readily disassembled and reassembled.

Following its use at Hoffman Motors, the factory training chassis moved to Porsche of America headquarters in Teaneck, New Jersey, where it was

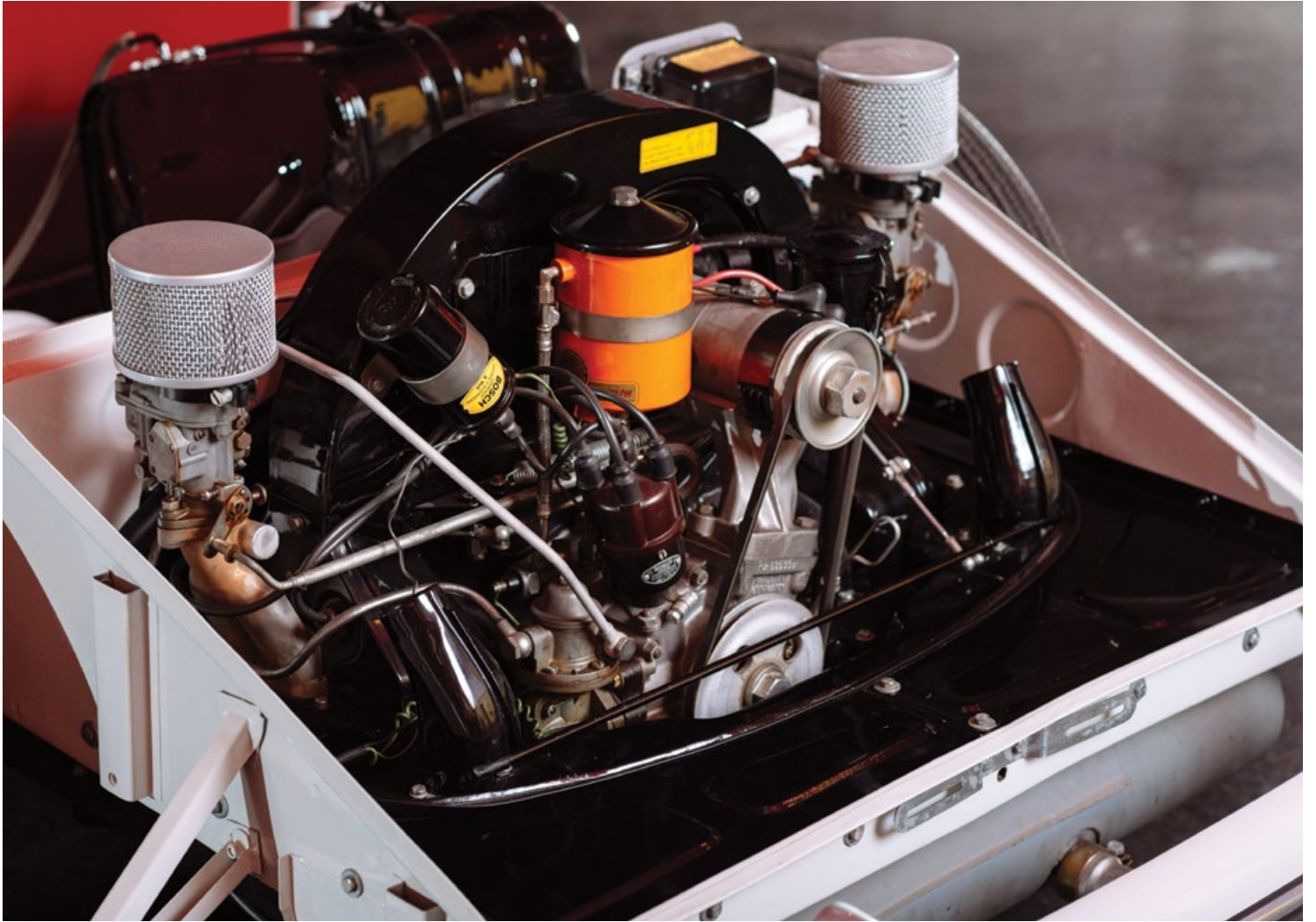


used until the introduction of the 356 B rendered it obsolete. It moved several times, eventually winding up in Boston. There it was found by Porsche Club of America past National Secretary Ernie Groves, who alerted Bill Jones to its availability for sale – under a Devon fiberglass body in a chicken coop. Jones had admired the chassis at Hoffman’s workshop in 1959 and had been pursuing it in his dreams ever since. Now, in 1976, he had the real thing.

Eleven years of painstaking restoration followed, preserving as many of the original components as possible, while adding horns and bumpers to “fill out” the design and protect passersby from the sharp corners. The training chassis was exhibited for the first time at the Dallas-Fort Worth Porsche Parade in the summer of 1986, and then featured it in the November 1987 issue of *Porsche Panorama*. A copy of this article is included on

file and is recommended reading, as it goes into further detail of the history of this rare mechanic’s training chassis as well as its unique asymmetrical mechanical arrangement.

Most recently part of a prominent Porsche collection in the Midwest, this is the ultimate souvenir for the 356 enthusiast – or a restorer who wants to show his team just how it was done back in the day!





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## 1984 Porsche 944

CHASSIS NO. **WP0AA0948EN458077**

ENGINE NO. **43E07368**

**\$35,000 – \$45,000**

OFFERED WITHOUT RESERVE

**Long-term original owner until May 2018**

**Less than 11,000 original miles**

**Includes original tools, manuals, and sales invoice**

**Recently serviced and in excellent condition**

**Porsche Production Specification certificate**

The 944 was introduced by Porsche in 1982 and represented the company's continued foray into the front-engined, rear-wheel-drive sports car market. Featuring the 2.5-liter inline four-cylinder with Bosch L-Jetronic fuel-injection and a five-speed manual transaxle, the 944 was capable of producing 147 bhp and a top speed of 130 mph. *Car & Driver* declared the 944 the "best handling imported car in the world" at its debut and subsequently the most successful Porsche model, with continued production into 1991.



This pristine Porsche 944 was ordered by JoAnn Stark of Illinois as a gift to herself, upon attaining her dream job as a teacher in the English Department at Northwestern University. She purchased the car through a dealer in Elk Grove Village in February 1984 and lovingly maintained it for 34 years, until it was acquired by the consignor in 2018. Ms. Stark drove the car sparingly, having recorded just 10,262 miles by 1999, when she moved to Seattle with her husband. The beloved 944 remained garaged except for short fair-weather excursions, after which fluids were renewed and systems checked. When the Starks were no





longer able to administer the necessary service checks themselves, they employed a technician to maintain the car's cosmetic and mechanical regimen, ensuring its exceptional originality and longevity.

Still wearing its original Guards Red livery, this 944 is extraordinary in every aspect. It was ordered from the factory with door protection moldings and 15-in. ATS forged alloy 'cookie-cutter' wheels in red with Porsche logo center caps and wrapped with Pirelli P6 radial tires. The factory installed a limited-slip differential, sports shocks, and stabilizer to ensure superior handling. The cabin features a pop-up sunroof with black leather interior exhibiting the minimal wear of a vehicle with only 10,700 original miles, as attested by a notarized affidavit by the first owner. The original three-spoke Sport steering wheel and Blaupunkt Tuscon AM/FM/Cassette music system are in excellent condition. Accompanied by the original tools, keys, and manuals as well as the 1984 sales order, this 944 comes with a clean CARFAX report and has been recently serviced with replacement of all filters and fluids.

Rare in its originality, unique for its authenticity, and exceptional for its condition, this 944 is a time capsule, ready for its next well-balanced exploits in the hands of another Porsche devotee.



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## 1994 Porsche Carrera 4 'Wide-Body'

CHASSIS NO. **WP0AB2968RS420348**

ENGINE NO. **62R00894**

**\$125,000 – \$150,000**

OFFERED WITHOUT RESERVE

**One of 267 wide-body 'Turbo-Look'  
coupes built for North America**

**One of only 29 delivered in Grand Prix White**

**Well-optioned example**

**Just over 32,000 original miles**

**Porsche Production Specification certificate**



The 964 generation of Porsche cars represented an almost completely new platform while largely retaining the familiar 911 shape. Claimed to be 87 percent new, the 964 Carrera was the base for an all-wheel-drive system first developed for the famed 953 and 959/961 racing chassis. Acronym-happy Porsche would name it PDAS, for "Porsche Dynamic All-wheel Drive." Introduced in January 1989, part-way through that model year, the Carrera 4's new 3,600-cc engine divided its 250 bhp and 228 foot-pounds of torque to both differentials via its new G64 five-speed transmission. A transfer case split the torque 31 percent to the front axle via a torque tube system, and 69 percent to the rear, although sensors could shift torque to either axle if wheelspin was detected.

While the center section of the bodywork remained almost identical to earlier generations, both the nose and tail were reshaped with thermoplastic covers for improved aerodynamic efficiency and to present a more attractive appearance while still housing the shock-mounted impact bumper system. A new electrically operated rear spoiler that normally fit flush with the engine cover rose automatically at higher speeds.

The 964 generation, which soon included the rear-drive-only Carrera 2, would spawn a range of higher-performance derivatives. As the 964 series closed out in early 1994, Porsche offered a small number of cars that could be ordered with special wide-body coachwork; these featured widened front fenders and rear quarter flares that resembled the Turbo but were not quite as broad, and retained the 964's standard pop-up engine cover spoiler.

Offered here is one such example, an unmolested, rust-free, three-owner car described by the consignor as being in excellent condition. It is one of only 29 finished in Grand Prix White with a full black leather interior. It was well optioned by the original buyer, with a power sunroof and windows, heated rear glass and mirrors, rear wiper, eight-way power seats, security alarm, headlamp washers, a stereo





entertainment system, and 17-in. Carrera Cup wheels mounted with Michelin pilot sport tires. With the odometer reading just over 32,000 careful miles, the interior, from headliner to factory floor mats, is described as pristine, and all accessories, including the air conditioning, work properly.

This fine Carrera 4 wide-body coupe is supplied with its original white under-hood factory option sticker, all its original books, manuals, keys, tools, air compressor, and service records. Here is a rare opportunity to acquire a very desirable and collectible air-cooled, mechanically sophisticated Porsche.





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## 1994 Porsche 928 GTS

CHASSIS NO. **WP0AA2923RS820091**

ENGINE NO. **81R50528**

GEARBOX NO. **3003368**

**\$90,000 – \$120,000**

OFFERED WITHOUT RESERVE

**Desirable GTS model**

**Highest performance version of the 928**

**One of a handful finished in Grand Prix White**

**Showing just 16,400 original miles**

**Porsche Production Specification certificate**

In the early 1970s for only the fourth time in its history, Porsche began to prepare an all-new model. Envisioned originally to replace the 911, which by then was a decade-old design, the 928 was to be an enormous technological leap forward. The 928 heralded a potentially massive directional shift for Porsche, as the brand intended to augment its new 924 with another front-engine sports car capable of seating four. The 928, top brass in Zuffenhausen thought, would be a luxurious flagship that emphasized long-distance refinement.

Although Ferdinand Piech initially favored a V-10 engine created from two Audi five-cylinders, Porsche determined that a new design 4.5-liter V-8 would be a better fit. The new engine was mated to a transaxle that helped achieve desirable 50/50 weight distribution for optimal handling. A five-speed manual transmission was standard, but the optional Mercedes-Benz-sourced automatic transmission served as a reminder of the 928's touring intentions.





The 1994 928 GTS offered here comes from the middle of production. Swathed in Grand Prix White over cashmere leather, its light paintwork complements its curvaceous body; fewer than ten 928 GTS coupes were painted in Grand Prix White. This example shows just 16,400 miles on its odometer. Equipped with the optional automatic transmission, it exemplifies Porsche's original intention of building a high-speed, long-distance cruiser. Its tan leather displays little wear aside from some faint tugging at its stitching on the driver's outer bolster.

With no modifications, this 928 GTS is in as-new, well-preserved condition.

Passive rear-wheel steering from the Porsche "Weissach Axle" provided excellent highway stability and helped earn the 2+2 the 1978 European Car of the Year award from the world's motoring media.

The 928 evolved considerably through the 1980s, becoming something of an icon of success for its

well-heeled owners. By the early 1990s, Porsche began planning the model's run-out with the 928 GTS. Under its hood sat a 5.4-liter, 345-hp version of the V-8 mated to larger brakes and unique styling. The 928 was among the most expensive new cars available when it hit the market for the 1993 model year in the U.S.





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## 1989 Porsche 911 Turbo Coupe

CHASSIS NO. WP0JB0936KS050596

**\$125,000 – \$175,000**

OFFERED WITHOUT RESERVE

Highly original example, still wearing its original paint

Desirable 1989 model year with five-speed G50 gearbox

Only 26,000 original miles





While Porsche initially began experimenting with turbocharging in the late 1960s in motorsport, a road-legal turbocharged Porsche was not available for street use until 1975, when the 911 Turbo was introduced to the European market. Vastly different from its naturally aspirated cousins, the new 911 Turbo boasted its own internal designation:

Type 930. Federalized for U.S. use the following year as the 911 Turbo Carrera, it quickly gained a reputation for wild performance. Claims as the fastest production car in America were quick to materialize as performance was truly impressive: 0–60 mph in 4.9 seconds, the quarter-mile in 13.5 seconds, and a top speed of 156 mph.

Like many models, the Turbo was continually updated over time, with engine displacement moving from 3.0 liters to 3.3 liters by 1986. The following year, Targa and Cabriolet body styles became available for the Turbo, adding open-top motoring for enthusiasts looking for an airier turbocharged thrill.



For many enthusiasts, 1989 is considered to be one of the best years for the 930 Turbo, as it was not only the final year of production for the model (with production transitioning to the 964 Turbo in March 1990), but the only year that it was fitted with Porsche bulletproof G50 five-speed manual transmission and hydraulic clutch. Suspension components were also firmed up to improve responsiveness. Torsion bars at the rear were increased in diameter, while both front and rear anti-roll bars were increased in thickness, and damper settings were made firmer.





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## 1969 Porsche 911 E Coupe

CHASSIS NO. 119220093

ENGINE NO. 6290258

GEARBOX NO. 7190753

COACHWORK BY KARMANN

**\$70,000 – \$90,000**

OFFERED WITHOUT RESERVE

An exceptionally original 911 E

Domiciled in a Virginia barn since 1986

An unusual Karmann-bodied coupe

Finished in its original Polo Red over black leatherette

Porsche Production Specification certificate  
and copy of factory Kardex

The 911 'B' series generation – to which the 911 E belongs – was introduced in 1969, sporting a slightly longer wheelbase than its predecessor, the 911 L. The upgraded luxury sports car bore the same quintessential design by Ferdinand Porsche, and was produced by Porsche AG in Stuttgart, Germany, until 1973. The last of the series to feature the 2.0-liter rear-mounted, air-cooled, flat-six engine, the 911 E delivered 140 hp and featured upgraded fuel injection or 'Einspritzung,' hence the 'E' designation.



On 4 April 1968, chassis no. 119220093 was completed in Polo Red with black leatherette interior, one of 1,014 Karmann bodied coupes listed under 1969 production and special ordered with optional features, including tinted glass, antenna, and Dunlop tires. While the early history of this red 911 E is unknown, it was driven into a barn on a farm in Evington, Virginia, around 1986 and left untouched for the next 32 years. Recently, the Porsche was discovered by the consignor, who was astounded to realize that the car remained in exquisitely preserved and seemingly original condition.



Upon close inspection, this 911 appears to sport its original paint, which when tested reads between 2 mls and 6 mls throughout, and while polished thin



in places, it exhibits a charming patina. The original floors are solid and the factory-applied undercoat intact, along with the Sigla windshield and Sekurit glass windows. The interior, with its original Blaupunkt radio, is all present and is in good condition. Amazingly, the original Fuchs wheels are date coded September 1968 and even the spare, also dated 9/68, still bears its original Dunlop tire.

The copy of the factory Kardex and Certificate of Authenticity for this 1969 Porsche 911 E confirm that numbers on the engine, transmission, and chassis are all matching and it would appear that the 81,164 miles indicated on the odometer are likewise original. A little detective work suggests that the car ran in an Autocross event in 1973 in Riverside and was last registered in Virginia in 1985.

First and foremost, this fabulous red Porsche – though not currently running – is in superb condition for its age and the perfect preservation class candidate. Frozen in time for over 30 years, it presents a unique opportunity to own a remarkable chapter in the Porsche biography.



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## 1997 Porsche 911 Turbo S

CHASSIS NO. WP0AC2995VS375841

**\$300,000 – \$400,000**

**One of only 183 Turbo S models  
produced for the U.S.**

**Desirable last iteration of the air-cooled Turbo  
Incredibly powerful, twin-turbo, all-wheel-drive  
19,426 original miles**







Introduced in 1997 and built for only two years, the Turbo S was a huge step up in performance, looks, exclusivity, and price over the standard 911 Turbo. Of the acclaimed Type 993 produced from 1994 to 1998, the Turbo S was among the last of the air-cooled 911s and was capable of performance that still impresses today. The 0–100 sprint of only 8.9 seconds was half a second faster than that of the Turbo, and if the driver was brave enough, the car would reach a top speed of 184 mph.

The heart of the Turbo S is a flat six-cylinder engine fitted with a pair of K-24 turbochargers that produces 430 hp in U.S. specification. Power is put to the ground through a six-speed manual transaxle and all-wheel-drive system that was developed for the earlier 964 Carrera 4. Porsche altered the Bosch Motronic engine-management system and added an additional oil cooler to handle the increased heat load. Large, 12.68-inch power-assisted ventilated and cross-drilled multi-piston disc brakes with yellow calipers delivered impressive stopping power from any speed.



The Porsche Exclusive Department built only 345 examples of the Turbo S, and this incredible rare car is easily identifiable by its numerous unique features throughout. The front fog lights were removed and replaced with air ducts to aid front brake cooling, the exhaust system was replaced with a modified unit that has quadruple rear tips, the flared rear fenders sprouted large air

inlets, and the rear deck featured an impressive “Aerokit II” biplane spoiler to increase downforce.

Unlike some other special-edition models, Porsche did not sacrifice creature comforts and usability for track performance with the Turbo S. Inside was a luxurious full leather interior with generous amounts of carbon fiber trim on

the lower portion of the dashboard, around the gauges, along the doorsills, and on the center console, door panels, and door pulls. It even has an electric sunroof.

This black-on-black Turbo S, when purchased new, resided with its first owner in California. According to its accompanying CARFAX report,





there have been six subsequent owners before it was acquired by the current consignor, a prodigious Porsche collector. Exterior features on the car include a sunroof, vented rear wing, rear windshield wiper, and Turbo S badging. The car features yellow brake calipers, a nice touch against the black exterior, and large ventilated four-wheel disc brakes behind factory wheels featuring Porsche crest center caps. The car is powered by a 3,605-cc SOHC air-cooled horizontally opposed six-cylinder engine with twin turbochargers and Bosch Motronic management. The engine is paired to a six-speed manual transaxle, with power distributed to all four wheels for incredible grip and acceleration.

Inside is a luxurious full black leather interior that features generous amounts of carbon fiber trim on the lower portion of the dashboard, around the gauges, door panels, and door pulls. The driver and passenger seats feature the Porsche crest in the headrest; rear seats offer the flexibility of additional passenger space or extra luggage space when folded down. Power amenities are abundant, and the car retains the Porsche factory radio with CD. Air conditioning keeps occupants cool on warmer days. The odometer read 19,426

original miles at the time of cataloguing. The car is accompanied by a collapsible Vredestein spare tire and compressor.

The Turbo S delivered stunning performance in a package as luxurious and exclusive as discerning Porsche customers had come to expect. It really was the ultimate supercar that could comfortably be driven as a daily commuter. Collectors today value the Turbo S for its rarity, performance, and the timeless styling of the final iteration of the legendary air-cooled Turbo.





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## 1971 Porsche 914/6

CHASSIS NO. **9141430230**

ENGINE NO. **6414069**

GEARBOX NO. **510210**

**\$100,000 – \$125,000**

OFFERED WITHOUT RESERVE

**One of only two known Willow Green examples delivered new to the U.S.**

**Retains its original engine and gearbox; includes Porsche Certificate of Authenticity**

**Desirable “bolt-on” performance upgrades with original parts included**

**Documented ownership from new**



models in 1971. According to the *914World registry*, this example is one of only two U.S.-delivery 914/6s listed in this color, with the other car being heavily modified from factory specification. Completed in March 1971, this special Porsche found a buyer in late October, sold new by Eckhard Porsche in Oklahoma City to Mr. Jerry Roberts of Tulsa. The owner that this car is best known for, however, was Mr. Howard

DeHaven, founder of Rennsport Werkstatt. Howard was a longtime Porsche enthusiast, PCA member, and also the owner of a rare factory-built 914/6 GT. Mr. Roberts was Howard's insurance agent, and had the car serviced at Rennsport Werkstatt. Howard would end up owning this car on and off over a 30-year period, not only maintaining it for its owners, but also buying and re-selling it over the years.

Conceived as a lower-cost, open two-seat mid-engined sports car to be built jointly by Volkswagen and Porsche, the 914 delivered brilliant handling characteristics, and when fitted with the flat-six engine based largely on the concurrent Porsche 911 T, a rapid and very enjoyable driving experience. Because of their relatively high list price, only 3,300 "Sixes" were sold. Over the years, the 914/6 was found to be an outstanding platform on which to build a racing or autocross machine, making those original examples very desirable today.

The accompanying Certificate of Authenticity specifies that this 914/6 was delivered in the exceptionally rare color of Willow Green (43), an uncommon hue offered only on U.S.-market





In 1993, when the car had accumulated some 117,000 miles, Howard began a lengthy and comprehensive mechanical restoration of this "Six"; his goal was to build a fun and reliable weekend driver that shared some of the characteristics of his GT. The engine was expanded to 2.2 liters with new Mahle pistons and barrels, E cams, rebuilt Webers, new Koni shocks and inserts, new suspension

bushings, a 911 S alloy cross-member, 911 S front calipers and upgraded rear calipers. The drivetrain was overhauled and the transmission converted to side-shift linkage. Wider wheels refinished by Harvey Weidman were fitted along with new tires. The entire project encompassed 12 years, during which the car was protected in dry storage and never driven.

In 2009, Mr. DeHaven was persuaded to sell the car to another enthusiast and it was then subsequently acquired by the consignor, who embarked on an extensive cosmetic restoration which included a high-quality bare-metal repaint with single-stage Glasurit paint in the original color. The underside was found to be in excellent dry condition. The original interior was also in very good condition and reinstalled, along with a new Sigla windshield, and numerous exterior trim parts were replaced with NOS items. The instruments were refreshed by North Hollywood Speedometer, and the odometer now reads 119,300 miles. All the original parts are included with this car, along with an owner's manual, tool roll and jack, passenger footrest, and a file of maintenance records as well as registrations spanning 1971 to 1992.

Only a few hundred examples of the 914/6 were sold to U.S. buyers in 1971; this is certainly one of the rarest and finest examples remaining.







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## 1995 Porsche 911 Cup 3.8 RSR Evo

CHASSIS NO. WP0ZZZ99ZSS398084

**\$250,000 – \$275,000**

*Please note that this lot is offered  
on a Bill of Sale only.*

**Last of the air-cooled 993 RS-based factory-built Cup cars**  
**The only 1995 Cup car upgraded to 1997 RSR Evo specification**  
**Upgraded by Porsche Motorsports North America (PMNA)**  
**Only two owners since new; never professionally raced**  
**Never crashed and only campaigned in club racing events**  
**Featured in the April 1997 issue of *Excellence* magazine**  
**Includes extensive documentation from PMNA**

Porsche Cup cars are extremely low-production models to begin with. Between 1994 and 1998, approximately only 374 993 Cup cars were produced, of which a significant number have since been written off in racing incidents or modified from their original factory configuration during competition use. In this case, a 1995 993 RS was pulled from the assembly line to create this all-out Carrera Cup race car.

During 1996, Porsche continued to develop further improvements for its Cup cars. The original owner contracted with Porsche to bring his car up to the factory's planned development specification for 1997. That year, Porsche produced only a handful of RSR Sprint type engines for selective use in their 1997 Cup cars. They are a singularly unique engine, of which approximately only 45 were built. The sprint motor is a highly modified 3.8-liter flat-six engine with two valves per cylinder, Carillo rods, twin plug ignition, special camshafts, and butterfly valves. It contains mostly R type Porsche racing parts, including many that are fabricated by hand and some created out of titanium. The engine is coupled with unique resonance-controlled intake runners producing approximately 390 hp



(SAE). Porsche authorized and made additional changes to the RSR in 1997, so they were also made to this car – installed by Andial. These included extensive bodywork, center lock wheels, and suspension upgrades using Porsche R parts.

The original owner then added a Teilert Engineering slide valve induction system, shelving the butterfly valves. Only a handful of these systems were hand-crafted by this German Engineering firm. The Cup Motronic ECM was also replaced by a Porsche EFI programmable unit to accept this

induction combination. With this setup installed on a Sprint motor, it produces approximately 410 hp. Furthermore, the car has uprated "Big Red" brake calipers with turbo rotors, carbon fiber brake cooling ducts, a racing clutch, lightweight flywheel, G-50 six-speed transmission, limited-slip differential and the gearing ratios have been harmonized, an aluminum hood, twin oil coolers in front fenders, a quick change exhaust system, 100-liter quick fill Premier fuel cell with a reserve baffle, and twin pumps. Other race equipment includes a Crawford wing, factory Matter roll cage (FIA certified), double adjustable dampers with nitrogen bottles, power

steering, racing ABS, three-piece Speedline center-lock wheels, factory air jacking system, Recaro seats, Sabelt harnesses, and a dual-bottle GT2 fire system.

The first owner of this 911 Cup was John Ruther, the owner and President of NorthStar Motorsports in Lake Barrington, Illinois, and former President and current Director for the Chicago region of the PCA, as well as a longtime Chief Driving Instructor. Complete and original documentation, invoices

and correspondence with Porsche executive management accompany the car. Porsche only sold Cup cars to those who would participate in their racing series, however, this car never competed professionally. It has been driven by only two owner-drivers, exclusively in amateur events and has never been in an accident. The Grand Prix White paint is even original, save for the lower rear valance due to heat fading from the exhaust.

Additionally, this car was featured in the April 1997 issue of *Excellence* magazine as well as repeatedly as an example of a Porsche-built race car in Adrian Streathers' *The Essential 993*.

Never abused, well pedigreed, and heavily documented, this exceptional Cup car presents a rare opportunity to acquire a truly exceptional Porsche factory race car.





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## 2006 Porsche 911 Carrera S Club Coupe

CHASSIS NO. **WP0AB29916S745039**

SERIAL NO. **39/50**

ENGINE NO. **68640596**

GEARBOX NO. **1026977**

**\$120,000 – \$160,000**

OFFERED WITHOUT RESERVE

**One of only 50 examples built; serial no. 39**

**Exclusively sold to Porsche Club of America (PCA) members**

**Features the desirable X51 Carrera Power Kit**

**Just over 3,090 actual miles**

**Believed to be the only example sold to Canada**

**An exceptional and very rare commemorative Porsche**

In recognition of the 50th anniversary of the Porsche Club of America (PCA), Porsche crafted an exclusive 911 Carrera S Club Coupe for its members. The limited-edition model features a distinctive exterior color and unique interior styling, along with a number of commemorative touches and a more powerful and higher performing engine. Limited to an exclusive production run of just 50 cars initially made available to eligible PCA members, the Club Coupe was unveiled at PCA's 50th annual Porsche Parade in Hershey, Pennsylvania.

The Club Coupe's most distinguishing feature is the exclusive Azurro California finish. This paint scheme is a modern interpretation of azure blue, made popular on the 356 sports cars from when the PCA was founded 50 years ago. The rear portion of the standard center console is also painted to match. In addition to sport seats, the 911 Club Coupe's standard interior features include black instrument dials and a sport steering wheel and gear shifter. Stainless steel doorsills incorporate the 911 Club Coupe logo, and each car bears a badge on the drivers'

side door trim indicating its individual serial number, this example being number 39 of 50 such models built.

The interior also features the Sport Chrono Package Plus, which enhances vehicle performance through a system that simultaneously alters elements of chassis, engine, and transmission. In addition to the ability to take performance to new heights, the Sport Chrono Package equips the vehicle with performance display, digital and analog stopwatches, and the Sport Plus button.



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The Club Coupe is the first in the current generation of Porsche 911 sports cars to be equipped with the desirable X51 Power Kit. This option increases output of the 3.8-liter, flat-six cylinder Carrera S engine from 355 to 381 hp and peak torque from 295 to 306 ft. lbs., making it the most powerful non-turbocharged engine offered in a production 911 for North America at its time of release.

Distinguished by its carbon fiber air cleaner housing, the X51 Power Kit boosts performance through a series of engine enhancements, including a larger throttle body, optimized intake airflow, cylinder heads and exhaust manifold modifications, changes in the control unit, and the inclusion of a sport exhaust system. The result produces a 0–60 mph time of 4.4 seconds and a top speed of an impressive 186 mph. The 911 Club Coupe is equipped with 19-in. wheels and tires, Porsche Stability Management (PSM), and Porsche Active Suspension Management (PASM) for optimal handling. The Sport Chrono Package Plus system is also featured as standard equipment.





The first production model of this vehicle (serial no. 01/50) was returned to the Porsche Museum in Germany, and one lucky PCA member won the 15th model in a sweepstakes drawing. The remaining 48 models were offered to randomly chosen PCA members who applied to purchase this extremely rare commemorative Porsche.

Presented today with 3,091 original miles, serial no. 39 has been stored in a climate-controlled glass container in its garage that was specifically made for this car, hidden from sunlight and the elements and stored under cover on tire cradles to prevent uneven tire wear. While in storage, the

car has also been on a constant battery charge. The limited-edition Porsche has never seen rain, let alone a cloudy day. Furthermore, it retains every service record and document since it was ordered new, including the original window sticker for \$151,500, original correspondence from Porsche to the first owner, correspondence with Pfaff Porsche, original agreement, window sticker, Porsche Certificate of Authenticity, original Club

Coupe order guide with selected options, and original service invoices from Porsche.

This exceptionally rare 911 Club Coupe is a must-have for any die-hard PCA member. It is presented in as-new condition, with limited original mileage, and surely the finest such example available.





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## 1971 Porsche 911 E Targa

CHASSIS NO. 9111210884

ENGINE NO. 6211679

GEARBOX NO. 7710234

**\$125,000 – \$150,000**

OFFERED WITHOUT RESERVE

**Matching-numbers drivetrain**

**Equipped with its original 2.2-liter engine**

**Lovely Ivory over houndstooth combination**

The early 1970s are viewed by many as offering the best and most exciting Porsche 911s that the company had produced to date. Porsche had lengthened the 911's wheelbase by 57 mm to 2,268 mm, resulting in improved handling and more interior space. It also enlarged the rather peaky original 2.0-liter, single overhead-cam engine to 2.2 liters by increasing the cylinder bore to 84 mm, which was the first in a series of regular 200-cc displacement increases. There were also larger intake and exhaust valves, and a larger 225-mm clutch package was also added to handle the increased horsepower and torque.





For the 1971 model year, three-speed windscreen wipers were added, and the fuel pump was relocated to the front of the car. Fuchs aluminum alloy wheels were standard equipment on the fuel-injected 911 E. The Targa model, initially introduced with a soft, zip-out plastic rear window, was upgraded with an optional large, curved window and an electrically heated back light from the 1968 model; this became standard the following year. The 911 E in this form was capable of almost 225 km/h, and it offered excellent handling to match its impressive over-the-road speed.

This 911 E Targa, chassis no. 9111210884, is reported as being sold to the U.S. on 24 June 1971. Previous documentation records that the car received a bare-metal repaint to the original color of Ivory, using correct Glasurit paint. With a classic black interior in excellent condition, complete with houndstooth fabric on the dashboard, this 911 E Targa is well presented throughout.



# 1988 Porsche 911 Turbo S 'Flat-Nose' Coupe

CHASSIS NO. **WPOJB093XJS050552**

ENGINE NO. **68J00880**

GEARBOX NO. **2J11407**

**\$250,000 – \$300,000**

**Rare factory-option flat-nose Turbo coupe**

**Retains its original engine and gearbox**

**Just 2,245 miles from new; extremely well optioned**

**Originally delivered to Georgia and has remained there since**

**Porsche Production Specification certificate**

As fresh as the day it was delivered, this elegant, virtually as-new 3.3-liter Turbo S was built with the desirable '930 S' flat-nose option. Many of these gorgeous automobiles were ordered by collectors who placed them into secure storage. This example, which has recorded fewer than 2,500 miles at the time of cataloging, is finished in Black (code A1) with a Parchment (code QA) partial leather interior. All Turbos were very well equipped to begin with, including air-conditioning, tinted glass, electric windows, 16-in. diameter Fuchs forged alloy wheels (7-in. wide in front and 9-in. wide in the rear),

wheel locks, a Blaupunkt Reno stereo with eight speakers, heated rear window and headlamp washers, a rear window wiper, integrated fog lamps, multi-adjustable power driver and passenger seats, and a rear spoiler. All of that was included in the Turbo's base retail price of more than \$66,000, but few were delivered with just the basics.

According to its original window sticker, this Turbo S coupe was ordered with the optional and very expensive (\$28,422) all-steel "Flachbau" package with its vented front fenders, pop-up

headlamps, boxed rockers, and rear quarter vents, but also an electric sliding sunroof, heated seats, a limited-slip differential, special foil stone guards, a security system, the CD-1 stereo entertainment package with an additional amplifier, a raised-hub steering wheel, and Goodyear tires, all of which pushed the MSRP to over \$97,000, plus transportation and preparation charges.

This 'flat-nose' coupe left the factory on 2 February 1988. Following arrival at the Port of Charleston, it was given a pre-delivery inspection



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by Porsche Cars North America in Atlanta, Georgia, trucked to nearby Jim Ellis Porsche, and then delivered to its first owner. Following a divorce, the car was re-registered in his wife's name, who then kept the car until selling it to the current owner in 2017. At that time, the Porsche had recorded just 2,245 miles. A maintenance inspection was performed at Porsche Atlanta Perimeter (formerly Jim Ellis Porsche) on 15 June 2018 with a mileage reading of 2,345. Interestingly, that inspection was performed by the same technician that originally prepared the car for delivery to its first owner. During that service the original tires were replaced due to age, though they will accompany the sale.





Supplied with a Porsche Production Specification certificate (formerly known as a Certificate of Authenticity), this stunning Turbo S 'flat-nose' retains all its original factory necessities such as its original collapsible spare tire, air compressor, jack, tool kit, and all manuals. All systems are said to operate as new. It was recently awarded a Full

Concours 1st place at a Porsche Club show and was also borrowed by the original dealership to display at its Porsche 70th Anniversary event.

Whether to be cosseted in a private collection or placed into regular use, here is a breathtaking Turbo that should satisfy any enthusiast's desires.



# 1958 Porsche 356 A 1600 'Super' Speedster

CHASSIS NO. **83799**

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ENGINE NO. **81253**

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GEARBOX NO. **16503**

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COACHWORK BY **REUTTER**

**\$125,000 – \$150,000**

OFFERED WITHOUT RESERVE

**Original matching-numbers drivetrain**

**Desirable 1600 'Super' engine; currently running**

**Mostly complete and ready for restoration**

**Includes original top and bows**

**Porsche Production Specification certificate  
and copy of factory Kardex**

For the early Porsche enthusiast, offered is a highly desirable 'Super' Speedster that is a prime example for restoration. Largely complete, this 1958 356 A 1600 S Speedster retains its original 1600 pushrod four-cylinder, air-cooled engine and four-speed transmission, as documented by a copy of its Kardex and Porsche Production Specification certificate.

This Speedster left the factory in Zuffenhausen on 7 November 1957 as a very basic vehicle built for the American market, equipped with

sealed-beam headlamps, a speedometer reading in miles rather than kilometers, and U.S.-specification bumpers with front and rear over-riders. It was also optionally equipped with coupe seats, rather than the standard Speedster buckets that lacked an adjustable backrest. Although the original paint and interior colors are not listed, the door-jamb paint plate is stamped with code 608 for Silver metallic. That would have been matched with a red or black leatherette interior and a black canvas folding top with black Tonneau cover.

After being shipped to Max Hoffman's distributorship in New York City, 83799 was dispatched to its selling dealer and thence to its first owner. While its early history is unknown, it appears quite likely that this Speedster was first sold and spent most or all its life in or near Dallas, Texas, where the current owner purchased it around 1983 with the intent of restoring it. Instead, after sanding off most of the paint, the owner put the car into storage for the next four decades, still bearing its 1983 Texas license tag and state inspection windshield decal. A 1984 Texas registration issued to a Dr. J.S. Jackowski of De Soto, Texas, accompanies the car.



This Speedster is largely complete and even includes its original top and bows. Its next owner can expect to replace any sheet metal in the usual areas, including floor pans, trunk floor, and battery box. Happily, the 356 community offers numerous sources for these items, and a proper restoration should be a straightforward process.

The original 75-hp Super engine, fitted with a then-fashionable Bursch extractor exhaust system, is said to run, though the hydraulic drum brakes will require further servicing. The rear shock absorbers have been replaced with latter-day Bilsteins. Stamping on the four-speed transmission case reveals that the car is fitted with BBAB gearing.





The car's factory-installed coupe seats have since been replaced with more sporting Speedster buckets. Its speedometer/odometer head, which would have originally been a U.S.-spec unit, was also replaced with a metric unit which reads 13,390 km. Based on a 1983 Texas odometer disclosure form that accompanies the car, the correct total at that point was 113,390 km, or 70,457 miles, and the car has not been driven since.

Because of their relative rarity and charming simplicity, 356 Speedsters are an icon in the Porsche world and have become highly collectable. With an ever-shrinking number of unrestored and unmolested examples remaining, values have risen steadily. Bringing this survivor back to its original state is a "Super" opportunity that should not be missed.







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## 1965 Porsche 911

CHASSIS NO. **303093**

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ENGINE NO. **903173**

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GEARBOX NO. **225422**

**\$200,000 – \$250,000**

**Exceptionally original throughout**

**Never restored and still wearing its original paint**

**Retains its original engine and gearbox**

**Includes owner's manual, Certificate of Authenticity, and copy of factory Kardex**



That first owner was Mr. Roy Hagedorn of Teaneck, New Jersey, who sold the car to Mr. Carl J. Denmore Jr. of Ellington, Connecticut. In June 1983, Denmore sold the car to Paul Virostek, a resident of nearby Kensington, Connecticut. Beginning 1 January 1994, with the odometer reading 90,424, the owner began recording the car's annual mileage in the owner's manual, which shows the car was driven quite sparingly over the years. In April 1999, the Porsche was shipped to KAM Motorsports of Waterbury, Connecticut, where the engine was rebuilt. Around this time, the car was fitted with a correct set of date-stamped factory chrome wheels.

Easily identifiable as a Porsche, yet much improved over the outgoing 356, the new 911 was both slightly larger and more powerful than its predecessor. Underneath styling penned largely by Ferdinand Alexander Porsche, the 911 boasted a new 2.0-liter, dry-sump, air-cooled flat six-cylinder engine that produced 130 bhp at 6,100 rpm. With a new five-speed manual transaxle, the 911 achieved a 0–60 mph time of under 9.0 seconds and a top speed of roughly 130 mph.

Finished in Polo Red over a Black Leatherette, chassis no. 303093 was delivered to its first owner on 29 November 1965 as per its factory Kardex and accompanying Certificate of Authenticity. However, its chassis number falls in line with production prior to July of 1965, suggesting that the car remained at the factory for a few months prior to delivery. It was equipped from new with a Webasto gas heater, Blaupunkt Frankfurt radio with speaker and antenna, and shod with Phoenix tires.







Passing through an owner residing in California, the car was acquired by its current custodian, a Porsche collector in Alberta, Canada, three years ago and has remained immaculately preserved in his collection ever since. The car is said to be exceptionally original throughout, still sporting its original Polo Red paintwork, interior, and wood-trimmed steering wheel. It also retains its original engine and gearbox. Furthermore, the car is accompanied by a correct spare wheel, jack, tool roll, and aforementioned factory owner's manual.

Presented today in overwhelmingly original condition, this would be a wonderful addition to any collection.



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# 1973 Porsche 911 Carrera RS 2.7 Sport

CHASSIS NO. **9113601580**

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ENGINE NO. **6631543**

**\$875,000 – \$1,100,000**

OFFERED WITHOUT RESERVE

**One of just 200 lightweight RS 2.7s**

**Original numbers-matching Silumin case engine**

**Originally owned by Swiss racing driver Eugen Strähl**

**Period racing history, including three times at Hockenheim**

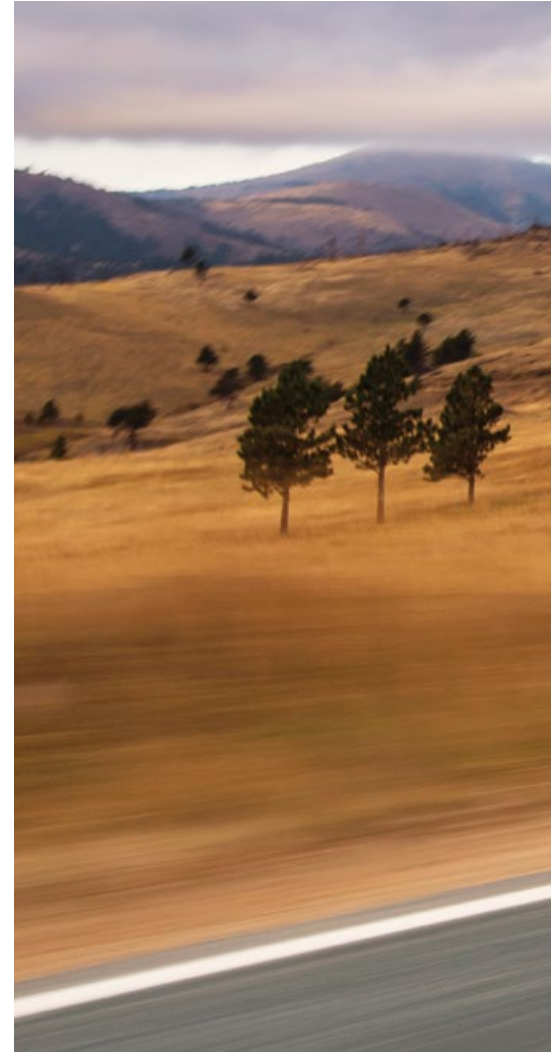
**Possibly the finest restored example in the U.S.**

**1st in Class at the 2018 Porsche Parade**

**Certificate of Authenticity, copy of factory build sheet, and original Wagenpass**

Here is the early 911 that every Porsche collector wants to own, a stunning third-series Carrera RS 2.7 Lightweight that has been comprehensively restored and boasts a respectable competition history. Finished in Grand Prix White with contrasting green script and color-matching Fuchs light-alloy wheels, it is the tenth-to-last '73 RS to leave the factory. Its factory build sheet shows that it was trimmed in Black leatherette, and ordered with the M471 Lightweight, or "Sports" package, and optional M220 limited-slip differential.

Delivered to Porsche Frankfurt dealer Glöckler on 10 July 1973, it was immediately pressed into service as a Group 3 racing car by its first owner,





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Swiss gentleman driver Eugen Strähl, who would finish 10th overall and 1st in class at the 1975 24 Hours of Le Mans in an RS and later enjoy a long career racing a Sauber-BMW. According to the race entries recorded in this car's original Wagenpass, Strähl competed in 10 events in 1974, including three separate appearances at Hockenheim. It was during this period that the original gearbox succumbed to the rigors

of competition and was replaced by a correct factory un-numbered unit.

Its second owner, Mr. Brunner, held onto the car for nearly 20 years before passing it on to noted German Porsche collector Stefan Jaeger. Stefan also raced the car over his four-year ownership. At that point, Porsche broker Marco Marinello arranged the sale to Claudio Roddaro, currently

the owner of the only road-licensed Porsche 917 in the world, a machine he drives on the streets near his home in Monaco. Eventually, Mr. Roddaro sold this RS to art dealer, connoisseur, and general raconteur Kenny Schachter of London. Always a lover of a pretty shape, Mr. Schachter parked the car in his office so he could admire it every day. The current owner purchased the car from Mr. Schachter in 2013.



After enjoying the car for a short period, the decision was made to restore it to factory-new condition, a task that occupied Sean McKay of Golden, Colorado, a Porsche Parade multiple Best of Show winner, for the next three years. The car was fully disassembled, and a front-mounted RSR oil cooler, external battery shut-offs, and other racing paraphernalia were removed. After the original undercoating pattern was documented, the bare tub was media blasted, and the shell was found to be corrosion-free. The only piece of sheet metal replaced was the front

latch panel, where the RSR oil cooler resided. A list had been made of the 37 places that the factory had masked off before the undercoating Schutz had applied when new. The paint and undercoating work was done by one of the most experienced 356 and muscle car painters in the Rocky Mountain Region, Mike Slaughter of Epic Restorations, also a multiple Porsche Parade Best of Show winner.

The consignor states that all the glass is original to the car, save for the windshield, which was

replaced with a new Sigla piece. The interior was redone using an Autos International RS Lightweight kit. The Lightweight-only seat frames were repainted in correct semi-gloss black and new foam and upholstery installed by another award-winning shop, Auto Weave Upholstery, in Arvada, Colorado. Correct fabric-backed rubber floormat material was sourced in Europe. An NOS clock-delete plug was sourced to replace the one in the car that had been drilled for a switch. All gauges were sent to North Hollywood Speedometer for restoration. Interior and exterior chromed parts, including the bumper horns, outside mirror, door handles, and rear quarter window latches, were all re-plated to concours standards.



The engine was rebuilt by Jerry Woods Enterprises of Campbell, California, using the original Silumin case – one of perhaps a dozen of that type installed at the factory – and a new piston/ring set and rebuilt heads. The fuel injection pump was overhauled by San Francisco's Pacific Fuel Injection, while the throttle bodies were rebuilt by Burnham Performance of Camarillo, California.

The factory-correct magnesium-cased 915 five-speed transaxle was treated to a full rebuild by Chris Pohlod of Simple Auto Solutions of Boulder, Colorado. The case received an anti-corrosion treatment by Gary Arentz, of San Andreas, California, who has carried out this treatment on 906 and 908 engine cases for the Porsche Factory. All hardware was yellow zinc plated before assembly. Underneath, new Bilstein shock absorbers and strut inserts were installed. The stock "S" brake calipers were sent to PMB Performance in Sandy, Utah, for rebuilding and re-plating. New rotors were fitted and all-new brake lines were installed. The four Fuchs rims were sent to Wiedman's Wheels in Oroville, California, for re-finishing to the correct Porsche green hue.



Finally, with all components in hand, Sean McKay carefully reassembled and properly adjusted everything to factory specifications. The owner notes that "after almost three years, the restored car is as perfect as it could be, built under the dictum, 'There is only one correct.'" Painstaking effort has gone into restoring every detail of this car, so that it presents today just as an RS Lightweight would have left the factory in 1973.

Having been driven only short distances since restoration, the current odometer reading is 90,860 km, or 56,458 miles, which is believed to be original.

Upon completion of the restoration, it was promptly entered by its Denver-area owner in the Full 911 Restoration class at the 63rd Porsche Parade at Lake of the Ozarks, Missouri,



in July 2018. There it won a Best in Class trophy, scoring a near-perfect 299.4 of 300 possible points and secured a coveted Gmünd Award. It is supplied with a correct, late-'73 tool kit, with the hard-to-find double-ended screwdriver, and a bag with snaps. A correctly date-coded fan belt is part of the tool kit, as is a spare fuse kit. The 911 T, E, S owner's manual comes with the RS Supplement, and a copy of the authoritative

Carrera RS (first edition) by Konradshiem will be provided along with the later version by the same author, book S/N 1580. Books of original pictures of Mr. Strähl racing the car in 1974 for the LiSta Team – when he was sponsored by the German office supply house – are also included with the documentation. Most importantly, there is a Certificate of Authenticity and copy of the factory build sheet, which ties the

production stamping on the dashboard to the car's chassis number.

Only 1,580 Carrera RS 2.7s were constructed in three series, and of that group, just 200 were "Sports," or lightweight versions. Rare, fast, and beautiful, this astonishingly correct late-production example is certainly one of the best in the world.



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## 1977 Porsche 911 Turbo Carrera

CHASSIS NO. **9307800697**

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ENGINE NO. **6870714**

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GEARBOX NO. **771365**

**\$140,000 – \$180,000**

OFFERED WITHOUT RESERVE

**Only 27,700 original miles**

**Matching-numbers drivetrain**

**Attractive Guards Red over Light Red leather combination**

**Long-term single ownership**

**Includes original manuals, tools, and documentation**

**Porsche Certificate of Authenticity**



The Porsche 911 Turbo Carrera was the company's first true "Supercar." Introduced in October 1974, it went on sale in the spring of 1975 and deliveries to the U.S. began in 1976.

The "Turbo," as it became known, offered aggressively flared fenders, wide Fuchs alloy wheels, and an innovative rubber-edged rear "whale-tail" spoiler, and rubber front air dam that greatly reduced lift. Underneath the engine cover lurked an all-alloy three-liter flat-six with a single KKK turbocharger that produced 260 bhp in rest-of-the-world form and still-impressive 245 hp for the U.S. market. A strengthened four-speed manual transaxle with limited-slip sent power to the ground.

Although it was quite expensive when compared to the rest of the Porsche line, the first-generation Turbo was an immediate sales success. Weighing less than 2,700 lbs., the 930 could sprint to 60 mph in just over five seconds and easily top 150 mph, making it the quickest and fastest road car ever produced in Germany. Turbos were luxuriously finished, delivered with a long list of standard equipment, including a leather interior, electric windows, air conditioning, tinted

glass, dual outside mirrors, rear window wiper, headlamp washers, under-bumper fog lights, and a stereo system. In 1977, the standard Fuchs alloy wheels grew from 15-inch diameter to 16-inches, seven inches wide in front and eight inches wide in the rear, mounted with 205/50 and 225/50 section high-performance tires.

This stunning Guards Red (G8) Turbo Carrera is the 20th from last constructed for the 1977 model year. It was delivered new with an optional power sunroof by Rose Porsche-Audi in Roanoke, Virginia, to Mr. Ted Raad, a Colombian gentleman who maintained a vacation home in Key Biscayne, Florida. Mr. Raad had the car's 1,000-mile service performed at De Maria Porsche-Audi in Miami. When the car





was just a year old, its owner exported it to Colombia under diplomatic registration where it became part of his collection. While receiving regular maintenance, it was seldom driven over the next four decades, as its very low recorded mileage testifies. The consignor states that this striking automobile has never seen rain or snow and has never previously been offered for sale.

After purchasing this highly original Type 930 in 2014, the consignor had it partially repainted, with the glass out, using Glasurit Indischrot (Guards Red) paint. The original and unusual Light Red (95) leather upholstery shows only the slightest patina. The factory sunroof works perfectly as does the original Blaupunkt radio. The air conditioning is also said to blow cold. The engine and shifting linkage were overhauled in January 2015 by JFB Porsche in Bogota prior to the car being re-imported to the U.S. in 2017. Shortly thereafter it was serviced by 930 expert Bill Rice Motorsports in Palm Beach Gardens, Florida. Rice rebuilt the turbocharger and the car was re-tuned. He described this car as being "pampered its whole life. It is one of the best three-liter turbos I've ever seen and the only one I've seen in this color combo." New Pilot Sport Michelins were mounted in 2016 with brake pads and brake fluid renewed in late 2017.

Supplied with its original window price sticker (\$29,500 plus transportation), factory owner's manual and warranty booklet, spare tire, compressor, jack, tool roll, a large folio of registration, repair, and maintenance records, plus a Certificate of Authenticity, this un-modified, low-mileage Turbo Carrera is ready to provide its next enthusiast owner a thrilling ride.





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## 1993 Porsche 911 RS America

CHASSIS NO. **WP0AB2961PS419183**

ENGINE NO. **62P02392**

GEARBOX NO. **2002700**

**\$150,000 – \$200,000**

OFFERED WITHOUT RESERVE

Only 701 RS Americas built

One of only four finished in special-order Ferrari Yellow

17,000 miles; excellent condition throughout

Includes optional factory air-conditioning

Porsche Production Specification certificate

The 964 RS America was the brainchild of former Porsche Cars North America CEO and President Fred Schwab. He was responding to complaints from Porsche Club of America members who bemoaned the fact that U.S.-specification Porsche 911s were more *grand routiers* than the race-bred machines they expected. With guidance from his predecessor, Brian Bowler, and former factory race driver Vic Elford, Schwab requested that the factory develop a lighter, de-contented version of the Carrera 2 aimed at hardcore driving enthusiasts. Because the European Carrera RS could not be imported to the U.S., the RS America was created in a slightly de-tuned form and proved highly competitive.

The RS America lost such standard road features as air conditioning, stereo, a full interior, and sunroof, bringing the curb weight down to 2,955 lbs. Added were performance-oriented items such as the M030 Sport suspension (progressively wound coil springs, a larger front anti-roll bar, and uprated shocks). Standard were also larger 17-in. C2 Turbo wheels, 7-in. wide in front and 8-in. in the rear. "Big Red" disc brakes provided plenty of stopping power. There was now a manual steering rack, and a fixed whale tail replaced the C2's retractable wing.

The 3.6-liter, normally aspirated M64/01 engine featured ceramic port liners, forged pistons, knock sensors, a lighter crankshaft, twin-plug ignition, and new hydraulic chain tensioners. It produced a solid 250 bhp, delivered through a five-speed G50/05 transmission. The RSA was quick, reaching 60 mph in just 4.6 seconds to reach 60 mph and a top speed of 157 mph. On its introduction, Schwab declared of the RSA: "If

you like to autocross, this is your car. If you are a time-trialer, you need this car. If driving is for fun, this is your car – the car that the Porsche Club of America built."

Just 701 RS Americas were constructed over a two-year period beginning in 1992 for the 1993–1994 model years, most of them in 1993. Purchasers could order some of those comfort





options for street use; the sunroof, air, stereo, and the ever-useful limited-slip differential. Only a few colors were available: red, black, and white. Two metallics – blue and silver – could be selected at extra cost. Of course, Porsche was always amenable to applying other colors under its pricey “paint-to-sample” program.

Offered here is a rare, single-owner paint-to-sample RSA, one of just four in Ferrari Yellow (Giallo Fly, in Ferrari parlance). The purchaser specified factory air-conditioning but deleted the stereo and sunroof. It has been driven just 17,000 miles from new. The consignor states that the car is in perfect condition with all original paint and is supplied with its original title and window sticker.





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## 1980 Porsche 935 K4

CHASSIS NO. 935-K4-02

**\$850,000 – \$1,100,000**

**The second of two K4s built  
by the Kremer Brothers**

**Derived from the famous 935 "Moby Dick"**

**Driven by Ted Field and Danny  
Ongais of Interscope Racing**

**Honeycomb chassis with additional tube framing**

**Tremendous vintage racing potential**

*Please note that this lot is offered on a Bill of Sale only.*







The ferocious Porsche 935 Group 5 race car was introduced in single-turbo form in 1976, succeeding the similarly powered but difficult-to-manage 934, and proved dominant internationally until outdated in 1983 with the arrival of the new Group C category. During that period, the 935's engine output leaped from the 485 hp of the original single-turbocharged factory cars to over 800 hp of some of the later twin-turbo 935 variants built by various race teams in the 1980s – of which this is one.

The 935s were constructed on strengthened 930 Turbo body shells and featured a more aerodynamic glass-fiber-reinforced plastic slant-nose with the headlights mounted in the huge front air dam. Widened fiberglass flares were grafted on to the rear quarters to accommodate

the larger wheels and tires required to harness the extra power of the turbocharged engine. Norbert Singer, the engineer in charge of the 935 project, specified the larger modular wheels in order to create an even bigger footprint of the tire and enable the immense power to reach the ground. A locked-up spool differential was fitted, along with a huge biplane tail, which also helped to keep the rear of the 935 planted to the pavement.

The 911's traditional torsion-bar suspension was replaced with coil-over struts and shocks, and multi-adjustable anti-roll bars. Braking was supplied by the same huge ventilated and cross-drilled disc brakes used on the world-beating Porsche 917 prototypes. Up-rated center-lock hubs were fitted for quick wheel changes.

Although it received a strong challenge from Ford's turbocharged Capris, 935s delivered the World Championship of Makes title to Porsche for the 1976 season, and that success carried over into 1977, where 935s filled racing grids and only Lancia and the occasional BMW put up much resistance.

By 1979, Porsche had left the racing of 935s to its customers, and the Kremer Brothers team from Cologne built up their own version, called the K3. The K3 not only won the 24 Hours of Le Mans in 1979, but also ran roughshod through Group 5 contests worldwide for the next three



years. So successful was the K3 that the Kremer Brothers shop built up a dozen copies and sold them to other race teams, with John Fitzpatrick winning the 1980 IMSA Camel GT Championship.

Meanwhile, chief racing engineer for Porsche, Norbert Singer, was not content to rest upon his laurels. He was developing a new model, the incredible 935/78, which was dubbed – tongue-in-cheek – “Moby Dick.” Singer had discovered that the Group 5 regulations addressed only the

portion of the body structure between the front and rear bulkheads. As far as he was concerned, everything else was free. Using the central section of a 930 tub as a starting point, Singer's team fabricated light-alloy tubular front and rear structures to carry the engine, transaxle, suspension, and bodywork. The rules also stated that the floor could be raised to the height of the rocker panels, a measure meant to help BMW install larger exhaust pipes in their front-engined cars. Porsche did not use a production floor pan,



but built one out of fiberglass. This floor now enjoyed the same ground clearance as the 930, which effectively lowered the entire car by three inches and reduced the frontal area even more. Porsche engineers built a full alloy roll cage and had the front and rear tubular frames mounted onto this. For all practical purposes, this was a completely tube-framed race car, much stronger and more rigid than its predecessor. With a new, wider and much longer fiberglass nose and tail, the bodywork was ultra-sleek,

delivering greater maximum speed on Le Mans' long Mulsanne Straight.

In 1980, both Reinhold Joest and Kremer were developing their own versions of Moby Dick, using a new 935-based four-valve flat-six of 3.2 liters with water-cooled cylinder heads which developed 800 bhp for qualifying, but a conservative 750 bhp for racing. The Kremer's design was called the K4. Just two were constructed; the first, K4-01, was driven

by Bob Wollek to win the German National Championship. It was later sold to John Fitzpatrick, who won several races in America.

Offered here is the second chassis, which was sold to Ted Field's Interscope Racing team to be shared by Field and Danny Ongais, who were enjoying good results with their 935 K3s. K4-02 was held instead as a back-up. In 1981, this car ran several races in IMSA's GTX category. The following season, K4-02 started 9th at Daytona

in the Prototype class, but Field dropped out on the 55th lap with engine issues. Field and Ongais placed 3rd at Mosport – at which time Field also acquired two Lola T600s and in 1983 this K4 was sold to Vasek Polak, who stored it in California.

In 1997, K4-02 was acquired by Michael Lauer who tasked Kevin Jeannette at Florida's Gunnar Racing, to fully prepare it for racing, including installation of a 962 engine. After several races, Lauer sold the K4 to Marshall Field, Ted Field's nephew, for vintage racing. Marshall Field gave the car to the late Bob Akin at Hudson Historics with spare-no-expense instructions to completely transform it into a modern and better version of the already awesome car. In a 1998 letter to Maurer, Akin described the K4 as far superior to the K3, and urged him to install a twin-turbo 935 powerplant from Porsche Motorsport North America. The central tub was strengthened by having honeycomb aluminum cut and bonded into the floor. A Salisbury differential was installed, along with Penske triple adjustable shocks. A Motec dash and telemetry system with download interface and data logger was installed. In 2002 K4-02 was offered for sale and acquired by the current owner the following year.



Today, Porsche-Kremer 935 K4-02 is offered in its Interscope Racing livery as driven by Danny Ongais. GT-1 rear-view mirrors have been mounted, along with new front winglets and front splitter for improved aero. It is supplied with a quantity of spares and historical documentation. As fast as a later Group C 956 or 962, this machine

represents the last Porsche-based racing design recognizable as a production sports car. After a mechanical re-commissioning, it would be eligible for all major vintage racing events, or would be a wonderful addition to any collection of ultra-high-performance automobiles.



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## ⌘ 1996 Porsche 911 Carrera RS

CHASSIS NO. **WP0ZZZ99ZTS390508**

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ENGINE NO. **63586113**

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GEAR BOX NO. **2002359**

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**\$500,000 – \$600,000**

OFFERED WITHOUT RESERVE

**Uniquely ordered with a variety  
of interesting options**

**Delivered new to Germany,  
recently imported to the U.S.**

**21,622 km from new, highly original  
throughout, and extensively documented**





Built to homologate the 3.8-liter RSR for competition in BPR GT3 and GT4 racing, the road-going Porsche 911 Carrera RS 3.8 is essentially a racing car built for use on the road. At its heart was the 3.8-liter normally aspirated Type M64/20 engine. This produced 300 bhp at 6,500 rpm along with 262 foot-pounds of torque at 5,400 rpm. It was fitted with the innovative Variocam variable-length intake system from Porsche and also featured newly designed forged pistons of a reduced height and a relocated wrist-pin, helping to keep piston weight below the standard 3.8-liter engine. The new engine also sported dual oil coolers and lightened rocker arms, amongst a host of additional upgrades that heightened the car's performance. Power is managed through the Type G50/31 six-speed manual transmission, and the gearing was optimized for acceleration rather than top speed.

Suspension upgrades included a front strut



brace, ball-joint front damper mounts, and adjustable anti-roll bars with five positions for the 24-mm front bar and three positions for the 21-mm rear piece. Porsche also fitted a limited-slip differential as well as anti-lock brakes sourced from the 993 Turbo and ADB traction control. Immense 265/35ZR-18R tires in the rear and 225/40ZR-18 tires in the front are mounted on specially made 18-in. "Speedline for Porsche" three-piece, light-alloy wheels with magnesium centers, which are 9-in. wide in the front and 11-in. wide in the back.





Looking to save as much weight as possible, the Carrera RS tipped the scales at a svelte 1,280 kg. Every non-essential item from the car was removed in an effort to trim as much weight as possible, including central locking, radio speakers, power-adjustable seats, electric windows and mirrors, sound insulation, air bags, the rear defroster, and even the headliner! And Porsche did not stop there. The Carrera RS features thinner window glass, an aluminum front boot lid and doors, Recaro seats, and lightweight interior door panels with traditional fabric pulls.



Completed on 20 July 1995, this Carrera RS stands out from the crowd for its unique build specification. Delivered new to its native Germany, the first owner was looking to specify his car as essentially a "touring" version of the Carrera RS and outfitted his car accordingly. Finished in Speed Yellow over a Black leather interior, the car's most noticeable features are its body colored wheels and its smaller front and rear spoiler. In addition, it is outfitted with sport seats, higher amperage battery, air conditioning, electric windows, left and right air bags, and a radio with a cassette player, helping to make the car more comfortable and luxurious for longer journeys.



The Carrera RS was delivered to its first owner, Helmut Boczkowski, through Porsche Zentrum Giessen in August of 1996, and its extensive service history and mileage are recorded in the car's accompanying original service manual with its most recent service being June of 2018 at 21,617 km from new. Having spent its entire life in Germany under the care of only two owners, the car was imported to the U.S. shortly after that last service.

Just over 1,000 Carrera RS' were built, making it one of the rarest and most collectable 993-generation 911s produced. However, none of these cars were originally imported to the U.S., and only a handful have found their way stateside in recent years. This example, with incredibly complete documentation from new, along with a flawless service history, is one of the most original RS' to be offered for public sale. With a unique set of options and only 21,622 miles on the odometer, this would make an interesting addition to any Porsche collection and would be the ideal Carrera RS 3.8 to drive and enjoy.



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## 1968 Porsche 911 L Coupe

CHASSIS NO. **11805291**

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ENGINE NO. **3280983**

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GEARBOX NO. **3281296**

**\$125,000 – \$150,000**

OFFERED WITHOUT RESERVE

**One of 499 built for the U.S. market**

**Matching-numbers drivetrain as verified by  
Porsche Certificate of Authenticity**

**Factory options include Becker radio,  
headrests, and tinted rear window**

**Three owners from new; always lovingly maintained**

**Sympathetically restored; recently serviced  
and prepared for driving enjoyment**

The 911 L was limited to just 499 examples built in 1968 especially for the American market. The 'L' designation, for 'Luxe,' was essentially the European premier 'S' model fitted with an air-pump equipped engine to meet the safety and emissions regulations exacted stateside. Easily recognizable for its small side-marker lights, which are not integrated into the wrap-around tail lights or parking light clusters, the 911 L featured the 1,991-cc flat-six engine, producing 130 hp and a top speed of 131 mph. This model was the most expensive Porsche in the American market with a sticker price \$600

over previous offerings. It became an immediate success and instantly collectible as a one-year-only production model.

This superb 911 L is a rare matching-numbers example, as verified by the accompanying Certificate of Authenticity from Porsche. Chassis no. 11805291 was completed at the Porsche factory on 2 April 1968 in Light Ivory (Code 6804) with black leatherette interior, as it is offered today. It was also equipped with the five-speed manual transmission and optioned with a Becker radio, loudspeaker, antenna, driver

and passenger headrests, tinted rear window, and fitted with Dunlop tires.

Research suggests that this L has had only three owners from new, the third and current being a highly respected Porsche collector in New Jersey. Approximately eight years ago the car was entrusted to Gene Kirschner, a New Jersey marque specialist, for a sympathetic restoration. Autohaus of New Jersey completed the mechanical work, while sports car specialist Tuxedo Motorsport of Tuxedo Park, New York, attended to the cosmetics. For the most part



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the interior was in excellent condition, showing the gentle wear of a well-loved car, which had never been raced or rallied, and showed less than 94,000 miles on the odometer. The seats were refinished in the factory-correct black leatherette, and the exterior was repainted in its original Light Ivory. Otherwise, this 911 L remains largely original, thus preserving the integrity of a superbly maintained example.

This rare Porsche coupe comes with the original tool kit and owner's manual. Recently serviced, with new tires, belts, and a valve adjustment in preparation for its maiden rally (though the owner was unable to participate at the eleventh hour), this 911 L is primed and prepped for its next adventure, be it an organized rally, or simply eager exploration of the road less traveled.



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## †Ω 1973 Porsche 911 Carrera RSR 2.8

CHASSIS NO. 9113600756

**\$2,400,000 – \$2,800,000**

**One of just 55 2.8-liter RSRs  
built for the 1973 season**

**4th overall at the 12 Hours of Sebring in 1973**

**11th overall and 3rd in class at the  
1973 Watkins Glen Six Hours**

**Race prepared and accompanied by current  
FIA HTP and copy of factory delivery note**

**Eligible for events such as the Le Mans  
Classic, Tour Auto, Modena Cento Ore,  
and Classic 24 Hour at Daytona**

**Includes comprehensive inspection report  
from marque expert Andrew Prill**

*Please note that an import duty of 2.5% of the  
purchase price is payable on this lot if the buyer  
is a resident of the United States.*

With its 911 S model having trounced the opposition in the newly launched European GT Championship of 1972, Porsche made the decision to develop a new car for the following year to maintain its dominance in long-distance GT racing.

Based upon the exclusive and already lightweight Carrera RS 2.7, the RSR 2.8 (option M491 in Porsche parlance) was offered for 1973. A further 80 kg was trimmed from the RS, while the nominal capacity increase of just 119 cc belied the myriad technical changes within. Bigger valves, twin-plug ignition, raised compression ratio, and extensive lightening of internal components contributed to an increase from the







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210 bhp of the RS to over 300 bhp. Wider Fuchs wheels and wheel arches, as well as a low-level front air dam with integral oil cooler, gave the RSR a much more aggressive disposition. The suspension refinements and a 917-based braking system greatly enhanced handling and drivability. At the same time, the RSR's chassis was strengthened in three key areas at the rear of the car to cope with the increased demands and speeds placed upon it.

One of just 55 RSRs constructed for the 1973 season, chassis no. 9113600756 was completed in February of that year and was immediately entered to the 12 Hours of Sebring in March by new owner Grey Egerton of Costa Mesa, California. Entered by Far West Racing, and with sponsorship from Pharr Yarns, Castrol, and Cibie, Egerton was partnered with SCCA and Trans Am rising star Elliot Forbes-Robinson, who had shown such promise at Le Mans in 1971 after qualifying his 911 S fastest of all the GT class Porsche cars.

In qualifying for Sebring, it was a Corvette sweep of the first three positions, with the Brumos RSR of Peter Gregg, Hurley Haywood, and Dave



*The Egerton/Forbes-Robinson RSR 2.8 chases the race-winning RSR of Peter Gregg and Hurley Haywood at the 1973 12 Hours of Sebring. Courtesy of Louis Galanos*

Helmick the fastest Porsche qualifier in 4th position. Egerton and Forbes-Robinson performed strongly, qualifying in 7th with a best lap time just over a second slower than the Brumos car – a valiant effort considering three-minute lap times. As expected, the pole-sitting Corvette of Tony de Lorenzo and Steve Durst led from the start, closely followed by the similar car of veterans Dave Heinz and Jerry Thompson. However, both cars would retire within three laps of each other, allowing the Brumos RSR to take the lead. Forbes-Robinson and Egerton did pose a marginal threat throughout the race, although at the finish they had been passed by the sister RSR of Milt Minter and Michael Keyser and the Corvette of Greenwood/Grable/Brockman, which salvaged a little GM pride. Nevertheless, 4th overall at the notoriously hard Floridian track represented an excellent inaugural outing for the team.

In July 1973, 0756 was entered for the Watkins Glen 6 Hours – then a round of the World Sportscar Championship. Unlike Sebring, the race featured a full complement of Works 3.0-liter sports prototypes, including three Ferrari 312 PBs, two Matra MS670Bs, and two Gulf-Mirage M6s, as well as a pair of ex-Works Group 5 RSRs from the Penske



*The RSR 2.8 racing past an AMC Gremlin at the 1973 12 Hours of Sebring.*

*Courtesy of Louis Galanos*

and Brumos teams. Pitched against the mildly renamed Pharr West Racing RSR in a strong Group 4 GT field were four Ferrari Daytona competition cars, seven Chevrolet Corvettes, and six other RSRs, including the highly rated Toad Hall Racing entry (with 2nd-place Sebring finishers Minter and Keyser driving) and a further Brumos car for Mexicans Hector Rebaque and Guillermo Rojas.

In qualifying, it was the Keyser/Minter Toad Hall RSR which took the class pole, with Egerton/Forbes-Robinson 5th in class – albeit within half a second of Al Holbert's similar car in 4th. During the race, the sonorous Matra of Larousse/Pesarolo took overall race honors ahead of the two Ferraris of Ickx/Redman and Merzario/Pace, while in the GT class the Pharr West crew



enjoyed another solid run to finish in 11th place overall and 3rd in class. Indeed, the pace of the class-winning Keyser/Minter RSR was such that the wilder specification Group 5 Brumos RSR of Peter Gregg and Hurley Haywood only passed it in the closing stages to take 7th overall.

Egerton later sold the car to longtime Porsche expert Jim Cook, who continued to compete with it in the IMSA GT Championship for some years. As was the case with many 2.8 RSRs, 0756 was uprated to 1974 RSR 3.0 specification and was fitted with an ex-IROC RSR engine as well as the later-type RSR bodywork.

Following the conclusion of its contemporary racing career in 1979, 0756 was sold to George Eckert of New Orleans, who restored the car but does not appear to have raced it. In 1986, ownership passed to Lloyd Hawkins of Rennsport Racing, also of New Orleans, who returned the car to "as-delivered" 2.8-liter RSR specification, including the iconic "Carrera" script along its

flanks. The car was used sparingly by Hawkins and was subsequently sold to Porsche broker David Mohlman, who again preferred to use the car for show purposes. After passing through the hands of two further U.S.-based owners, the RSR returned to Europe in 2013, and since then it has been used only on the road and for concours events, including the prestigious 2015 Salon Prive Concours d'Elegance at the Blenheim Palace.

Some three years ago, the car was comprehensively inspected by marque expert Andrew Prill of Prill Porsche Classics, and a written report of his findings is included in the car's file. The report identified that the car retains its original chassis and production numbers, as well as the original VIN plate and all the strengthening features particular to RSRs. Furthermore, 0756 was found to be fitted with the correct specification RSR "high butterfly" engine and its original gearbox, as well as numerous other original RSR features, including the oil tank and oil system, gearbox oil cooler, brake calipers, pedal box, 110-liter fuel tank, trailing arms, and anti-roll bars.





Chassis no. 9113600756 remains a beautifully presented and historic example of this exceptionally rare and desirable 911 variant. Having recently benefited from more than €12,500 worth of work with marque experts Michael Kessels Sportwagen and Classica Automobile GmbH, the car is race prepared and ready for action in any number of the numerous events for which it is eligible. Arguably one of the last of the great "all-rounders," this highly potent RSR offers a virtually automatic entry to the most prestigious concours events throughout the world, as well as a most exhilarating means of enthralling transportation.





*The RSR 2.8 exiting turn 11 at the 12 Hours of Sebring in 1973. Courtesy of Louis Galanos*

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## 1996 Porsche 911 Carrera 4S

CHASSIS NO. **WP0AA2998TS321114**

ENGINE NO. **64T02135**

GEARBOX NO. **2002514**

**\$100,000 – \$125,000**

OFFERED WITHOUT RESERVE

**Only three owners and under 27,135 miles from new**

**Desirable Grand Prix White over  
Cashmere Beige color scheme**

**Beautifully presented throughout and very well preserved**



Marking the end of the water-cooled era of Porsche 911, the 993-generation replaced the outgoing 964-generation in 1994 and remained in production through 1998. Boasting the wider bodywork of the Turbo with a naturally aspirated engine and four-wheel drive, the Carrera 4S hit a sweet spot with many enthusiasts, benefitting from the 282-bhp Carrera S engine along with the added practicality and confidence of four-wheel drive.

Completed by the factory on 14 November 1995, this 911 Carrera 4S coupe was built for the 1996 model year and finished in Grand Prix White over a Cashmere Beige and Black partial leather interior. Furthermore, it was equipped with an AM/FM radio with cassette player, floor mats in matching Cashmere Beige, wheel caps with the Porsche crest, a full power driver's seat, and Pirelli tires.









Representing the end of an era for the 911, the 993-generation is considered to be one of the most desirable variants of the model and has achieved exceptional collectable status not only for its place in Porsche history, but for its overall reliability and usability. While the high-horsepower models are often found

preserved in collections, the slightly more pedestrian models were generally put into regular use by their first owners. Today, two decades after production officially ended, finding a low-mileage and well-preserved Carrera S or 4S can be difficult. As such, this C4S warrants serious attention.

According to the accompanying CARFAX, it was delivered new to Park City, Utah (where the four-wheel drive certainly would have come in handy), before travelling with its first owner to Florida, where in 2000 it was sold to the second owner with just over 17,000 miles on its odometer.

Remaining with its second owner for roughly 14 years and residing near Daytona Beach, the car accumulated only 8,830 miles. In May 2014, it was sold to its third and current owner in Virginia, who has accumulated just over 1,000 miles during his tenure. Today, the car presents wonderfully throughout and is accompanied by its original manuals, two keys, a tool kit, and air compressor.



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## \*2011 Porsche 911 GT3 RS 4.0

CHASSIS NO. **WP0AF2A90BS786000**

SERIAL NO. **009/600**

ENGINE NO. **61B32027**

GEAR BOX NO. **2004173**

**\$800,000 – \$1,000,000**

**Built in collaboration with Porsche  
Exclusive for Jerry Seinfeld**

**Said to be the final and most expensive GT3 RS 4.0 produced  
Perhaps the most desirable GT3 RS 4.0 in existence**

For the 997-generation 911, Porsche truly saved its best efforts for last, and the GT3 RS 4.0 was the culmination of years of testing on the open road and in the crucible of motorsport. Its engine was the most powerful normally aspirated flat-six built by Porsche at the time of its unveiling, producing 500 bhp at 8,250 rpm along with 339 foot-pounds of torque. This was thanks to a new intake manifold, new higher-flow air filters within carbon-fiber housings, less-restrictive catalytic converters to reduce exhaust back pressure, Variocam-Plus variable valve timing, and a two-stage variable induction system. Even though the standard GT3

RS was certainly on a diet, Porsche managed to find a way to trim a further 22 lbs. from its overall weight by fitting carbon-fiber front fenders and trunk lid along with titanium connecting rods, and lighter interior trim, making it truly a blast to drive.

To many enthusiasts at the time, this was the ultimate iteration of the most radical, road-going Porsche 911, and a car to be treasured for years to come with its status as a future collectible being almost certain. It is no wonder that these 600 cars were delivered to some of the most loyal Porsche customers, and this example is no exception.

Within the echelon of the GT3 RS 4.0, this example is perhaps the most desirable. Said to be the final and most expensive GT3 RS 4.0 built, this car bears serial no. 009 and was built for comedian and Porsche collector Jerry Seinfeld. Seinfeld worked closely with Porsche Exclusive to build a car perfectly suited to his tastes and preferences, one which would stand out from the crowd to the true enthusiasts but fly under the radar whilst out and about.

According to its accompanying Porsche Certificate of Authenticity, the car was finished in Black with a matching Black interior. Along with Porsche Ceramic



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Composite Brakes, the wheels were painted in GT Silver Metallic, and the standard hood and side stripes were deleted, replaced with a subtler "RS 4.0" at the front corner of both doors. A high-gloss bare carbon-fiber hood (the underside of which is signed by Andreas Preuninger, Hans Mezger, and the head of Porsche Exclusive) is mimicked at the back with a matching carbon rear spoiler with contrasting white "Porsche" lettering, along with matching carbon side mirrors. No other 4.0 left the factory with bare carbon fiber bodywork.

Inside, the 911 GT3 RS 4.0 is normally a study in minimalism and awash in Alcantara, but Seinfeld clearly chose to reverse this and went about luxuriously trimming the car in leather wherever



possible, save for the headliner. As such, the steering wheel, sport bucket seats (with deleted "RS 4.0" logos), door panels, dashboard, steering column trim, and gear shifter (which, along with the brake handle, are of Seinfeld's own design) are trimmed in black leather, beautifully contrasting with GT Silver stitching throughout – matching the wheels. Other options include the Front Axle Lifting System, Sound Package Plus with Bluetooth Phone Interface, Sport Chrono Package Plus, and PCM with Extended Navigation. With production completed on 23 December 2011, this is said to be the most expensive GT3 RS 4.0 built, with a MSRP of \$245,515.00. The final touch was Seinfeld's personalized New York license plate: "MEZGER".



Delivered to Mr. Seinfeld in January of 2012, the car remained in his ownership until June of 2017, during which period it was driven over 5,000 miles, having clearly been a favorite of his to drive and enjoy on the open road. His ownership is confirmed by service receipts and a previous New York title in his name, which are included in the car's history file, in addition to the car's original owner's manuals, original window sticker, and original key fob.

The swansong of the 997-generation of 911s, the GT3 RS 4.0 is a must-have automobile in all respects, combining the sheer character that the model has become known for with groundbreaking performance. As is the case with all modern Porsche cars, the uniquely optioned examples consistently prove to be the most desirable. Seinfeld's own GT3 RS 4.0 checks all the proverbial boxes and has already proven to be a highlight in one of the world's great Porsche collections.





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## 1951 Porsche 356 1300 'Split-Window' Cabriolet

CHASSIS NO. 10118

ENGINE NO. 20486

COACHWORK BY REUTTER

**\$650,000 – \$800,000**

Delivered new to Argentina

Retains its original 1300 engine

Finished in its original combination of Pascha Red over Beige

Includes a copy of its factory Kardex

Of the roughly 78,000 356s that were built during Porsche's 15-year production run of the iconic model from 1950–1965, those that are considered the most pure and sought after are definitely the earliest cars that were built, as they remain purest to the marque's original design. When assessing that production run, it is clear that 1951 was a big year for both Porsche and the 356.

On 21 March Porsche produced its 500th vehicle, quite an accomplishment for a relatively small manufacturer at the time. Even more impressive, however, was that by the end of the year it would double that figure, with 1,103 vehicles built in total wearing the Porsche badge. It was clear that the 356 had made a positive impact on its customers and that the brand was beginning to cement its reputation worldwide.

One of the notable, new features introduced in 1951 was the new 1.3-liter pushrod engine. This boasted a two-piece Volkswagen crankcase with a forged steel crankshaft and light alloy cylinder barrels. When compared to its 1.1-liter predecessor with cast-iron cylinders, this saved a tremendous amount of weight, 12 lbs. to be





precise, and offered 44 bhp compared to 35 bhp. This was implemented into production in March 1951 and would be followed once more by another slightly larger engine, the 1.5-liter four-cylinder, which was introduced in October of that year. For 1951, all models boasted leading shoe front brakes with finned drums. Notably, this would be the last year for the now-iconic 'split-window' windscreen and the more streamlined bumpers.

Completed by Porsche on 8 September 1951, this early 1300 split-window cabriolet is finished in its lovely original color combination of Pascha Red over Beige Leather. Interestingly, according to its factory Kardex, it was delivered



new to a company in Buenos Aires, Argentina. There it stayed for over 30 years and was then shipped to the U.S. when it was purchased by a Mr. Hartmann of Witten, Germany. Under his ownership, the car was restored shortly after it arrived in Germany, with completion in 1990 and included a full mechanical overhaul, repaint, and retrimming. The 356 remained there until 2007 when it was purchased by the current consignor who more recently restored it in its correct and original color combination.

Beautifully presented throughout, an early 356 is on every collector's bucket list, and cabriolets are few and far between. Retaining its original engine and finished in its beautiful original color combination, this 'Split-Window' Cabriolet is certainly worthy of consideration.





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## †2015 Porsche 918 Spyder

CHASSIS NO. **WPOCA2A18FS800796**

SERIAL NO. **796**

ENGINE NO. **M1800 F01300**

GEARBOX NO. **30 02904**

**\$1,400,000 – \$1,600,000**

**Single ownership and only 225 miles**

**Finished in stunning Liquid Metal Chrome Blue**

**Exceptionally well optioned and presented; the most expensive non-Weissach edition built**

**Includes its original accessories and manuals, as well as Porsche CXX summary**

**Recently serviced, including all recalls**

**The ultimate Porsche hypercar**







Throughout its 70-year history, Porsche has enjoyed a well-earned reputation for crafting machines that push the edge of the automotive envelope in terms of pioneering the best available technology to provide an exceptional driving experience in every regard. Influenced by both the technological powerhouse that was the 959 and the uncompromisingly thrilling Carrera GT, the 918 Spyder utilizes state-of-the-art hybrid-electric technology to improve efficiency, as well as raise the bar of hypercar performance.

Boasting a chassis constructed almost entirely out of carbon fiber-reinforced plastic composite, at the 918's heart is a naturally aspirated 90-degree V-8. Based on the engine in the RS Spyder LMP2 Le Mans prototype, it can rev to an earth-shaking 9,000 rpm thanks to its flat-plane crankshaft, titanium connection rod, four valves per cylinder, and dry-sump lubrication. Direct

fuel injection and the patented Porsche Variocam intake system help to provide an engine output of 608 bhp, which translates to an exceptional 133 bhp per liter of displacement.

Supporting the 918 Spyder's conventional engine are a pair of electric motors; one mated to the V-8 itself and another providing drive to the front axle. Offering an additional 284 bhp, they bring total output to 887 bhp and 944 foot-pounds of torque. All this power is managed through the venerable Porsche PDK seven-speed transmission, and its delivery can be further refined through five driving modes, ranging from full electric to 'Hot Lap,' which squeezes out every ounce of available performance from the hybrid powertrain.

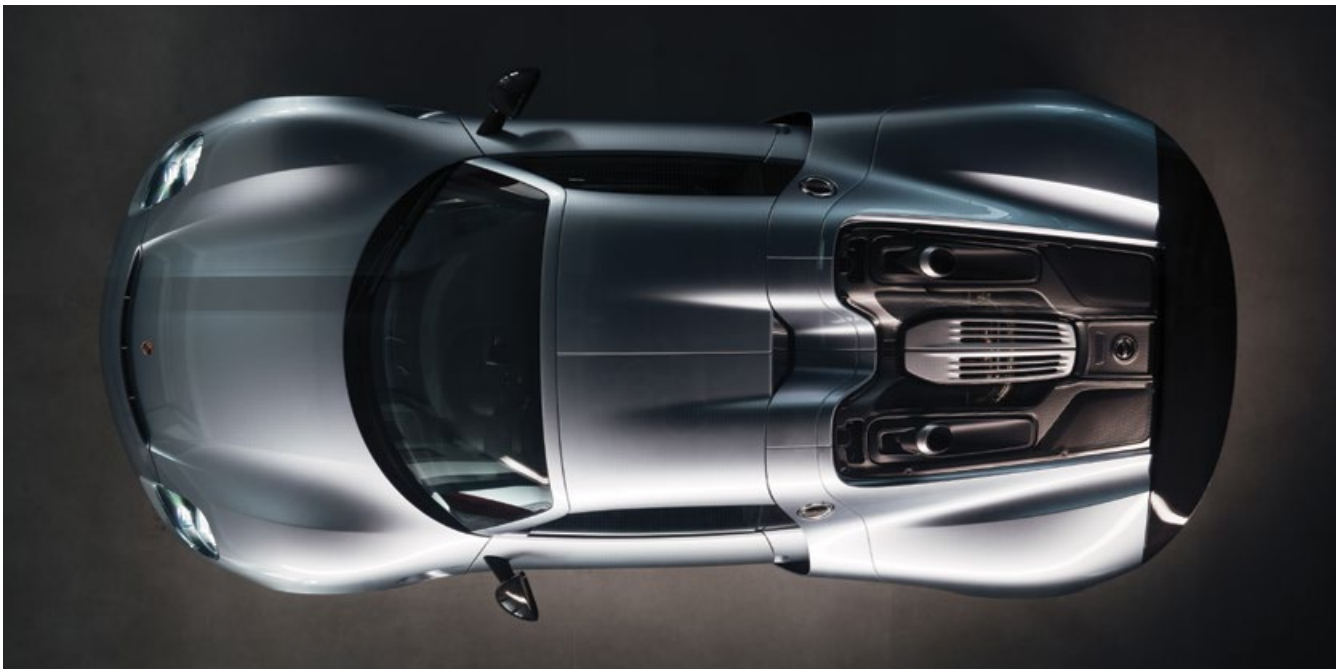
Needless to say, the 918 Spyder's performance is nothing short of exceptional. The sprint from 0–60 mph can be reached in less than 2.5 seconds, faster



than its hybrid hypercar rivals, the McLaren P1 and Ferrari LaFerrari. Should the driver be brave enough to keep accelerating, the 918 Spyder will achieve a top speed of 211 mph. Comparing performance figures between 'the big three' showed that not only was the 918 the fastest to 60 mph, it also boasts the furthest electric-only range, lowest carbon dioxide emissions, and lowest fuel consumption.

Of course, in order to rein in all this power, equally impressive brakes are also pivotal to the 918 Spyder's performance. Massive carbon-ceramic disc brakes sitting behind lightweight alloy wheels measure 410-mm in diameter at the front with six piston calipers and 390-mm at the rear with four piston calipers. Active aerodynamics also assist the driver. These include an adjustable rear wing, a pair of flaps under the floor in the nose, and additional flaps around the headlamps. The aerodynamics can be adjusted to provide either maximum efficiency or additional downforce, as tailored by the car's driving modes.

Built for the 2015 model year, this 918 Spyder boasts a fascinating and tasteful specification. Today it remains with its first and only owner. Finished in the highly desirable and truly stunning Liquid Metal



Chrome Blue paintwork, a \$65,000 option itself, the interior is trimmed in Black leather with Acid Green highlights, including matching stitching on the steering wheel and sun visors. Keen eyes will further note that the car's carbon fiber interior trim is in a matte finish, as opposed to the traditional gloss finish, and that all the '918 Spyder' and 'e-Hybrid' badging has been deleted from the exterior, making

for a slightly stealthy and streamlined look. Included on file is the Porsche CXX document that summarizes the custom tailoring options specified by the owner. Weissach editions aside, this example is the most expensive 918 Spyder delivered.

Further options include the front-end lifter, fire extinguisher, Burmester stereo system, mirror

covers in visible carbon fiber, rear spoiler in visible carbon fiber, vehicle tracking system, Acid Green seat belts, and wheels painted platinum silver. Purchased by a California-based Porsche collector who has maintained the car since new, it has accumulated less than 225 miles and presents in new condition throughout. Recently serviced, the owner has also taken care of any



outstanding recalls. Furthermore, the car includes all of its original delivery accessories, such as the factory photobook, motorsports six-point harnesses, and collection of owner's manuals, booklets, and accompanying literature.

Of the hybrid hypercar trio, the 918 Spyder is undoubtedly the most usable as it beautifully combines its other-worldly performance with comfort, convenience, and the joy of open-top motoring. Without question the most technologically thrilling Porsche to date, the 918 Spyder stands proudly with the likes of the 959. Furthermore, it is a fantastic car to own and enjoy and is a must-have for any collector of vintage and modern Porsche icons.





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## 2011 Porsche 911 GT3 RS 3.8

CHASSIS NO. **WP0AC2A94BS783366**

ENGINE NO. **61B29168**

GEARBOX NO. **2003342**

**\$175,000 – \$200,000**

OFFERED WITHOUT RESERVE

Just 3,625 original miles from new

Desirable second-generation 997 GT3 RS

Numerous desirable options, including PCCB, lightweight battery, and front axle lift kit

Introduced in 2010 to replace the outgoing, first-generation 997-series 911 GT3 RS, the new 997.2 GT3 RS offered a handful of welcome updates over the outgoing model. Chief amongst these was the 3.8-liter Mezger flat-six engine, which added an additional 35 bhp over its 3.6-liter sibling, bringing total output to 450 bhp. It shared the wider 911 bodysell with the Carrera 4 and thanks to a revised front end and large rear spoiler, achieved even greater downforce than the GT3, improving high-speed stability.



Built in September 2010 for the 2011 model year, this GT3 RS was finished in Carrera White with contrasting Guards Red details over a black partial leather interior. Carrera White with Guards Red was the launch color for the model and one of the most desirable color schemes, recalling the iconic Carrera RS of 1973. The car was equipped with several desirable options, including carbon ceramic brakes, the front axle lift kit, instrument surround and rear section of the center console painted to match the interior, and the sound package plus Bluetooth phone interface, lightweight battery, and an aluminum footrest.





According to the accompanying CARFAX report, the car was delivered new to Paul Miller Porsche of Parsippany, New Jersey, and sold to its first owner in Pennsylvania in June 2011. Residing in the greater Philadelphia area, the car was regularly serviced by Porsche of the Main Line in Newtown Square, Pennsylvania, before

being purchased by the consignor as its second owner in 2014. Today, it is offered in wonderful condition throughout, having only accumulated 3,625 miles from new, of which roughly 1,300 miles were added by the current owner. An over-rev report taken in August 2018 shows no over-revs from ranges 3–6.

Having quickly achieved modern-collectable status among Porsche enthusiasts, the 997.2 GT3 RS provides exceptional performance both on the track and on the open road. Well-kept examples are becoming difficult to acquire, and this example will certainly please the most discerning of enthusiasts.







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## 1963 Porsche 356 B 'Sunroof' Coupe

CHASSIS NO. 125136

ENGINE NO. 600530

GEARBOX NO. 65926

COACHWORK BY REUTTER

**\$90,000 – \$120,000**

OFFERED WITHOUT RESERVE

**A wonderful, unrestored, and largely original 'sunroof' coupe**

**Matching-numbers engine and gearbox  
as verified by Porsche Kardex**

**Factory options include rare electric sunroof,  
Becker radio, and Rudge wheels**

**Two owners from new; always meticulously maintained**

**Runs and drives superbly; includes  
receipts for reconditioning**

The 356 was the dreamchild of Ferdinand Porsche, who believed that mating a generously powered engine to a diminutively deft body would produce the ultimate “fun” driver. The lightweight rear-wheel-drive, rear-engine sports car was first built in 1948 in Gmünd, Austria. By 1950 the aluminum body was replaced by a Reutter-built steel-shell and production was moved to Zuffenhausen, Germany. The following year the 356 won its first Le Mans, earning the Porsche icon an exalted reputation both on the street and the circuit. Riding the wave of the model's initial popularity, the ‘B’ series was launched in 1959 and almost 31,000 356 B sports cars were built, before production moved to the ‘C’ series in 1963.

As verified by a copy of the original Porsche Kardex, chassis 125136 left the Porsche factory on 11 July 1963 and remains a matching-numbers unrestored car, which has been lovingly driven and meticulously maintained by only two owners. This car was ordered with the rare electric sunroof, Becker radio with speakers, and leather seats with headrests and seat belts. It also sports a Leitz luggage rack, deluxe horn ring, tinted windshield plus highly desirable Rudge knock-off wheels. Initially purchased by

William Silano, the 356 remained with its first owner for more than 50 years, garaged in the Hamptons at the Silano summer vacation home. In 2014 it was acquired from the Silano estate by the current owner, a Porsche devotee who inducted the 356 into his collection in California where it has been driven sparingly by his wife to Cars & Coffee events as well as local outings.

On inspection, this 356 retains more than 50 percent of its original paint, and the interior is untouched, including the factory headliner, carpets, and lustrous black leather seats. Underlining the authenticity of this example, the three factory-installed radio suppressors and the original voltage regulator are still attached to the engine. It is believed the engine has never







been overhauled, although the current owner can provide receipts for reconditioning, including a clutch and carburetor rebuild.

Coddled since birth, this 356 is in excellent running condition, an enthusiastic starter and non-smoker. Chassis no. 125136 presents with incredibly original aesthetics and the prestigious 356 pedigree, deserving of the appreciation of a Porsche collector who still craves the ultimate "fun."

# 1994 Porsche 911 Speedster

CHASSIS NO. **WP0CB2968RS465265**

ENGINE NO. **62P05218**

GEARBOX NO. **2003074**

**Fewer than 12,000 original miles**

**Striking color-matched alloy wheels**

**Includes original documentation and owner's manuals**

**Porsche Production Specification certificate**

**\$200,000 – \$250,000**

OFFERED WITHOUT RESERVE

The original Speedster from Porsche was the brainchild of American importer Max Hoffman, who envisioned a barebones roadster for the West Coast of the U.S. The original 356 Speedster was a success with its removable windscreen and minimalist folding top.

To close out its Carrera 3.2 in 1989, Porsche revived the Speedster nameplate—but the mission this time was different. Creature comforts took priority. The Carrera 3.2 gave way to the 964 in 1989, which featured an updated 3.6-liter flat-six, aerodynamic bumpers,

an automatically retracting rear spoiler, and a coil-sprung rear suspension that tamed the rear-engine sports car's notorious handling.

For the 1993 model year, Porsche again reprised the Speedster badge with a model that split the difference between the Carrera 2 and the more hardcore Carrera RS. Fewer than 1,000 were built, each with the same raked windshield theme and a modified, manually raised cloth roof that Porsche said was intended for inclement weather situations only. Like other 911 Carreras, the Speedster featured a 3.6-liter air-cooled SOHC

horizontally opposed six-cylinder engine rated at 247 hp. Both five-speed manual and four-speed Tiptronic automatic transmissions were available, and the Speedster could be ordered in either left- or right-hand drive. Nearly half of all Speedsters produced were sent to the U.S.

The 1994 911 Speedster offered here shows fewer than 12,000 miles since being delivered to Sportique Motors in Huntington, New York, in the summer of 1993. Outside, it wears traditional Porsche Guards Red paint that complements the tri-tone silver, grey, and black leather sports



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seats with hard shells found inside. Like other Speedsters, its RS door cards with red pulls are set off by additional red accents on its instrument cluster, its five-speed manual gear shifter, its emergency brake, and even its seatbelts.

This well-optioned 911 Speedster was ordered with full climate control, cruise control, a cassette radio, and a limited-slip rear differential according to both the build sticker under its front hood and its original window sticker. Complementing the car is a set of color-matched Guards Red Cup alloy wheels wrapped in Bridgestone tires.

After staying with its original owner for more than two decades, this 964 was acquired by marque specialist Marshall Goldman. Its current owner bought it in 2015 and most recently treated it to a full servicing in December 2017. It will be delivered to its next owner with a full set of keys, all original delivery paperwork, some service records, and its books and manuals.





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## 1991 Porsche 911 Turbo

CHASSIS NO. **WP0AA2967MS480259**

ENGINE NO. **61M01330**

GEARBOX NO. **2M01358**

**\$225,000 – \$275,000**

Showing just 18,400 original miles

Special-order Meteor Gray over Matador Red leather

\$20,621 in options, including over  
\$11,000 of Exclusive options

Delivered with original window sticker,  
records, books, and tools

Porsche Production Specification certificate

Beneath its streamlined styling, the Type 964 generation Porsche 911 that debuted in 1989 boasted considerable functional and comfort upgrades. Power steering, coil springs in place of torsion bars, and anti-lock brakes did not so much tame the 911 as they did allow Porsche engineers to explore higher limits.

In March of 1990, the 911 Turbo was revived. Under its huge fixed rear spoiler, it used a 3.3-liter flat six derived from the 930 Turbo engine. Revisions reduced its legendary turbo lag, making its 315 hp more accessible. The 964 Turbo was a force to be reckoned with.

It did not use the all-wheel drive of the Carrera 4, but its wider rear track that accommodated 255/40-17 tires gave it improved handling tenacity. The 964 Turbo's beefy haunches gave it a road presence unlike any other 911 before.

Painted in rare paint-to-sample Meteor Gray over special Matador Red special leather upholstery, the 1991 Turbo offered here was special-ordered by an exceptionally discerning original owner. Its build sheet and original window sticker show a staggering \$20,621 in optional extras that pushed its original

list price to \$118,421. It is unlikely that any other 911 Turbo was ordered the same way, making it a true one of a kind. The car's original owner, an attorney in the Washington, D.C., area, was so enthusiastic about his 911 Turbo that he visited the Porsche factory in Germany to watch his car be

completed. A photo of the original owner with Ferry Porsche from that visit will be included with the file.

Functional options included a limited-slip rear differential and a rear window washer. It is not until the 911 Turbo's door is opened that its full





leather interior—extending to its door opening levers, control knobs, seat belt housings, and Turbo S center console—comes into view. Additionally, the 911 Turbo benefits from factory-installed rosewood trim on its dashboard. Its extra-cost sports seats feature partial power adjustment and heating. Like the rest of the 911 Turbo, the interior shows no signs of use and presents in nearly as-new condition.

The 911 Turbo was delivered to its discerning first owner on 30 July 1991, to the Porsche dealership in Arlington, Virginia. Subsequent servicing was handled by Dulles International Motorsports, Limited, through 1999, and then by Hollin Hall Automotive in Alexandria, Virginia, through 2015.

The 911 Turbo wears Porsche-approved Michelin Pilot Sport tires around its Cup wheels with painted center caps that were installed a few hundred miles ago in 2015 by Porsche of Monterey. Auto Strasse in Costa Mesa, California, recharged its air conditioning in September 2016.

This exceptionally preserved, meticulously optioned 911 Turbo will be delivered to its new owner with its original tools, books and manuals, and service records.



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## 1951 Porsche 356 'Split-Window' Coupe

CHASSIS NO. 11260

ENGINE NO. 40274

COACHWORK BY REUTTER

**\$600,000 – \$800,000**

**Very early 'pre-A' split-window coupe**

**Detailed restoration to original specification**

**Finished in its original factory color of Maroon**

**Upgraded with a correct Type 528  
1500 Super engine**

**Rare period Telefunken radio and Hazet tool set**

**Includes copy of original factory Kardex**

The Porsche name has long been associated with Stuttgart and as a maker of light, highly competitive sports cars. History is defined by successes, and the successes of Porsche started in 1950, obscuring the fact that its early beginnings were in post-war Austria, where Ferry Porsche realized his idea of "what a modern sports car should be like."

Impressed by driving lightweight cars, including a supercharged Volkswagen, he set about building an aerodynamic, air-cooled two-seater. The resulting 356, designed by Erwin Komenda and utilizing Volkswagen mechanicals, debuted at the Innsbruck Street Race in 1948. Production then began in Gmünd, Austria, with early 356





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bodies featuring hand-made aluminum bodies. It was a slow start with just 52 examples manufactured for mainly racing enthusiasts in Germany and Austria. Now known as prototypes, the two earliest examples are featured in the Porsche Museum in Stuttgart, while other early survivors are in the hands of dedicated collectors.

The next chapter in Porsche history began on 6 April 1950 when the first coupe 356 left the assembly line in Stuttgart. The new steel body was made by Karosseriewerk Reutter, which had been making limousine bodies since the 1930s and had a reputation for excellent quality. The coachbuilder was a natural choice for Porsche and was to become

the main supplier of Porsche bodies for the next two decades.

Those early cars are denoted by the windshield, which featured a peak in the roof's leading edge and a split front window. They also have the purest design thanks to the slim body-colored bumpers fitted tightly



to the body to accentuate style and aide the slippery aerodynamics that were crucial to overcoming the limited horsepower. The result is a timeless design.

For the 1952 model year, the split screen style ended and then in 1955 was succeeded by the 356 A. The prime mover for what became the most popular version of the car was legendary U.S. importer Max Hoffman, who convinced Porsche that the car needed styling changes to make it cheaper and lighter for amateur racing events. His prediction was right as sales soared after its launch.

The example presented here is a very early 'pre-A' European coupe. Featuring the split windscreen and body-to-bumper styling, it was delivered new to the Schmidt & Koch dealership in Bremen, Germany, in 1951. A copy of the original factory Kardex confirms it was finished in maroon with grey interior. It later passed to Tom Birch in the early 1970s, a leading light in the 356 split-window registry and a key figure in helping preserve the early cars. He used it as his daily driver until the 1980s when it passed to Jim Jenks, founder of the famous Ocean Pacific surf clothing and apparel company.

The next owner, Dieter Vongehr, had founded a specialist Porsche garage in San Diego and was a



high-profile member of the Porsche Club of America. He carried out a sympathetic restoration and upgraded the engine to a correct-type, but slightly later 1500 Super unit from 1953. The car is also fitted with the correct 'crashbox' transaxle. It then passed to the fabled Ingram Collection in Durham, North Carolina, which contains perhaps the finest examples of Porsche cars outside of the factory museum.

The current owner sent the car to Emory Motorsports which has restored Porsche Works cars, including the 1951 Le Mans winner. The firm was tasked with returning the car to its original period specification down to the



last detail. Their meticulous work included commissioning Autobahn Interiors to recreate the seats and doorcards based on original Reutter factory records. It features the correct grey vinyl and cloth seats with close-woven carpets. Dominating the dashboard is the correct period six-volt Telefunken ID51 tube radio with AM and SW, programmable by perfect ivory pre-selective pushbuttons. It also features the

early steering wheel, which is unadorned by the Porsche emblem that featured on the later cars. Affixed to the spare wheel is also a rare and complete Hazet tool set.

Cherished by a series of marque connoisseurs, this 356 is perfect for historic touring events and ideal for a collector seeking a very early example of the Stuttgart split-window cars.



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## † 1985 Porsche 959 Prototype

CHASSIS NO. **WP0ZZZ93ZFS010007**

ENGINE NO. **65F00016**

SERIAL NO. **F7**

**\$1,300,000 – \$1,600,000**

**The seventh of twelve prototype 959s,  
one of perhaps three or four survivors**

**Used by Porsche for testing and development**

**Formerly owned by Vasek Polak**

**Recent major service by Porsche Centre Reading**



The story of the Porsche 959 is one that is well known and one that symbolizes the Porsche company ethos over the course of the last 70 years. Continually looking to push the envelope in terms of both technology and performance, the 959 was born of the company's relentless pursuit of perfection. This was a car that once again reaffirmed Porsche as the leader in the sports car industry, as a company that stayed true to its roots but one that was never afraid of innovation.





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## F7

Within the realm of 959 production, our subject car falls into the earliest group of development cars, as an 'F-series' prototype. These came before the 'V-Series' pre-production cars and 'N-Series' pilot vehicles. Twelve F-Series prototypes were built, and all are easily discernable from one another. This example was the seventh built, one of two built in Ruby Red. The other Ruby Red F-Series prototype was F2, which (like prototype F1) bore no air intakes on its rear arches due to its earlier 1983-spec body shape, while F7 bore more conventional 959 bodywork.

Prototype F7 was earmarked for testing of electrical systems and hot weather testing and was used for these purposes by Porsche on the U.S. West Coast and in Europe. A number of photographs of the car in testing exist and can be seen in Jürgen Lewandowski's book *959: The Art and Car*, including one photo of it posed alongside a 911 with the Golden Gate Bridge in the background and some with the car covered in snow. Furthermore, other photographs show the car with several different interior configurations, including having different seats fitted and an interior



completely stripped of leather. During this time, the 959 certainly saw extensive use by Porsche engineers to ensure that the systems it tested would be ready for full production in a few months' time.

Most prototype vehicles owned by Porsche are sadly destroyed at the end of their testing period rather than being placed into storage or sold off

to private customers, and this proved to be the case with the vast majority of the F-Series 959s. However, F7 is one of the few that escaped. At the end of its testing regimen, the car returned to Stuttgart where it was retrimmed. It is believed that at this point, noted Porsche importer and dealer Vasek Polak was made to purchase F7 along with its sister cars F6 and F9, under the premise that it would be fully restored, rebuilt,



and converted to production specification to be sold as a customer car. However, Polak refused this and purchased the car outright, insisting that no work be done on the cars prior to him taking possession. As a result, Polak was required by Porsche to never sell, race, or register the car for road use unless it was fully refurbished by the factory.

#### **POST-FACTORY OWNERSHIP**

Under this agreement, F7 was imported to the U.S. for display purposes only, where it was then put on display at Polak's headquarters in 1988. There it remained until roughly 1990 when it was shipped to Japan to be put on display at the Matsuda collection. Following Polak's

passing in 1997, the car was sold from his estate the following year to Belgium. There it remained until 2000 when it was brought to the UK after being purchased by Minesh Ruparelia of Leicester and was registered for road use at that time. After passing through James Mackie of Ascot, the car was purchased by Phillip Taysom in 2002. Taysom subsequently spent





roughly £50,000 on returning it to running condition through servicing at both Gantspeed Engineering in Lincolnshire and Porsche Centre Reading.

Purchased by its current custodian in 2007, the car remained mostly in static storage in his ownership, and retains many of its original prototype features, differentiating it from its production brethren. A detailed list of differences compiled by Mr. Taysom illustrates exactly what differs from F7 and the production cars. This includes the absence of power steering, a fuel filler cap, ride height control, rear seat backs, the passenger side wing mirror (as was the case with all prototypes), alarm, a windshield washer, and white magnesium wheels.

Conversely, the presence of a chart showing ancillary test circuits to the glove box, an earlier style drive-control stalk, additional wiring underneath the passenger seat, and hard mounting points for electronic equipment next to the rear seats also help to differentiate F7. Putting the car on a lift shows that two plaques riveted to the undertray are present, both stamped "F7," along with a piece of masking tape stuck to the undertray, with "959 F7" written on it in black magic marker. This clearly was done during the car's period of testing by Porsche to help differentiate it from its sister prototypes.





In the summer of 2018, F7 was sent to Porsche Centre Reading for a major service. It is worth noting that Porsche Centre Reading is the headquarters for Porsche Cars Great Britain and the only factory-certified 959, GT1, Carrera GT, and 918 Spyder service center in the UK. With invoices totaling to over £25,000, all fluids were changed along with a front axle gear change, replacement of front suspension dampers, a new battery, and new engine bay hood struts. Furthermore, a correct jack, manual, and service book were purchased for the car at this time. Invoices for this work, as well as invoices for previous work carried out by Porsche Centre Reading and Gantspeed Engineering, are included in the car's history file.

It is well known that prototypes built by Porsche are often destroyed at the end of their period of testing and only a precious few prototypes have escaped this fate, F7 being amongst them. Of the 12 F-Series prototypes, only three or four are believed to have survived, and F7 is thought to be the only running and driving example, leaving it as perhaps the earliest running and driving 959 in existence. Its significance in the history of the 959 cannot be ignored and remains today as one of the most interesting 959s in existence. It would be an astute acquisition for any collector, and it would surely be welcomed at a variety of events worldwide, where it would undoubtedly garner much attention.



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# 1973 Porsche 911 Carrera RS 2.7 Touring

CHASSIS NO. **9113600463**

ENGINE NO. **6630393**

GEARBOX NO. **7830455**

**\$650,000 – \$750,000**

**Highly sought-after first-series example**

**An exceptionally well-presented  
Carrera RS Touring**

**Retains its original chassis, engine, and gearbox**

**Wonderful original color scheme; highly optioned**

**Offered with owner's manual,  
spare, tool roll, and jack**

Along with the spritely Speedster and whale-tailed Turbos, the Porsche 911 Carrera RS of 1973 is among the automaker's most recognizable and desirable models.

When in 1972 the FIA effectively pushed the fearsome, Le Mans-winning Porsche 917 prototypes off the stage by limiting engine displacement to 3.0 liters, the company had to fall back on its bread-and-butter production cars to compete in the World Championship of Makes. The 2.4-liter 911 S was not deemed strong enough for competition, so Porsche decided to upgrade it with a 2.7-liter engine, with larger wheels and other modifications to match.





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Those included flared rear quarter-panels and an intriguing rear spoiler that became known as the "ducktail." This device had been proven in wind-tunnel and track testing to greatly reduce the rear-end lift generated by the 911's slightly recessed rear window.

The new model, branded the Carrera RS, was duly homologated with the construction of 500 examples to meet the new class rules. These would serve as the basis for even more potent versions as the ferocious Group 5 2.8- and 3.0-liter RSRs that would come to dominate GT racing, especially in the U.S. The new RS 2.7 was introduced at the 1972 Paris Auto Salon to rave reviews, and the first 500 cars quickly sold out (and remain highly sought after still). Despite the Sales department's reluctance to approve a second production run, another group of 500



cars was built, and then a third run, in spite of the factory sharply increasing the retail price each time. Most of the second and third production runs were delivered as "Touring" versions, retaining the interior trim and comfort features of the 911 S.

In total, 1,590 examples were built (including "Homologation," or "H" cars) and sold, enough to qualify the model for Group 3, standard GT production cars. Today, the 1973 911 Carrera RS 2.7 is one of the most coveted sports cars on the planet.

The RS 2.7 offered here was originally delivered to Brazil, finished in Light Ivory with black leatherette Sport Seats, and with its black 'negative' Carrera script applied soon thereafter. It was fitted with metric instruments, including a 250 kph speedometer, and numerous options, including limited-slip differential, radio with power antenna, heated rear window with

two-stage tinting, head rests for both seats, fog lamps, an engine bay light, safety belts, air conditioning, and both an electric sunroof and electric windows. Interestingly, the car also includes a copy of its import/taxation document from 1973 that notes the original specifications and options from when the car was first delivered to South America.

The Carrera RS would reside in Brazil for most of its life, including two decades with father-and-son restorers in São Paulo, who reportedly completely rebuilt it for their personal enjoyment. After it was brought to the U.S. in April 2006, and sold to Cal Turner of Nashville, Tennessee, next changing hands in 2009 to a California enthusiast who drove it regularly. It was subsequently sold to the previous owner in 2015 and then by the current owner shortly thereafter. Since acquisition, the owner embarked on freshening the Carrera RS to bring it up to a higher caliber of overall performance and presentation.



Today the 911 is offered with an English language owner's manual and assorted documentation in a correct pouch, spare wheel and compressor, and tool roll and jack. Built during the initial run of 500 examples, this exceptional first-series '73 Carrera RS 2.7 is an ideal acquisition for the Porsche aficionado—or any enthusiast, for that matter.





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## 1994 911 Turbo S X85 'Flat-Nose'

CHASSIS NO. **WPOAC2967RS480442**

ENGINE NO. **61R01064**

GEARBOX NO. **2003847**

**\$600,000 – \$750,000**

**One of only 39 U.S.-spec 'Flat-Nose' 964 Turbo S coupes**

**Single-owner example; 9,921 original miles**

**Accompanied by tool roll, accessories, and copy of window sticker**

**Porsche Certificate of Authenticity**

As Porsche wound down production of its 964 Turbo in late 1993, a final batch of uncommitted coupes was sent to Porsche Exclusive for conversion to 'S' specification. That meant they were all equipped with the 'Works Increased Horsepower' X88 engine option, uprated with a larger KKK turbocharger with increased boost, a more efficient intercooler, modified cylinder heads with larger ports, increased-capacity fuel injectors, and more radical camshafts with advanced engine timing.

The M64/50S X88 was an air-cooled flat-six that delivered 385 hp at 5,750 rpm, 25 more than the standard 3.6 Turbo. Torque was increased to 384 foot-pounds and was available much lower in the rev range, which helped resolve the lack of urge at





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lower boost levels. All the X88 engines carried that special designation stamped on their alloy case, and it is believed that just 155 of these uprated engines were produced. Power was fed through a G50 five-speed manual transaxle with a ZF-sourced 40 percent locking differential. These cars were all fitted with standard 3.6 Turbo suspension, including 21- and 22-mm anti-roll bars in front and rear, respectively; and Boge shocks and struts. Engineer/racer Roland Kussmaul lowered the ride height by about an inch and a half to enhance handling.

Porsche produced these special 964-based Turbo S coupes in several distinct varieties. Besides the standard Turbo S, there would be four different Exclusive versions, depending on where they were to be sold; these were designated as Option X83, X84, and X85, the last of which was available in two flavors. Most were given variations of the exotic, hand-fabricated, and thus very expensive 935-like 'Flat-Nose' (or Flachbau) bodywork. There were 10 X83s sold to Japan, 27 X84s offered to Rest of the World buyers, and 39 examples of the X85 version with flat-nose front ends were sold to the U.S. An additional 17 X85s were delivered with standard 964 Turbo sheet-metal and vertical headlights, dubbed 'Package' cars.



The American-market Turbo S coupes ordered with the X85 'Flat-Nose' option added an additional \$60,000 to the Turbo's \$99,000 base price. These incorporated 928/968-style retractable headlamps; standard Turbo sheet-metal, asymmetrical 959-style air intakes on both rear quarter-panels, a special front air splitter, a louvered rear wing that enclosed the intercooler, quadruple exhaust tips, and 18-inch-diameter 'Speedline for Porsche' modular light-alloy wheels, 8-in. wide in front and 10-in. at the rear, shod with 225/40 and 265/35 high-performance tires, respectively.

The powerful X88 engine was derived from the IMSA 3.6 race motors built by Andial for Florida-based Brumos Racing for the Bridgestone North American Supercar series. All of these Turbo S variants are brilliant performers, serving up sub-four-second 0–60 acceleration times and covering a standing quarter-mile in about 12 seconds.

The 911 Turbo S X85 'Flat-Nose' on offer was completed just before Christmas on 22 December 1993. The 911 left the factory completed in Black Metallic with a Cashmere Beige/Black full leather interior. All X85s were heavily optioned, and this



car is no exception, featuring Porsche floor mats in Cashmere Beige, Dark Root Wood shift lever knob, leather ignition/door key, Turbo 'S' 'Flat-Nose' package, light alloy polished wheels with Porsche crest rim caps, head restraint with Porsche crest, driver and passenger lumbar support, electric sliding sunroof, remote six-disc CD changer, and supple leather seats. A left-hand-drive example

destined for North America, the car's port of entry was Charleston, South Carolina, from which the car was then trucked across the U.S. to San Diego, California, where it was sold through Pioneer Centres Porsche. In all, with options, accessories, vehicle preparation, and destination charge, the car originally stickered for an incredible \$169,273.



An original example, this car remains as it left the factory. According to the car's CARFAX report, this is a one-owner example from new with the odometer reading 9,921 original miles at the time of cataloguing. It is supplied with its factory tool roll, Vredestein spare tire, and road-side work gloves. Additionally, it is accompanied by its Porsche-issued Certificate

of Authenticity, a copy of its original window sticker, 911 Turbo 3.6 repair manual, 911 Turbo 3.6 sales brochures, period promotional materials, and even spare Turbo S decals. The Porsche manual folio houses the owner's manual, period Porsche dealer directory, Porsche customer commitment pamphlet, operation guide, and six-disc CD player supplement.

With only 39 examples of the Turbo S X85 'Flat-Nose' produced, they have always been highly sought after by collectors, and for that reason rarely come to market. This example would make an excellent addition to any discerning Porsche collection looking to add one of the rarest, most powerful, air-cooled 911s ever produced.



# 1969 Porsche 911 E Coupe

CHASSIS NO. **119220874**

ENGINE NO. **6291719**

GEARBOX NO. **7192438**

**\$125,000 – \$150,000**

OFFERED WITHOUT RESERVE

**Restored in the original, rare, and unusual Bahama Yellow**

**Retains its original fuel-injected engine**

**Porsche Production Specification certificate**

Marketed by Porsche as the most luxurious and comfortable model in the 911 range, the 911 E slotted right in between the 911 T and 911 S, replacing the one-year-only 911 L. 'E' stood for *Einspritzung*, German for "injection," as the 911 E was fitted with mechanical fuel injection, rather than carburetors which could be found in the 911 T and 911 S. Nineteen sixty-nine would be the first year for the 911 E, and it remained in production through 1973.

According to its accompanying Porsche Production Specification certificate, this 911 E was originally finished in the very desirable

color combination of Bahama Yellow over a black leatherette. Furthermore, it was not fitted with a sunroof. Equipped with tinted glass, an antenna, loudspeaker, and Michelin tires, it was completed by the factory on 13 May 1969 prior to being delivered new to California, where it is believed to have spent the majority of its life.

In 2014 the car was subject to a full restoration, returning it to its original Bahama Yellow with contrasting white "Porsche" lettering on the doors. Shortly thereafter, the car was shipped to Gilson MotorSports of Troy, Michigan, where several updates were made, including an update

to the timing chain tensioner, tie rods fitted from the 911 Turbo, and an upgrade to the throttle bodies and linkages. Additionally, it is important to note that the car retains its original engine but is fitted with a replacement gearbox of the correct type.

Still residing in California today, the 911 E presents wonderfully throughout, a testament to the quality of its restoration. It would surely be a lovely example to drive and enjoy, thanks to its vibrant original color and the recent mechanical updates.





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## 2016 Porsche 911 GT3 RS

CHASSIS NO. WP0AF2A90GS192773

**\$175,000 – \$225,000**  
OFFERED WITHOUT RESERVE

**Finished in stunning paint-to-sample  
non-metallic Azure Blue**

**Single ownership and less than 68 miles since new  
Extensively optioned; includes original owner's manuals  
An incredible race-inspired GT3 RS in pristine condition**

Porsche's now famous RS moniker reappeared in 2015, indicating a special, racing-inspired version with a generous amount of racing components. The 991-generation 911 GT3 RS exudes power and performance aesthetically with unique front fender louvers, rear side-quarter intakes, and most notably, a large adjustable rear wing. Lightweight materials such as carbon fiber fenders, engine cover and trunk, as well as a magnesium roof are utilized on the GT3 RS to enhance performance by reducing overall curb weight.

The GT3 RS is much more than an appearance package, delivering blistering performance via a potent, naturally aspirated 4.0-liter flat six-cylinder engine developing 500 hp at 6,250 rpm and 384 foot-pounds of torque shifted seven-speed Porsche Doppelkupplung (PDK) automatic transmission.





This 2016 GT3 RS was purchased new by its current owner who kept it in his collection, driving it sparingly, accumulating only 67 miles. Special ordered, paint-to-sample from Porsche in non-metallic Azure Blue complimented with silver painted wheels and Porsche Ceramic Composite Brakes with yellow calipers, this GT3 RS is stunning and appears as-new. The interior is fitted with black seats upholstered in leather and Alcantara, accented with optional contrasting Deviated Thread and Azure blue dash accents. Other desirable equipment ordered on this car includes an extended range, 23.9-gallon fuel tank, front axle lift system, sound package plus, fire extinguisher and Navigation Module LED headlights in black with Porsche Dynamic Light System featuring instrument dials in white.



Virtually new, this one-owner, 67-mile GT3 RS reflects pride of ownership and the fastidious care bestowed upon it during its original and current owner's stewardship of this highly coveted high-performance Porsche.

One of the finest examples of this model available and in pristine original condition with many desirable options, this GT3 RS presents a unique opportunity for even the most discerning collector to acquire a truly exceptional Porsche.



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# † 1985 Porsche 959 Paris-Dakar

CHASSIS NO. **WP0ZZZ93ZFS010015**

ENGINE NO. **6380621**

**\$3,000,000 – \$3,400,000**

**Campaigned at the 1985 Paris-Dakar by three-time winner René Metge**

**One of three Works-supported entries in the 1985 Paris-Dakar Rally**

**One of seven developmental examples; five of which are retained by Porsche**

**Driven at the Goodwood Festival of Speed by celebrated Porsche driver Jacky Ickx**

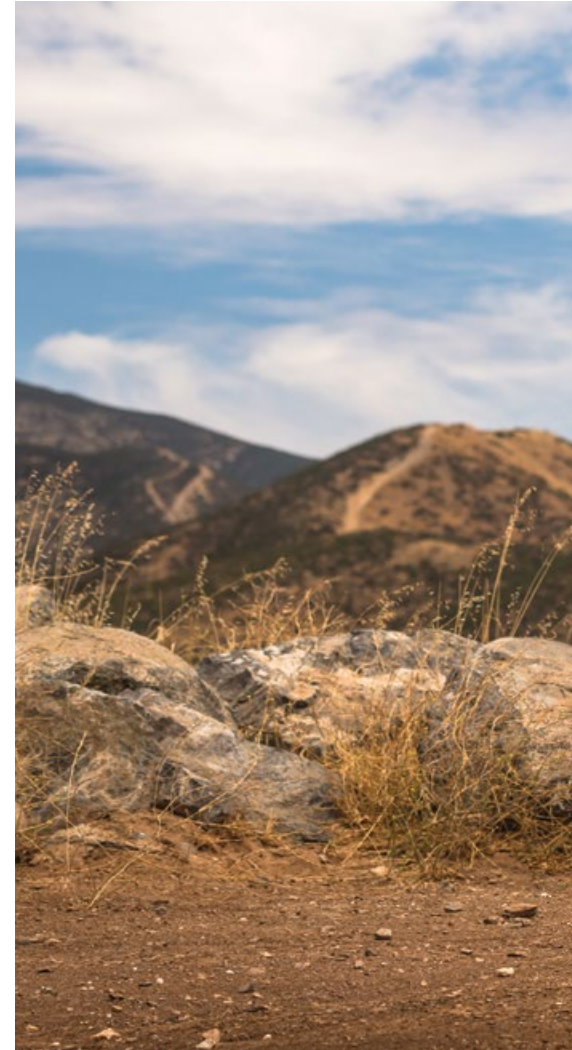
**Class winner at the Amelia Island Concours d'Elegance  
and Quail Motorsports Gathering**

**Displayed at the Royal Automobile Club in London, UK**

**Invited to the Petersen Automotive Museum's *The Porsche Effect* exhibit**

**Presented in its original 1985 Rothmans livery**

**An important and authentic cornerstone of a Group B legend**







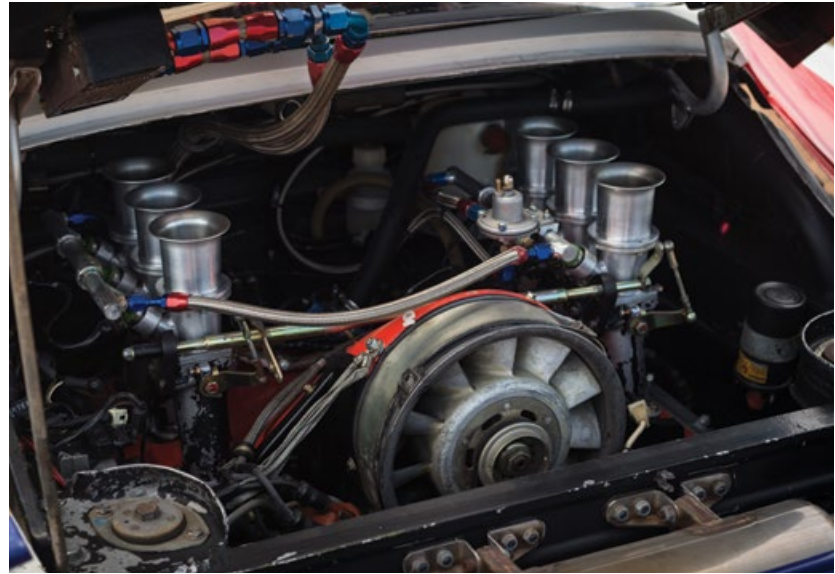
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## GRUPPE B

Despite the enormous success of its production-based race cars throughout its history, Porsche rarely developed such models as official factory entries, preferring instead to support them in the hands of privateer customers. One of the notable exceptions occurred in the mid-1980s with the advent of one of Stuttgart's most celebrated and advanced models, the 959.

The twin-turbocharged 959 production car, which competed with the likes of the Ferrari F40 in the first wave of modern supercars, was originally conceived in a 1981 meeting between Porsche chief engineer Helmut Bott and the recently hired president of the company, Peter Schutz. Bott had long imagined the ultimate ends to which the 911 might be developed, and Schutz approved an idea to explore that end through the exciting Group B competition class, where Audi, Ford, and Peugeot were proving the racing capabilities of new production technologies like all-wheel-drive and small-displacement turbocharging.

At the Frankfurt Motor Show in late 1983, Porsche unveiled a concept car called the Gruppe B that



indicated the manufacturer's intention of joining the fray of the formula-free racing format. Finished in all white with dramatically overhauled 911 styling, the Gruppe B concept was envisioned with a twin-turbocharged flat-six engine lifted from the company's shelved Formula 1 effort of 1980, a motor itself derived from the 935/78 Moby Dick powerplant.

While this engine would eventually see use in the

production examples and later racing derivations of the 959, the Group B's homologation rules required 200 examples to be produced, so the new model was initially built from a highly modified 911 SC powered by a naturally aspirated 3.2-liter Carrera motor. As the Group B class evolved to more comprehensively embrace rallying over the following year, Porsche brass realized the format might not be the testing ground for the 959 that was originally envisioned.

## FROM PARIS TO DAKAR

Around this time, however, the longtime Porsche driver Jacky Ickx clarified his interest in developing a 956-based entrant in the Paris-Dakar Rally, which he had previously campaigned in a Mercedes-Benz 280 GE Geländewagen. Ickx was already driving Porsche 956 examples to great success for the Rothmans team, and Porsche welcomed his ability to bring sponsorship and corresponding development funding, an attractive combination of factors for the 959's evolution.

Under the Rothmans banner, Ickx fielded a Porsche team of three cars at the 1984 Paris-Dakar Rally. Based on the 911 SC RS, but internally classified as the Type 953, these cars were fitted with manually controlled four-wheel drive, and the standard 911 bodywork was modified with the substitution of aluminum doors, deck lids, and plexiglass for optimum weight reduction. To the great surprise of the entire field, René Metge and Dominique Lemoyne drove their car to outright victory, while Ickx and Claude Brasseur claimed 6th, and the third car finished in 17th place. Incredibly, all three cars completed the grueling 7,500-mile race.





For the 1985 running of the Dakar Rally, Porsche unveiled three of the first purpose-built 959 examples, employing a new chassis and coachwork in the style of the Gruppe B concept. The featured example, chassis 010015, was one of these three entries. These cars were again powered by the naturally aspirated Carrera engine, but now featured fully developed all-wheel-drive

components, and numerous computer-governed systems. Unfortunately, all three cars retired with mechanical issues, including the feature car's failure of an oil line about halfway through the race. Its sister car, driven by Ickx and Brasseur, would even hold the overall lead before hitting a large rock and retiring. The third 959 of Mass and Kiefer did not finish after an early accident.

After the 1985 event, Schutz and Bott doubled-down on their commitment to the Paris-Dakar the following year by finally introducing the originally conceived turbocharged engine to the 959 and smashing the competition at the 1986 race with a 1-2 finish (with the third support car finishing in 6th). While the street version of the 959 soon received the adulation of supercar enthusiasts

everywhere, the rare Paris-Dakar examples produced from 1984–1986 were the true cream-of-the-crop for most Porsche racing experts. The 959 Paris-Dakar model has commensurately evolved into one of Stuttgart's most desirable competition cars, as the purest distillation of Helmut Bott's original concept for the ultimate all-wheel-drive Porsche.

### CHASSIS NUMBER 010015

Ultimately, seven such development 959 rally cars were produced. Three each for 1985 and 1986, respectively, as well as one Le Mans prototype, dubbed the Type 961. Of these examples, five have been retained by the Porsche motorsports department or museum, while one car was later



destroyed and subsequently sold as a bare shell. This incredible piece of Porsche development history is otherwise the only complete 959 rally car in private hands.

This historically significant developmental example of the 959 claims important competition provenance, and long-term private ownership. Chassis no. 010015 is one of three cars

prepared specifically for the 1985 Paris-Dakar Rally. To satisfy homologation requirements, these 959 test mules were developed from 911 SC chassis and then substantially modified to 959 specifications. Incorporating the naturally aspirated 3.2-liter Carrera engine, all three cars were fitted with a new heavy-duty suspension and electronically administered four-wheel drive.

Entered as #186, this 959 was piloted by 1984 champions Dominique Lemoyne and René Metge, the latter of whom had also won the Dakar Rally in 1981 and would win a third time a year later in 1986. Unfortunately, 1985 was not to be the year for Porsche, with this car winning two stages before suffering a ruptured oil line, forcing its withdrawal from the rally.

Following the 1985 Paris-Dakar campaign, chassis 010015 was shelved from further competition use, and eventually entered a short chain of private ownership. Acquired by the consignor, a respected collector based in Virginia who has owned an enviable collection of great sports-racing cars, the 959 joined his collection of other notable racing legends. The Porsche was enjoyed for three consecutive years at the Goodwood Festival of Speed from 2004–2006, where it was also driven by Mr. Ickx and his daughter Vanina. In 2008, the 959 won its class at the Quail Motorsports Gathering in Carmel Valley, California, and soon after it was displayed in the lobby of the Royal Automobile Club in London.

Currently prepared for future use at vintage events, chassis no. 010015 is fitted with engine



no. 6380621, a correct 3.2-liter Carrera motor. An authentic period 959 Dakar motor that was probably used in the actual 1985 rally, engine no. 09-01005, also accompanies the car. As an authentic Rothmans team 959 used in the 1985 Paris-Dakar Rally, this car is one of but a small handful that established Porsche's supremacy in the field of all-wheel-drive supercars. The future caretaker can expect a warm welcome at international concours d'elegance and Porsche events, or enjoy the 959's blistering performance at vintage racing events and exclusive rallies.

Chassis 010015 displays overwhelming authenticity in its original 1985 Rothmans Paris-Dakar livery and would handily crown most any collection of Porsche competition cars. Dedicated Weissach enthusiasts are invited to consider what will undoubtedly be an unparalleled acquisition.

*Following the sale, this car has been invited to participate in the Petersen Automotive Museum's continued display of The Porsche Effect through April 2019 – a monumental exhibition that documents Porsche's impact on contemporary visual culture through a curated set of vehicles within the Mullin Family Grand Salon. For further information, please refer to an RM Sotheby's representative.*





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## 1960 Porsche 356 B Super 90 Coupe

CHASSIS NO. 112930

ENGINE NO. 801199

COACHWORK BY REUTTER

**\$140,000 – \$160,000**

OFFERED WITHOUT RESERVE

Recently completed, fully documented,  
high-quality restoration

Matching-numbers 1600 Super 90 engine

Past participant in the modern La Carrera Panamericana

Eligible for many vintage racing events

Race prepared and street legal

Porsche Certificate of Authenticity



The Porsche Type 356, introduced in 1948, is widely considered to be one of the world's great sports cars. Over a 15-year production run, the handsome and durable 356 evolved from a streamlined little aluminum-bodied coupe powered by a VW-derived, 46-hp, 1,100-cc air-cooled flat-four. A "Super" model with raised compression added an extra 15 bhp over the standard version, while the even hotter Super 90 added 30 bhp – a full 50 percent more power than the base car.

The 356 B, produced from 1960 through 1963, represents the mid-point in this design's progression. In what is known as "T5" form, the B introduced new front and rear sheet-metal, while retaining the curved front trunk lid and rounded fenders of the A series. The headlamps were raised, a larger hood handle added, and front vent windows appeared in the doors. Mechanically, the gearbox and drum brakes were upgraded. A new steering wheel and column refreshed the interior, along with redesigned rear seats.





This attractive 1960 356 B Super 90 coupe was prepared, raced, and enjoyed for many years by avid vintage racer and motorsports enthusiast German Botero. This race-prepared Porsche also has the distinction of having participated in the modern La Carrera Panamericana long-distance rally. Botero passed ownership to collector Juan Hinestrosa in 2013, who commissioned Porsche specialists P4 Motorsports and Champion Motorsport in Florida to perform a full restoration. The restoration process included stripping the car down to bare metal with all body work leaded. Every nut and bolt was carefully restored with no expense spared, taking the team two years to complete. The original 1600 Super 90 engine has been completely rebuilt to original specification, neither over-bored nor re-sized. The car's current owner has driven it only 500 miles since the restoration, reporting that it has been properly sorted and ready to enjoy on the track as well as the street.

Finished in its striking original color scheme of Ivory with red leather interior, this Super 90 is prepared for vintage racing with equipment such as roll bar, red racing stripe, leather hood and trunk straps, nerf bars, wood steering wheel, racing harness, and more. Ideally suited for club events, rallies, vintage racing, or spirited driving on winding roads, this 356 B Super 90 exudes character with period racing panache.





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## 1989 Porsche 911 Turbo Cabriolet

CHASSIS NO. **WPOEB0932KS070197**

ENGINE NO. **68K00349**

GEARBOX NO. **2K00760**

**\$225,000 – \$275,000**

OFFERED WITHOUT RESERVE

Single ownership for 27 years; only 1,337 miles since new

Immaculately preserved time-warp example

Porsche Production Specification certificate

The 930 generation of the Porsche 911 is amongst the most iconic and recognizable of the marque, much in part due to its defining role in 1980s popular culture. The Turbo cabriolet model featured in period MTV music videos, an episode of *Miami Vice*, and had a star role in the Sam Elliott movie *Shakedown*. The star credentials were matched by Porsche's technical improvements to what would be the final incarnation of the 930. The main developments were a hydraulic clutch mated to the new and improved G50 five-speed gearbox plus a new engine management system. The gearbox allowed greater use of the prestigious torque from the 282-bhp turbo-charged engine. It is unlikely this extraordinary example has fully used its potential.







The original Bill of Sale with the car details exactly how it was ordered. Finished in classic Guards Red over Cashmere Beige and Black leather with matching tan carpets, it was shipped to the Porsche dealer Sun West in St. Petersburg, Florida, and first registered in March 1989. Options included an Alpine CD radio mated to a six-speaker audio system with amplifier and a raised steering wheel hub. Standard equipment included a power

convertible top, electric seats, and heated mirrors. The last feature is unlikely to have been used as the car remained in Florida with its original owner until April 2016 when it was transported to California.

Today, it remains in exceptionally original condition throughout. The paint still shines beautifully, the forged Fuchs alloy wheels are unblemished, the deep interior carpets remain untouched in

protective covering, the space-saver spare tire is unused, and the rubber wing protector around the fuel filler is still in place. The car comes with its original window sticker, books, and tools. In April this year, the car was subject to a major service at Porsche Riverside. Beautifully presented in highly original condition having covered only 1,337 miles from new, it would be difficult to find a more impressive 930 Turbo Cabriolet.

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⌘ **2011 Porsche  
911 GT2 RS**

CHASSIS NO. **WPOAE2A91BS778099**

ENGINE NO. **62B30846**

GEARBOX NO. **2002354**

SERIAL: **336/500**

**\$700,000 – \$800,000**

**Only 894 miles from new**

**One-off factory specification; finished in  
Guards Red, the rarest GT2 RS color**

**Very rare combination of carbon fiber front  
fenders and carbon fiber bucket seats**







As if the standard 997-generation 911 GT2 was not fast enough, Porsche decided to give the model one final send-off before the introduction of the 991, and it was decided that the GT2 would receive the full RS treatment.

Shedding a further 154 lbs. from the 3,175 lbs. curb weight of the standard GT2, the GT2 RS utilizes additional carbon fiber body panels to help reduce unnecessary weight. At its heart is a new version of the twin-turbo, four-cam six-cylinder developed for the GT1 Le Mans race car. This has been fitted with new four-valve heads, Variocam-Plus, and variable-turbine technology. All this brings the engine's output to an incredible 620 bhp and 516 foot-pounds of torque.

This increase in power output, decrease in weight, and special attention paid to

aerodynamics (highlighted by the GT2 RS' imposing bi-plane rear spoiler) allowed for drastic increases in performance. As per Porsche itself, a sprint from a standstill to 60 mph would take just 3.3 seconds, but many reviewers believed that to be a very conservative estimate. If one was brave enough to continue accelerating, 100 mph would be reached in less than seven seconds, leading the GT2 RS to a top speed of 209 mph. The performance was reined in through the Porsche Ceramic Composite Brake system, the PASM adaptive suspension, and stability control. Perhaps the car's most impressive performance figure was its lap time around the Nürburgring Nordschleife: 7 minutes and 18 seconds, faster than even the Porsche Carrera GT, Ferrari 488 GTB, Maserati MC12, Bugatti Veyron 16.4, and Lexus LFA Nürburgring.





With production completed on 2 December 2010, this GT2 RS is said to be one of only 142 examples destined for North America of 500 GT2 RS' built, bearing serial no. 336. It left the factory sporting classic Guards Red paint over a solid black full leather interior and was fitted with a plethora of desirable options from the factory. These included the carbon fiber front fender, carbon fiber bucket seats, wheels painted black, clear tail lights, Sport Chrono Plus Package, PCM with Navigation and Bluetooth connectivity, the thicker three-spoke steering wheel in leather and Alcantara, and both the PCM package and center console painted in Guards Red – along with a handful of other options.



As per the consignor's own research, this is one of only 33 examples built with the carbon fiber front fenders and carbon fiber bucket seats – the ultimate lightweight specification and the most desirable to collectors. Further, this is the sole example built with these options in Guards Red with black wheels and the solid black interior. Very well kept and preserved throughout its life, this GT2 RS has only been driven just 894 miles from new. Today, it presents wonderfully both inside and out, showing few signs of wear in keeping with its exceptionally low mileage.



Even today, the 997 GT2 RS remains the highest-horsepower manual transmission car ever built by Porsche. As such, it will remain a landmark model not only within the 997-family of 911s, but within the scope of 911 production in general. Having only been driven 894 miles from new, this is a wonderful example and the perfect opportunity to experience one of the most radical road-going Porsche 911s.





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# #1983 Porsche 956 Group C

CHASSIS NO. 956-110

**\$5,250,000 – \$6,750,000**

*Please note that this lot is offered  
on a Bill of Sale only.*

**Overall winner of the 1983  
Brands Hatch 1000 KM**

**Overall winner of the 1983  
Can-Am Road America**

**The only 956 to compete and win  
on American soil in period**

**Two-time 24 Hours of Le Mans  
competitor in 1983 and 1984**

**Successful racing history with the  
legendary John Fitzpatrick Racing**

## PORSCHE TYPE 956

Porsche's dominance of international prototype sports car racing in the early 1970s faced new challenges as other manufacturers upped their game. The incredible five-liter, twelve-cylinder normally aspirated 917s had been regulated out of existence, replaced by the open-topped 936 that utilized a 2.65-liter turbocharged flat-six, originally created for Porsche's short-lived Indianapolis project. This engine, designated the 935/76, gave Porsche a third consecutive victory at Le Mans in 1981.

**Driven by John Fitzpatrick, David Hobbs, and  
Derek Warwick, amongst other greats**

**The most original surviving example  
of the nine WEC privateer 956s**

**Documented history from new; returned to  
1983 Le Mans livery in 1984, post LM**

**Only three private owners; current tenure  
in prestigious UK collection since 2002**

**To be featured in the upcoming *John  
Fitzpatrick Porsches* book by Mark Cole**





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Then, at the end of the 1981 racing season, the rules changed. The FIA replaced Groups 1 through 7 with new categories: A, B, and C, with Prototypes falling into the latter. Although rules for these new Prototypes were loose, there were limits on their size and fuel consumption. The new regulations also demanded that the forward-most section of their undersides be flat, as to limit their ground-effects capability.

Within two weeks of the announcement, Porsche began design work on its first new prototype race car in a decade and utilizing a monocoque type chassis for the first time. The team comprised of development engineer Norbert Singer, engine specialist Valentin Schäffer, body/chassis engineer Horst Reitter, and racing manager Peter Falk. They gave us arguably the most successful endurance racing car in history.

The new race chassis – designated Type 956 – would be based on a bonded and riveted sheet-aluminum monocoque. To this monocoque were attached the front and rear suspension units. The design allowed most of the rear suspension to be moved out of the airstream. Porsche engineers then attacked the “flat under-tray”





rule by creating large under-floor tunnels, or venturis, that began behind the flat portion and extended to the tail. When combined with a new wind-cheating carbon-reinforced Kevlar body and adjustable rear wing, the 956 generated immense downforce.

Schäffer's goal was ensuring that the 935/76 engine, with water-cooled four-valve heads welded to its air-cooled cylinders, could maintain its roughly 600 bhp output and still meet the new fuel consumption standards. Writing for *Porsche Year*, Bob Garretson remarked that by employing twin KKK turbochargers on moderate boost, mechanical fuel injection, and a carefully calibrated Bosch ignition and fuel management system, the engine easily met both goals.



By mid-1981, a 1/5-scale model was ready for wind-tunnel testing and incredibly, the first chassis was ready for track testing at Weissach in March 1982. Jürgen Barth, factory test driver and Director of Customer Racing, said that after just three fast laps, he knew he was at the wheel of "a superb car, enormously powerful with handling that one only dreams of."

Production promptly began; there would eventually be a total of 25 constructed for

the factory team and then customer sales through 1985. They would prove tremendously successful in the WEC, with the 1982 season highlighted by a 1-2-3 finish at Le Mans. The factory team returned to Le Mans in 1983, again with three entries sponsored by Rothmans and supported by eight privateers. Again, the 956s proved nearly unbeatable, sweeping the top eight finishing positions, plus 10th. That resulted in a famous factory poster that admitted "Nobody's Perfect!"



*Chassis no. 956-110 races to a 1st place finish at Brands Hatch in 1983. Courtesy of LAT Images*

### **CHASSIS NUMBER 956-110**

The wonderful example offered here, chassis 956-110, was purchased new in May 1983 by John Fitzpatrick Racing (JFR) and delivered just prior to that year's Le Mans effort. With backing by investment house JDavid and Skoal Tobacco, Fitzpatrick, Dieter Quester, and David Hobbs started 11th, and worked their way to 3rd overall.

Unfortunately, a fuel pump failure forced the car to drop out in the 10th hour, the only customer 956 that did not finish. Not deterred, Fitzpatrick drove 956-110 to a strong 4th place finish at the Norisring Trophy race in July 1983, after starting 9th.

Two weeks later, 956-110 was in the U.S., but because IMSA had banned the 956 on grounds

that the pedal box was placed too far forward, JFR decided to run a portion of the SCCA's Canadian-American Challenge series while using their 935 in IMSA contests. At Road America, Fitzpatrick qualified 956-110 on the pole and romped to an easy win, beating a Chevrolet-powered Frisbee by 12 seconds. At Mosport in Canada on 11 September, Fitzpatrick started 5th and finished on the podium in 3rd after a stirring drive.



*Chassis no. 956-110 at Brands Hatch in 1983.  
Courtesy of LAT Images*

## **JDAVID VS. GOLIATH**

Then it was back to Europe and the Brands Hatch 1000 KM. Fitz and co-driver Derek Warwick put the car 4th on the grid, but after an intense battle in the wet with the Rothmans 956 of Derek Bell and Stefan Bellof, 956-110 pulled away and won by a full lap. This was only the second time a non-factory 956 had won a 1,000-kilometer Championship race in a head-to-head battle with the pair of Works Rothmans entries, and it would also be the last.

Adrian Hamilton approached John Fitzpatrick after the Brands Hatch win and stated that he would love to buy the 956 on behalf of Lord Paul Vestey. The car continued to run with JFR until the end of the season.

A month later at Imola, also in the rain, the Fitzpatrick entry qualified 5th and finished 2nd after leading much of the contest. Another 1,000-kilometer endurance race at Mugello saw 956-110, shared by Fitzpatrick, Hobbs, and Thierry Boutsen, start from 4th on the grid and finish 3rd. It was off to South Africa in early December and an unsatisfactory result. Hobbs, taking over for Boutsen and Desiré Wilson, was caught out by a sudden rain shower on a slow corner and went into the catch fencing, resulting in a rare DNF. On 23 April, Fitzpatrick entered three cars at the Monza 1000 KM, putting Italians Renzo Zorzi and Georgio Frania behind the wheel of 956-110. Their entry, along with several other Porsche cars, dropped out with engine failure. At Silverstone on 13 May, 956-110 was wearing Skoal Bandit livery. Shared by Rupert Keegan and Guy Edwards, the car qualified 10th and finished on the podium with an impressive 3rd.

Having started its career at Le Mans, 956-110 would compete there for a second time in 1984. Then entered by Lord Vestey, variously described as the quintessential gentleman driver and one of the world's great classic collectors. Lord Vestey retained Adrian Hamilton as team manager and hired Charles Ivey in London to prepare and run the car for them. Ivey brought in Chris Craft, Alan de Cadenet, and Australian touring car champion Alan Grice to share the driving. Wearing the elegant silver and black livery of Rollei Cameras, the car showed great potential, but unfortunately retired on Sunday morning after moving as high as 11th place overall. Le Mans would be 956-110's last race; it was entered at Imola for Hobbs and Boutsen but did not arrive.

Soon afterward, the car was returned to Charles Ivey to be rebuilt as necessary and put back into the 1983 JDavid livery, retaining the LM long-tail body from its last and final race in June 1984. Soon afterward, the car was sold to California enthusiast and collector Jamey Mazzotta. Under his ownership, this 956 appeared at the 1990 Porsche Parade in Monterey, California.

## CONTEMPORARY HISTORY

During the consignor's first visit to Pebble Beach in 2002, he met Adrian Hamilton, and learned that Mazzotta might consider selling the 956. The purchase was finalized on 5 September and chassis 956-110 was delivered to Oakland, California, in early December for shipment. The car arrived in the UK on 18 January 2003, where it joined the consignor's important Historic Porsche Collection.

The consignor states that the engine was completely refreshed a few years ago and has accrued zero operating hours since. The engine work included installation of an OEM 3.2-liter crankshaft, bringing displacement to 3.0 liters,



*Warwick and Fitzpatrick celebrate their win at Brands Hatch in 1983. Courtesy of LAT Images*



*Chassis no. 956-110 at Brands Hatch in 1983. Courtesy of LAT Images*

an upgrade commonly carried out in period. An original 2.65 crank is included within the sale. The engine retains its correct 1983 mechanical fuel injection. The consignor states that the gearbox, no. 956/01-002, and the rest of the running gear, were not rebuilt at the same time as the engine, as those tasks are relatively straightforward and the components more time-sensitive regarding crack-testing.

The creation and racing success of the Type 956 strains credulity. As Andrew Frankel wrote for *GT – Purely Porsche* in 2012, this design proved nearly perfect right out of the box. "Six months before its scheduled debut at Le Mans in 1982, not a single 956 had even started to be built. Three months before the race, not a single 956 had so much as turned a wheel under its own power. Yet the 956 made its racing debut over a month early at Silverstone on May 16."

Underscoring the 956's abilities, the late Stefan Bellof established what was thought to be an unbeatable lap record in qualifying for the 1983 Nürburgring 1000 KM. That record stood for 35 years, until it was finally bested by the Porsche 919 Evo Hybrid earlier this year in a specialized attempt to dethrone the decades-old record.

Today, 956-110 is offered in its full 1983 Le Mans bodywork with JDavid livery. Supplied with extensive documentation, this wonderful veteran of Porsche's hugely successful foray into ground-effects prototype racing is ready for concours or museum display; or for someone willing to again explore its phenomenal capabilities, 956-110 could be prepared for a return to racing, as any vintage event would be thrilled to have it lined up on the grid.

*For a more comprehensive history of 956-110, including its full racing career, please visit the consignor's website at [jdporsche.com](http://jdporsche.com).*





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## 1970 Porsche 911 S Coupe

CHASSIS NO. 9110301049

ENGINE NO. 6301397

**\$180,000 – \$220,000**

**Matching-numbers 'S' engine**

**Highly desirable U.S.-specification model**

**In current ownership for 43 years; fewer than 38,500 original miles**

**Porsche Production Specification certificate**

The 1970 911 S displays the steady improvement that Porsche imparted to its highest-performance sports car. Nowadays considered one of the most sought-after pre-1973 911s, these higher-displacement models offer a very flexible torque-curve, yet retain the light, rev-happy feel of the earlier 2.0-liter cars.

All the 911 models from September 1969 onwards were newly fitted with the larger 2.2-liter flat six-cylinder engine from Porsche, resulting in an engine output of a potent 180 hp for the 911 S. To address the tendency of the 2.0-liter models to oversteer, the wheelbase was extended by some 2.5 in., providing better balance and handling. Stopping power was provided by 11.1-in. ventilated front and 11.4-in. ventilated rear disc brakes, and the S models were lightened by utilizing aluminum to fabricate the engine lid and central bumper. Interior fittings were upgraded as well, with a new steering wheel lock and instruments now mounted in rubber rings. Externally, new door handles of a safer design replaced the earlier pushbutton type, and the cars were delivered with full factory undercoating for the first time.





The 1970 911 S coupe offered here was ordered with U.S. equipment – one of just a fraction originally sent to the U.S. Originally ordered in the current color combination of Tangerine over a Black Leatherette interior, this 911 S is confirmed to retain its original matching-numbers engine. Additional optional equipment included comfort equipment, Pirelli tires, and an antenna with loudspeaker and noise suppression.

Incredibly, this car has had only three owners – passing from friend to friend before being acquired by the current owner while finishing his graduate degree. At the time of purchase, the 911 S had only 29,000 miles and the original tires had just been worn down. Forty-three years on, the 911 now wears vintage Michelin XWX tires, and its paint is original except for a repaint of the hood 20 years ago and a recent repaint of the deck lid, for which receipts are available.

This fine example of a highly sought-after model is supplied with its original spare tire and wheel, tool kit, and factory-issued Porsche Production Specification certificate.





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## 1992 Porsche 911 Carrera RS

CHASSIS NO. **WP0ZZZ96ZNS491384**

ENGINE NO. **62N82122**

GEARBOX NO. **2003483**

**\$600,000 – \$700,000**

**Only 96 original km; the lowest mileage example extant**

**In exceptional, all-original condition throughout**

**Recent servicing by Porsche Classic Center**

**Comprehensive original documentation**

**Porsche Production Specification certificate**

Purity can take many forms. In the case of the Porsche 911, purity of function is essential to the sports car's proverbial DNA. While the 911s built after the original 1964 Frankfurt debut have added breadth, Porsche has continually called back to the car's original, light, and simple concept.

When the 964-generation arrived in late 1988, it represented the 911's biggest leap forward. Beneath its more streamlined exterior, with its color-matched bumpers and automatically retractable rear spoiler, the 911's suspension marked a dramatic departure. Gone were the torsion bars that gave its rear end such audacious handling. Coil springs and shock absorbers provided a more comfortable ride and predictable handling. Power steering and anti-lock brakes helped tame the 911 and make it more suitable for modern daily driving. Even the climate control system was all new, designed to provide far better circulation.

The 911 debuted first in all-wheel-drive Carrera 4 configuration with a rear-drive Carrera 2 arriving a year later. All of this added up to an increasingly complex and forgiving

911, a revision of the car's original formula that proved popular with buyers and the media alike. The 964 set the stage for the 911's future. Porsche was not going to let its bread-and-butter evolve into a luxury car, however. In 1992, the 911 Carrera RS debuted as the road-going version of the automaker's Carrera Cup race car. It was the spiritual successor to the previous

Carrera RS and RSR models in that it dispelled with the notion that performance cars needed to likewise be plush and luxurious.

Porsche revised the M64 engine to produce 260 hp and 240 foot-pounds of torque, paired it to a close-ratio G50/10 five-speed manual transmission, and substituted a lightweight





single-mass flywheel. The 911 Carrera RS sat lower to the ground and rode on a firmer suspension with adjustable anti-roll bars. Power went to the rear wheels via the 964 Turbo's ZF-supplied limited-slip differential. Crucially, Porsche also deleted power steering.

The automaker could have stopped there, but the RS was no mere "sport package." Instead,

Porsche went back to basics inside, stripping out sound deadening, the rear seats, power windows, air conditioning, substituting lightweight door panels with simple door pulls instead of levers, and specifying thinner window glass. Deeply bolstered sports seats were standard. The 964 Carrera RS reminded buyers that the 911 was still pure Porsche.

The 911 Carrera RS offered here shows a mere 96 km from new – certainly the lowest mileage example extant. It is astoundingly well kept and presents in as-new condition thanks to exceptional preservation since day one by its caretakers. The Porsche was ordered new by a prominent Dutch musician via his home market importer and built in February 1992 to his specifications: Guards Red over black leatherette upholstery. He selected to take delivery in Germany





at the Porsche factory in March 1992. Instead of driving the 911 Carrera RS home, he had it then delivered to a family member in Belgium near the Dutch border. Though it was not driven in Germany beyond the factory, the car still includes its original temporary license plates. Paperwork shows that it was delivered in Zuffenhausen with just 56 test kilometers, having accrued a scant 40 more since delivery.

With the help of the Porsche dealer in Hamburg, Germany, the RS was subsequently acquired by a Belgian lord, who was the first to register the car for road use. Instead of driving it, however, he recognized its significance and chose to preserve it. He registered it first in Belgium, where the purchase took place, and then in Monte Carlo. The lord shuttled the car to his castle in Switzerland and took great pains to have it regularly warmed up and driven, though only to ensure proper operation of its flat-six engine. The car reportedly never left the castle grounds except to visit a Porsche dealer for regular servicing. It was a fairy tale life for a rare, high-performance Porsche.

Acquired by a prominent Porsche collector on the West Coast, the car was only recently imported to the U.S. Today, this outstanding 911

Carrera RS presents in as-new condition and has been treated to a full servicing by the Porsche Experience Center Classic Car Workshop in Atlanta, Georgia, including an oil change and a brake fluid flush. Even its trip odometer has not been reset since being acquired by its first owner more than 25 years ago. The 911 will be delivered with its original paperwork, including service reports, import and export documentation, correspondence between its owners, and its original books and owner's manuals.

Its Guards Red paint shines brightly, and its spartan leatherette interior straddles the line between road and race car. With only 96 km, it is as close to a new 911 Carrera RS as exists anywhere.





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## 1956 Porsche 356 A 1600 'Super' Speedster

CHASSIS NO. **82780**

ENGINE NO. **80703**

GEARBOX NO. **12136**

COACHWORK BY **REUTTER**

**\$500,000 – \$600,000**

One of just 645 Super Speedsters for the 1956 model year

Highly original and fully matching numbers

A true "time capsule"; only 35,302 original miles

1979 Porsche Parade Concours winner

Porsche Kardex and Certificate of Authenticity



Originally delivered 26 November 1956 and shipped to Lancaster County Motors in Lancaster, Pennsylvania, this U.S.-specification Speedster was sold to local scrap-metal dealer Manny Smith, who enjoyed it until 1967. With approximately 32,000 miles recorded, Mr. Smith decided to part with his beloved "Bathtub" in order to help pay for a new private airplane. The second owner was Robert Howry Jr., also of Lancaster, a very successful fifth-generation meat-cutter.

Although he claims there was no particular person or event that led him to a love for sports cars, Mr. Howry will tell you that after a less-than-stimulating experience with a Buick, he knew there had to be a car out there that could make the journey thrilling. "The local undertaker had a pretty fast Buick, and I liked that car, so I bought one. But if you had a Buick DynaFlow, you quickly realized there wasn't much performance." So, Mr. Howry, like so many young men of the post-war period who discovered the joys of rapid motoring, invested in a sporty British car – a 1952 Jaguar XK 120. For less than \$2,000 at the time, he was well on his way to becoming a part of the new European sports car scene.

After a few years and quite a few well-driven miles with the Jag, he sold it for just a few dollars less than what he paid, and then invested in his first Porsche, a 1955 356 Continental coupe. Mr. Howry drove the Continental many miles and took full advantage of the excellent handling of that amazing little car. Eventually, he also came to understand the sturdiness of Ferry Porsche's

cars when he dozed off and struck a pole. The Porsche was totaled, but fortunately Mr. Howry escaped injury.

After entering the Army in 1958, Mr. Howry soon found himself in West Germany where he took advantage of the situation by acquiring another Porsche, a 1959 356 A Super sunroof coupe.





He drove this car all over Europe, piling on some 17,000 miles in less than seven months. His tour completed, Howry returned to the U.S. after loading the coupe on a freighter out of Bremen. Mr. Howry waited in New York for the ship to arrive, then drove the Porsche home to Lancaster.

He eventually joined the Susquehanna Sports Car Club, as it was one of the only ones around at the time, and that is where he met Joan, his future wife, who was driving an Austin-Healey 3000. In the meantime, Mr. Howry had gone through a series of reliable little VWs of all types for his

business. A few years later, this Super Speedster entered his life.

"I was always a 'coupe guy,'" says Bob Howry, "but Manny had his convertible for sale, and he said it was certainly worth \$2,000 – so I bought it."

When asked why he bought a convertible after so many wonderful experiences with Porsche coupes, Mr. Howry responded, "Well, that Speedster was just so darn good-looking. I didn't really want it, but it just looked so pretty!"

Now that he owned a Speedster, Bob Howry Jr. wasn't sure what to do with it. A tall and rather lanky gentleman, he found that he was not particularly comfortable behind the wheel. He would only drive the car an additional 3,000 miles over the next 51 years, but he could not bring himself to part with it. The Speedster spent most of that time carefully stored in a special garage space, coming out occasionally for special events, such as the 1979 Porsche Parade at Reston, Virginia, where the elegant little roadster won its PCA Concours class. There were also a few tours when he and Joan joined other club members on the road, letting the Speedster test its capabilities.

In his half-century as the Speedster's custodian, Mr. Howry diligently maintained the car. "I always looked after the red leatherette interior and made sure the oil was changed and the engine ran well," he says. He even made sure the original rubber







trim was preserved, treating it with glycerin (from the Porsche dealership) about once a year, and it presents nearly as new to this very day. The factory paint (Glacier White, code 5713), a special-order color, is nearly all original; however, the front lid was repainted a decade ago after a minor shop mishap. The lid had been removed to allow the gas tank to be pulled out, cleaned, and repainted. Standing on edge, the lid slipped to the shop floor and was scratched. Otherwise,

the car remains unmolested. It left the factory with U.S.-specification sealed-beam headlamps, instruments, and bumper guards.

This wonderful Super Speedster is supplied with its original side curtains, tool roll, jack, and spare, along with its pull-through leather key fob, manuals, and many other unique original parts. Mr. Howry never erected the folding top. Even though the lure of adding Porsche chrome

wheels was too strong to resist in 1969, the original steel wheels also remain, quietly awaiting the enjoyment and appreciation of the car's next caretaker.

This car has been properly looked after by Mr. Howry's long-time friend and mechanic Dave Baker, of Classic Auto Restorations in Lancaster, Pennsylvania, an experienced 356 specialist.

When asked to provide his assessment of the Speedster, Mr. Baker simply says: "I like original Speedsters, and this is a doggone great, well-running example!"





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## 1970 Porsche 914/6

CHASSIS NO. **9140432343**

ENGINE NO. **6405550**

**Early example retaining its original engine**

**Finished in its original shade of metallic green**

**\$80,000 – \$100,000**

OFFERED WITHOUT RESERVE

By the late 1960s, Porsche was amid changes that would define the marque for a generation. The company needed a compact sports car to replace the 912 that would meet ever-increasing federal safety regulations and attract younger buyers. Porsche also wanted to use its experience from the mid-engined 917 to diversify from its traditionally rear-engined layout. Historic ties between Porsche and Volkswagen were also key, as they needed a replacement for the Karmann Ghia. The 914/6, unveiled at the 1969 Frankfurt Motor Show, was a low-slung, mid-engined sports car which featured a lightweight Targa roof and pop-up headlights.





Volkswagen would sell a four-cylinder model while Porsche would utilize a two-liter, flat six-cylinder engine from the 911 T that produced 110 bhp with a top speed of 123 mph. Both models were made by coachbuilder Karmann with the Zuffenhausen factory completing Porsche assembly. Its reputation was further enhanced by a Works-prepared GT version which came sixth at Le Mans in 1970 and was campaigned at Daytona, the Nürburgring, and Sebring. Just 3,300 914/6s were sold, and flat-six production ceased after four years. Porsche would not revisit the small sports car idea again until the Boxster concept appeared at the 1993 Detroit Motor Show.

This example was delivered to the U.S. in June 1970 in attractive metallic green with Fuchs wheels, chrome bumpers, and front fog lamps. Today, with its odometer showing just over 72,400 miles, this meticulously maintained example benefits from a full repaint and mechanical overhaul that included replacement of the rare heat exchangers with new original parts. With an illustrious design heritage and originality, this 914 is an ideal entry into the Porsche heritage world and an excellent addition to any marque collection.





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†Ω **1973 Porsche 911  
Carrera RS 2.7  
Prototype**

CHASSIS NO. **9113600012**

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ENGINE NO. **6630022**

**\$1,250,000 – \$1,500,000**

*Please note that an import duty of 2.5% of the purchase price is payable on this lot if the buyer is a resident of the United States.*

**The second 911 Carrera RS built,  
one of four such prototypes**

**Pictured in early marketing  
literature for the model**

**Numerous unique features**

**Unquestionably one of the most significant  
examples of the '73 Carrera RS**

For Porsche collectors and enthusiasts, 1973 is a hallmark year for the marque, not only because it marked the last year of the original-style 'small-bumper' 911, but also the most exciting and iconic dual-purpose 911 of all time: the 911 Carrera RS. By adding power and removing weight, Porsche perfected the 911 formula, creating a car that would impress drivers on the road, but also consistently win races. However, before the 911 Carrera RS could have its impact on the automotive world, a batch of early examples were built, tested, and refined by Porsche to ensure its success. The example offered here is one such car.





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Nine 911 Carrera RS models were built and kept by the factory for testing and pre-production purposes, of which the example offered here was the second such car built. Although the exact dates are debated, alongside chassis no. 9113600011 (the first Carrera RS), chassis no. 9113600012 was probably produced in April 1972, six months prior to the beginning of regular production of the model, and well before the 1973 model year formally began. It was followed shortly thereafter by chassis 9113600013 and 9113600014.

The most evident difference between this and the production Carrera RS that followed is 0012's lack of the now iconic 'duck-tail' rear spoiler, making for a much subtler appearance akin to a 911 S, albeit with slightly wider rear fenders. The car also boasted an 85-liter gas tank, wheel arches, and its engine bay spray-painted black. A space-saver spare tire and a 1.5-hp starter further differentiate it from the cars that would come after. Another difference is the chrome trim around the turn signals, which were painted black for the later cars. Additionally, the first four Carrera RS examples were based on 911 S bodyshells from the 1972 model year and

modified to what would become 1973 Carrera RS specifications. These four cars were internally designated by the factory as 911.644, while the Carrera RS would be designated 911.744.

The subject car first appeared on a sales brochure for the 1973 model year, which was produced in the summer of 1972. Chassis no. 0012, finished in Signal Yellow, appeared alongside three other 911s as the replacement to the 2.4-liter 911 S. Used for testing of the model prior to the start of regular production (wearing registration number LB-SN 883), the car was purportedly used for rides with motoring journalists. During the remainder of RS 2.7 production, Porsche held on to chassis no. 0012, and it was sold to its first owner after production had ceased. Helmuth Koinigg was the car's first private owner, taking possession on 26 September 1973 and repainting the car white shortly thereafter.

Said to have been a gift from the factory (as was the case with many of the pre-production cars), this Carrera RS was awarded to a budding racing driver starting to show promise. Koinigg raced with Porsche at Le Mans in 1974 in a turbocharged Carrera RSR. Although he unfortunately failed to



finish, withdrawing in the eighth hour, his driving must have been impressive nonetheless. Koinigg signed with Surtees in Formula 1 for the last two races of 1975 and finished 10th overall at the Canadian Grand Prix, an impressive result and for his second Formula 1 Grand Prix. Tragically, at the very next race, the U.S. Grand Prix at Watkins Glen, he was killed in an accident on the 10th lap.

Chassis no. 0012 remained in Austria and was sold to Helmut Gold in February 1975. As Porsche would have intended, Gold used the car frequently, taking it on extended trips and reportedly driving the car as far away as Africa, keeping it for roughly 10 years until it was sold to Erich Weidener of Memmingen, Germany. Weidener kept it for five years, before selling



it to Friedhelm Tang of Bonn in 1990. The car was purchased by Christopher Stahl, also of Bonn, who began a restoration, but it was then sold to U.S. collector David Mohlman prior to its completion. Mid-restoration upon his acquisition, he sent the car to BS Motorsport of Westcott in Buckinghamshire while the engine and transmission were entrusted to Manfred

Rugen Motorenteknik of Hepstedt, Germany, to be fully rebuilt.

After remaining in the U.S. through the mid-2000s, the car returned to Austria in 2008 when it was purchased by Johannes Willenpart and presently resides with a collector in Germany. Today, this early Carrera RS prototype

appears largely as it did when it was first seen in the 1973 brochure. Still sporting RS bumpers, houndstooth seats, and 15-in. wheels (6-in. wide at the front and 7-in. wide at the rear), at a casual glance, it could almost be mistaken for a 911 S. However, keen eyes will spot the Carrera RS' wider hips, hinting at the performance within.

Forty-five years after its production concluded, the importance of the 911 Carrera RS 2.7 remains as strong today as when it was introduced. Chassis no. 0012 played a pivotal role in developing the model and as such, is one of the most significant examples of its kind. It would be a noteworthy addition to any Porsche collection and begs to be driven, enjoyed, and presented at the world's most exclusive motoring events.



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# 1985 Porsche 911 Turbo 'Flat-Nose' Coupe

CHASSIS NO. **WP0ZZZ93ZFS000791**

ENGINE NO. **67F00834**

GEARBOX NO. **77F00870**

**\$250,000 – \$300,000**

**Paint-to-sample Garnet Metallic over Pearl Beige leather**

**Less than 4,400 original miles**

**German delivery specification; originally imported by Bruce Canepa**

**Includes original tool kit, books, and documentation**

**Porsche Production Specification certificate**

Inspired by the slant-nosed Porsche 935 race car, Porsche tuners such as RUF took to the 911's familiar round headlights and high fenders for a new look. The aerodynamic front end that helped the 935 qualify for FIA Group 5 rules gave street-going cars a track-ready look that proved popular with well-heeled customers. It did not take Porsche long to catch onto the idea with its own special-order option for its 911 Turbo. Officially dubbed as the 930 S and known internally by option code M505, the low-slung front end first became available for order in the early 1980s in Europe.

The *Flachbau* ("flat build" in German), or "Flat-Nose" front end was largely crafted by hand, making it a time-consuming addition. Pop-up headlights made the car more aerodynamic and drastically changed its distinctive side profile. The enhancements took the already ferocious, winged, 330-hp 911 Turbo to a new level, pushing its top speed to 173 mph. Due to federal regulations that prevented Porsche from selling its top-of-the-line model in the U.S., the 911 Turbo Flat-Nose was forbidden fruit until 1986. Only a handful were imported with the help of Bruce Canepa.

Like the 911 Turbo Flat-Nose offered here, most were ordered from Porsche with numerous options from its Special Wishes department. This car was completed in paint-to-sample Garnet Metallic over leather-to-sample Pearl Beige upholstery with dark red piping, carpeting, and dashboard. Electric sports seats, an alarm system, and a sunroof helped it straddle the line between ultra-luxury coupe and true supercar.

Built to German-market specifications, this 911 Turbo was brought to the U.S. at the behest of Canepa via Hahn Sportwagen in Stuttgart,





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Germany. It shows fewer than 4,400 miles and its condition is commensurate with that low figure. Tasteful factory interior upgrades include burl wood paneling on its dashboard, additional leather trim, and an extensive Clarion audio system integrated into its center console. Its original owner spent nearly 70,000 Deutsch Marks on upgrades in 1985. By the time the 911 Turbo reached the U.S., its price skyrocketed to about \$90,000, nearly a quarter of which accounted for its special body.

The 911 Turbo Flat-Nose will be delivered to its next owner with a Porsche Certificate of Authenticity, its original tool kit including an air compressor, Porsche and aftermarket audio manuals in German and English, and even the Lufthansa Cargo air waybill tags from its initial trip to the U.S. This well-documented example is certainly one of the finest extant.



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## 2004 Porsche Carrera GT

CHASSIS NO. WPOCA29804L001037

**\$650,000 – \$750,000**

**Single ownership and only 1,525 miles from new**

**Factory delivery in Europe prior to  
being shipped to the U.S.**

**Has remained in private,  
professional storage since**

**The ultimate analog hypercar from Porsche**





While the Carrera GT was first shown to the public in concept form at the Paris Auto Show in 2000, the project itself had initially begun in 1995 as Porsche engineers sought to develop a replacement for the 911 GT1, primarily for use in motorsport. With design and development well underway, a sudden change in regulations forced Porsche to return to the drawing board. Although this new car would never see motorsport use as originally intended, it was decided that Porsche could recoup its investment by turning the car into an exclusive supercar for street use, available to its best clients. Following the commercial success of the new Cayenne, it was decided that the Carrera GT would go into production.

For this stillborn Le Mans racer, Porsche had considered utilizing a V-10 of around 5.0 liters that was originally designed for the Footworks

Formula 1 program of the early 1990s. The engine in the road-going Carrera GT would be largely similar to this, albeit modified. The dry-sump V-10 developed 610 bhp and 442 foot-pounds of torque, channeled through a small-diameter flywheel and multi-plate carbon-ceramic clutch mated to a six-speed transaxle with a limited-slip differential. Thanks to the unique clutch and flywheel, this afforded the Carrera GT an extremely low ride height, which improved handling.

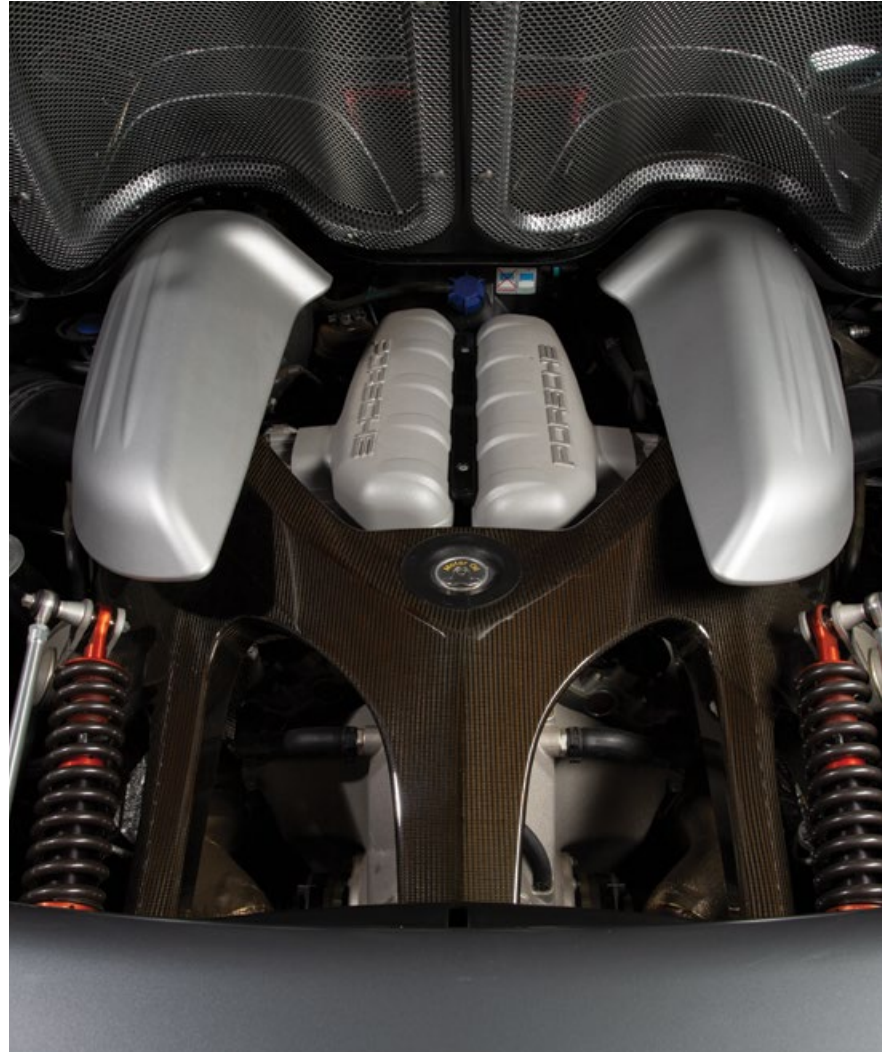
The Carrera GT's carbon fiber monocoque was built by ATR Composites of Colonna, Italy, which was not only supremely lightweight, but equally as strong. Porsche fitted a racing-derived suspension with upper and lower wishbones and inboard, rocker-arm suspension at all four corners, eight-piston monoblock



front brake calipers, and four-piston monoblock rear calipers with ventilated and cross-drilled carbon-ceramic brake rotors, all surrounded by forged magnesium-alloy center-lock wheels. Importance was also placed upon the car's aerodynamics, and the Carrera GT delivered some 900 lbs. of downforce at 200 mph.

Weight was of paramount importance to Porsche engineers for the Carrera GT, and everything was considered in an effort to shed as many unnecessary ounces as possible. The only luxuries considered in the Carrera GT were a leather-trimmed interior, a CD radio, and the laminated Birchwood gearshift knob, a throwback to Porsche motorsport heritage, which added a touch of character to an otherwise spartan interior. The Carrera GT tipped the scales at just 2,755 lbs.

This lovely Carrera GT was delivered new in 2004 to its first owner and has remained in his collection ever since. Rather than take delivery Stateside, he opted to take advantage of the popular European Delivery program and picked up his new Carrera GT directly from Porsche in Germany. After receiving the car at the factory,





the owner drove it around Europe before shipping the car back to the midwestern U.S., where it has remained in his private collection ever since.

The majority of the 1,525 miles were accumulated during the owner's trip to continental Europe after delivery, as well as during factory testing. In the U.S., it has been very

sparingly driven and otherwise professionally maintained and cared for, as evidenced by its spectacular condition throughout.

As one of the most sought-after modern Porsche models, the Carrera GT remains as a bucket-list car for many enthusiasts. A single-owner, low-mileage example such as this is not to be missed.







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# 1968 Porsche 911 'Sportomatic' Coupe

CHASSIS NO. 11835019

ENGINE NO. 3380124

GEARBOX NO. 3180291

**\$225,000 – \$275,000**

**Exceptionally original; only 27,726 miles**

**Original numbers-matching drivetrain**

**Multiple concours winner; one of the finest 1968 Sportomatics extant**

**Includes copy of Kardex and Certificate of Authenticity**

Offered may be the most original 1968 Porsche 911 coupe in the world, let alone the finest equipped with the intriguing Sportomatic semi-automatic transmission.



According to its factory Kardex, chassis no. 835019 was completed on 9 January 1968 and shipped 20 days later to VW Pacific in Culver City, California. The first noted owner was T.G. Tupman of Balboa Island, a coastal suburb of Los Angeles. Along with the Sportomatic transmission – an expensive option at \$2,380 – Mr. Tupman selected 911 S instrumentation and oil tank, full tinted glass (Catacolor), bumper horns, and a radio installation package. The car was painted Silver Metallic (96024B), a single-stage paint without clearcoat, and the interior was trimmed in black leatherette. The original tires were Pirelli

165/15 radials mounted on ventilated chromed steel wheels. Upon delivery, an air conditioning system was installed; a former owner believes that work was carried out at Chick Iverson Porsche in nearby Newport Beach. Eventually, a Blaupunkt AM-FM radio was added as well.

The 911 coupe has led a much-pampered life, accruing fewer than 23,000 original miles from new, and passing through the hands of some well-known and devoted Porsche enthusiasts. These included Bob Hartwell, owner of Hartwell Vineyards in Napa, California.





Mr. Hartwell kept the car until 2000 before selling it to renowned Porsche historian and collector Prescott Kelly of Weston, Connecticut; it later joined the Bob Ingram collection in North Carolina and was then again acquired by Mr. Kelly. In 2015 it was acquired by the former owner who sold it to the present owner several years ago.

There can be no question that this silver 911 is as near-perfect throughout as only an un-restored, low-mileage car can be. It boasts excellent fit and finish, and all the interior and trim is original. The



paint is original with the exception of the front bumper, which was repainted in 1987. This 911 retains its original date-stamped chrome-plated steel wheels with vintage Semperit tires for show, including painted crests on the hubcaps and wire valve stem supports. It is also supplied with newer Porsche six-inch steel chrome wheels with new Vredesteins for reliable street use.

This wonderful A-series 911 is supplied with a factory-original tool roll, including a tire gauge and fuses, a correct and perfect Bilstein



blue-tipped jack, owner's manual with special Sportomatic supplement, radio and battery warranty booklets, a set of floor mats, Kardex, and Porsche Certificate of Authenticity. It still wears its original California "black plates." Further, it is in excellent show condition and regularly out-scores restored cars when it is shown competitively. It won the 911 Division at the 1988 Pikes Peak Porsche Club Parade National Concours against restored cars, was declared the "Most Outstanding Porsche" at the 2001 Greenwich Concours, and won "Best German Sports Car 1967-1983" at the 2012 Greenwich Concours.

The Porsche collector seeking the very best and most original early 911 available need look no further than this marvelous Sportomatic.

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# 1994 Porsche 911 Turbo S 'Package'

CHASSIS NO. **WPOAC2966RS480447**

ENGINE NO. **61R00989**

GEARBOX NO. **2003694**

**\$775,000 – \$950,000**

**Exceedingly rare 964 Turbo S 'Package' model**

**One of the rarest production models; only 17 ever built**

**Less than 8,700 original miles; matching-numbers drivetrain**

**Includes copy of its original window sticker**

**Porsche Production Specification certificate**

When Porsche ended its five-year production run of the modernized Type 964 in late 1993, some 90 wide-bodied Turbo coupes were said to remain in inventory. In May of that year, *Car & Driver* magazine had declared the 1994 911 Turbo 3.6 to be not only much more powerful than the earlier 3.3, but also easier to drive aggressively, with improved predictability over any recent 911 Turbo it had tested. Never a company to rest on its many laurels, Porsche delivered the 93 leftover cars to its Exclusive Department, formerly known as Special Wishes, where they were transformed into the special-edition 'Turbo S' models.





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These would set yet another benchmark for Porsche high-performance road vehicles thanks to its new Type M64/50 X88 'Works Increased Horsepower' engine option. This highly desirable package gave a whopping 385 bhp thanks to a larger KKK turbocharger, intercooler, larger-capacity injectors, and different camshafts. All Turbo S models were factory-equipped with a stronger flywheel and clutch package capable of handling 384 foot-pounds of torque, plus different heat exchangers, a G50/52 transaxle with modified limited-slip, a lowered suspension with Boge shocks and struts, and a four-tip exhaust system. The Turbo S in all its forms would set a new benchmark for street-legal, high-performance Porsche cars.





There would be several different versions of the Turbo S. Along with the standard model, three special designs emerged from Porsche Exclusive. Depending on where they were to be sold, these were designated Options X83, X84, and X85. They were given variations of the exotic, hand-fabricated, and thus very expensive 935-style 'Flat-Nose' (or Flachbau) bodywork. There were only 10 X83s sold to Japan, 27 X84s offered to the Rest of the World, and 39 examples of the X85 were sold to the U.S. While those three models had flat-nose front ends with 968-style (or 930-style for the X83) retractable headlamps, an additional 17 cars were delivered to the U.S. with standard 964 Turbo sheet metal and vertical headlights.



These exceptionally rare U.S.-delivery 911 Turbo S X85 coupes built without the 'Flat-Nose' option, also known as the 'Package' cars, are identifiable by traditional headlights and small DOT-mandated front rubber bumperettes. Like its flat-nosed brethren, though sans Flachbau, the 'Package' cars featured asymmetrical 959-style air intakes on both rear quarter-panels, a special front air splitter, a louvered rear wing that enclosed the intercooler, quadruple exhaust tips, and 18-inch-diameter "Speedline for Porsche"

modular light-alloy wheels, 8-in. wide in front and 10-in. in the rear, shod respectively with 225/40 and 265/35 high-performance tires.

All variants, of course, retained the powerful X88 engine, derived from the IMSA 3.6 race motors built by Andial for Florida-based Brumos Racing for the Bridgestone North American Supercar series.

These Turbo S cars are brilliant performers, serving up sub-four-second 0-60 acceleration times and covering a standing quarter-mile in about 12 seconds.

This rare and exciting Porsche 911 Turbo S was one of only 17 such examples produced. It completed production in mid-December 1993 and was delivered at the end of January





to Don McGill Imports in Houston, Texas. With a base MSRP of \$99,000, the car was finished in Black with a Black partial leather interior and optioned with a dark rootwood shift knob and matching parking brake handle, remote six-disc CD changer, and the prerequisite Exclusive front spoiler (X92), Exclusive rear spoiler (X93), Exclusive rear fender vents (X99),

and of course the X88 "Increased Horsepower" engine. Final cost came to \$126,360, all in. Dutifully maintained by the current owner, this exceptional example has been driven less than 8,700 miles since delivery and remains in excellent condition inside and out. Included is also the original factory tool roll with disposable road-side gloves in their original package.

With just 17 examples produced to this specification, and all of which were delivered to North America, the 'Package' 911 Turbo S is among the rarest and most desirable of all production Porsche cars. No serious Porsche collection would be complete without this thrilling and distinctive 964.



210

## 1967 Porsche 911 S Coupe

CHASSIS NO. 305556S

ENGINE NO. 960099

**\$175,000 – \$225,000**

OFFERED WITHOUT RESERVE

Comprehensively restored and fully dialed in

Engine and gearbox have been rebuilt and finely tuned

Tastefully lowered suspension and wider 5.5-in. wheels

Mechanical sorting and suspension setup by the renowned 901 Shop

Presented in attractive Light Ivory over black leather with houndstooth interior

An exceptionally well-handling and driving 911 S

The long-running Porsche 911 arrived in 1964, replacing the 356 and creating a modern classic in the process. The latter's rear-engine architecture was retained, but the 911 switched to unitary construction for the body shell and dropped the 356's VW-based suspension in favor of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, the single-overhead-camshaft, air-cooled flat-six displaced 1,991 cc and produced 130 bhp; progressively enlarged and developed, it would eventually grow to more than three liters over time.

The first of countless upgrades came in 1966 with the announcement of the 911 S. Easily distinguished by its stylish Fuchs five-spoke alloy wheels, the 'S' featured a heavily revised engine producing 160 bhp – an increase of 30 percent over the regular 911, lifting the top speed to 140 mph. Other improvements included Koni shock absorbers, a front anti-roll bar for a sportier chassis, and more powerful ventilated disc brakes. Over the past 40 years, few sports cars have proved as versatile as the perennial Porsche 911, a model that has proved equally capable as a grand tourer, circuit racer, or rally car.

In 2015, this beautiful 911 S benefitted from a comprehensive cosmetic and mechanical restoration. The work was performed by Porsche expert Greg Michealean at the well-known and respected 901 Shop in Florida. The original two-liter engine was fully rebuilt, balanced, blueprinted, and finely tuned, resulting in an extraordinarily smooth and powerful driving 911. Electronic ignition was also added for reliability.

The gearbox was likewise fully rebuilt and fitted with a short-throw shifter for smoother and more predictable gear changes.

The 901 shop also dialed in the factory suspension, including tastefully lowering the car by adjusting the torsion bars. A set of 5.5-in. Fuchs-style wheels, including the spare, were also fitted to improve the already capable



handing as well as enhance the iconic appearance of the 911 S. Scarcely driven since its restoration, this fine S remains in beautiful, freshly refurbished condition. The craftsmanship of the restoration is undeniable – the Light Ivory paintwork and brightwork are exceptional, along with the fresh black leather interior. Inside, the tidy black leather and houndstooth interior features a set of very rare factory sports seats, while the original, matching, and fully restored comfort seats accompany the car.





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211

## 2008 Porsche 911 GT2

CHASSIS NO. **WP0AD29928S796076**

ENGINE NO. **62820653**

GEARBOX NO. **2002152**

**\$260,000 – \$300,000**

**One of 194 imported to the U.S.**

**\$15,000 in Porsche Exclusive options**

**Striking Speed Yellow with color-matched interior accents**

**Only 2,800 original miles**

**Porsche Production Specification certificate**

After making the biggest change in its history with its 996-generation 911 in 1999, Porsche catered to its faithful with the 2005 follow-up. The 997 may have only moved its model designation one number forward, but it was far more up to date inside and out.

Most notably, the 997 marked a return to the favored ovoid headlights. At the rear, its haunches were several inches wider than the outgoing model, which both gave it more stylistic presence and allowed Porsche to push its handling limits even further. Inside, it featured

an interior design that nodded to the past while allowing for modern technologies such as a standard audio display screen in the center stack.

Three years after the 997 debuted, Porsche took to the stage at the 2007 Frankfurt Motor Show with the 204 mph 997 GT2. It used a version of the company's 3.6-liter flat-six with twin variable geometry turbochargers for a total of 530 hp and 505 foot-pounds of torque shuttled to the rear wheels via a six-speed manual transmission. The 997 GT2 was the first Porsche with launch control, a necessity given

the amount of power it sent to its two drive wheels. Carbon ceramic disc brakes brought the 997 GT2 to a halt—quickly, and reliably on track.

Numerous cosmetic upgrades, including a rear wing with functional air inlets, a titanium exhaust outlet, and a downforce-enhancing body kit helped cope with the extra power. At the time, the 997 GT2 was the fastest 911 ever made street legal.

The 997 GT2 offered here is one of fewer than 200 earmarked for the U.S. market. It was delivered new to The Collection in Coral





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Gables, Florida, and its \$212,760 list price included more than \$15,000 in Porsche Exclusive options. Even for a 997 GT2, it was exceptionally well outfitted. Its Exclusive options include numerous trim pieces matched to its Speed Yellow exterior, deviating stitching on its leather and Alcantara sports seats, door panels, dashboard, and center console, and carbon fiber accents. It also includes the Sport Chrono package, navigation, and Bose audio.

With just 2,800 miles on its odometer, the car appears today as new. It features a high-quality roll cage painted to match its Speed Yellow exterior, although its owner says it has never been driven on track. The 997 GT2 was treated to a recent servicing and features newer Michelin Pilot Super Cup tires around its black-painted 19-in. wheels. It is a superb example.



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## 1958 Porsche 356 A Speedster

CHASSIS NO. **84381**

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ENGINE NO. **812782**

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GEARBOX NO. **18786**

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COACHWORK BY **REUTTER**

**\$300,000 – \$350,000**

Rare original Fjord Green livery

Final year for the iconic Speedster

Upgraded 1600 SC engine built by Harry Pellow

Exceptional example suitable for driving events and rallies

Porsche Production Specification certificate

The 356 Speedster is one of the most coveted of all Porsche models. Introduced in 1954 at the urging of the famous New York importer, Max Hoffman, who wished to have a roadster to compete with the popular British cars that were the rage in America at the time. The stripped down, minimalist Speedster was an instant success, offering the same high build quality as the Porsche cabriolet and coupe, but at a lower price of just under \$3,000. The Speedster is among the most iconic and recognizable sports cars ever produced, coveted by collectors and enthusiasts for generations.

Nineteen fifty-eight was the final year for the legendary 356 A Speedster, of which this car dates from February production. This beautifully maintained example is one of 73 produced in the rare and elegant Fjord Green color from the factory. Formerly used as a race car, as many Speedsters had been, this example was then restored some years ago with the goal of enhancing performance and drivability while retaining the look of the car's original appearance. With these goals in mind, a later 1600 SC engine case was sourced and brought to the famous Porsche mechanic Harry

"The Maestro" Pellow, who built it to 1,750 cc with a large oil tube, a balanced crank, and Weber carburetors, as well as a sport exhaust. While internally optimized for performance and durability, the engine was cleverly backdated to visually retain the original aesthetics for 1958, but now produces over 100 hp.

The work is fully documented and one of the very last engines built by the legendary "Maestro."

Additionally, the mechanicals have been restored to original factory specifications, including the brakes, wheel bearings, suspension, steering, fuel system, and ignition system, and the heating system was





completely restored and is fully functional. The transmission was gone through as well, including the shift linkage. The six-volt generator was rebuilt, as was the starter. Every system has been restored correctly for the year, right down to the correct windshield wiper system, unique to 1958 speedsters, with the original 1958 specific mechanical pump on the floor.

Chassis 84381 has also benefited from new correct square weave carpets, restored gauges, upgraded sealed beam headlights, and a new custom top (correctly fitted without wrinkles) on its "high-bow" top frame and matching side-curtains. Date-stamped 1958 factory wheels have new, period-correct tires mounted as well.

With an iconic design, rare and desirable factory color, powerful engine, and rebuilt mechanicals, this exceptional Speedster is ideally suited for spirited driving and maximum enjoyment. It would surely qualify for acceptance at many major driving events and rallies in the U.S. and Europe.





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## 2007 Porsche 911 GT3 RS

CHASSIS NO. **WP0AC29987S792678**

ENGINE NO. **61729084**

GEARBOX NO. **2004175**

**Virtually as-new with only 600 miles**

**Highly optioned in Orange over Black color scheme**

**Recently serviced by McKenna Porsche**

**\$260,000 – \$300,000**



While the 996-generation GT3 RS was not offered in the U.S., this would change for the 997-generation. With the standard 997 GT3 debuting at the 2006 Geneva Motor Show, the GT3 RS followed shortly thereafter, with production beginning in 2007. Instantly becoming the must-have model, the GT3 RS proved to be a huge hit worldwide and a worthy adversary to the Ferrari 360 Challenge Stradale and Lamborghini Gallardo Superleggera.

In addition to its massive rear-spoiler, the most noticeable change from the GT3 to the GT3 RS is the RS' wider rear wheel arches, shared with the all-wheel-drive 911 line-up. Horsepower and torque remain at 415 bhp at 7,600 rpm and 300 foot-pounds at 5,500 rpm, but thanks to the drop in weight, the car's 0–60 mph time improves by 0.1 seconds to 4.0 seconds flat. A variety of eye-catching colors were available, all with contrasting “GT3 RS” graphics along the side skirts, harkening back to the iconic Carrera RS of 1973.

Perhaps one of the lowest mileage examples available, this 997 GT3 RS was purchased by the Porsche Specialists at Road Scholars in Durham, North Carolina, in November of 2007 with a





paltry 28 miles on the odometer. Finished in the desirable specification of Orange with black wheels and GT3 RS side stripes over a black leather and Alcantara interior, the car boasts a number of optional extras. These include the Sport Chrono package, contrasting orange stitching throughout the cabin, orange painted trim panels, bi-xenon headlights, painted lip spoiler, and headlight washers painted in exterior color, amongst other options.

Kept in their owner's private collection, the car was driven only sparingly to make sure it remained in good mechanical condition. It remained with Road Scholars for the next 10 years before being purchased by the consignor in 2017. As a result, the car now shows just 600 miles from new and presents in as-new condition throughout. Furthermore, the car has been recently serviced by McKenna Porsche of Norwalk, California, and remains ready for the open road should its next owner so desire.

Considered to be one of the most collectable 911s built thus far into the 21st century, finding a better example than the one presented here would be a difficult task.





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## 1968 Porsche 911 'Soft-Window' Targa

CHASSIS NO. 11880217

**\$170,000 – \$190,000**

OFFERED WITHOUT RESERVE

Rare early 'soft-window' Targa 911

Desirable Ossi Blue over black combination

Accompanied by a copy of its factory Kardex

At its debut in 1963, the Porsche 911 was offered in only a coupe configuration. This changed in 1967 with the introduction of the Targa. It featured a removable top panel, brushed stainless steel roll-over hoop, and a foldable plastic rear window. The setup offered owners the weather protection of a coupe, or a convertible-like driving experience with the top removed and rear window folded down, all with the added safety and stability of a rollbar. The Targa became a popular alternative to the convertible. Porsche later introduced a fixed glass window Targa in 1969, with the 'soft-window' remaining available via special order through 1971.

This 1968 soft-window example was completed on 12 June 1968. The car left the factory finished in attractive Ossi Blue with a black removable top panel and black leatherette interior, set off with a brushed stainless-steel roll-over hoop and gold-plated trim. Optional equipment on the car included front and rear bumper horns, an electric fan, and Dunlop 165-15 tires. Upon completion, the car was shipped to North America, where it was delivered to PoAC in Teaneck, New Jersey.

Today, the car is presented much like it did when it left the factory. It has been repainted in its original Ossi Blue and features a new zip-out rear window. The optional front and rear bumper horns remain on the vehicle. Other exterior features include yellow fog light lenses and a driver's sideview mirror. The 911 rides on Vredestein Sprint Classic tires that are mounted on attractive Fuchs wheels; they

are brought to a stop via four-wheel disc brakes. The car is powered by an air-cooled, horizontally opposed six-cylinder engine which is paired to a five-speed manual transmission.

The interior is completed in black leatherette. The dash features VDO instrumentation with the tachometer prominently displayed in the center





of the five-gauge cluster. When the symphony coming from the 911's flat-six is not enough, a period Blaupunkt AM/FM radio can provide an alternative soundtrack. Fold-down rear seats allow the 911 to provide passenger seating for four, or additional luggage room on an extended journey. The car is accompanied by a copy of its factory Kardex.

Offered in the rare 'soft-window' Targa body style and presented in the desirable shade of Ossi Blue, this excellent example of a Porsche 911 is sure to make a great addition to any collection.

It is the ideal car to carve the back roads as well as display at local Porsche meets around the country.





215

# †Ω 1975 Porsche 911 Carrera RSR 3.0

CHASSIS NO. 9115609121

ENGINE NO. 6850167

**\$2,000,000 – \$2,200,000**

**One of just 52 RSR 3.0s; only 10 built in 1975**

**Delivered new to the factory-supported Tebernum Racing**

**Extensive European racing history; winner of the 1975 European GT Championship**

**Two-time 24 Hours of Le Mans entrant in 1975 and 1976**

**Formerly owned by renowned actor and racing driver Paul Newman**

**Class winner at the Le Mans Classic in 2016 and 2018**

*Please note that this lot is offered on a Bill of Sale only.*

*Please note that an import duty of 2.5% of the purchase price is payable on this lot if the buyer is a resident of the United States.*







*The RSR at speed at Zandvoort in 1975. Courtesy of The Revs Institute*

With the introduction of the new 3.0-liter displacement limit for Group 5 World Championship Sports Cars, which rendered the magnificent 917 obsolete, Porsche channeled its efforts into two very different programs for 1972 rather than continuing with a Works WSC effort. On the one hand, Porsche would pursue the 1972 and 1973 Can-Am Championships with its formidable Penske-run 917/10 and 917/30

behemoths. It also continued development of the 911-based RS and RSR variants for the GT class for International long-distance racing.

Typically, the staff at Weissach managed to further reduce the weight from the already lightweight Carrera RS 2.7, while simultaneously increasing power without compromising reliability. By using GRP panels and plastic side windows, and stripping

out all but the most essential items of interior trim, the RSR barely tipped the scales at 900 kg dry. For 1974, a new 3.0-liter engine with Bosch twin-spark ignition was employed, with a resultant power increase to 330 bhp. The now-redundant 917 parts bin was raided for brakes and center-lock wheels, while flared wheel arches, a front airdam, and the now iconic "tea-tray" spoiler gave the car a very aggressive posture.



This RSR, chassis no. 9115609121, was the eighth of only 10 such cars constructed for the 1975 season. It was then delivered to the factory-supported Tebernum Racing team. The German team had campaigned two earlier RSRs in 1974, driven by team owner Franz-Josef Weisskopf and Hartwig Bertrams, in a busy season of European GT and DRM (Deutsche Rennsport Meisterschaft). For 1975, an even

more ambitious schedule was planned, including competing in no less than six of the nine rounds of the World Sportscar Championship.

The car's first competitive outing was the Mugello 1000 KM, the second round of the WSC, where Bertrams was paired with experienced Porsche racer Clemens Schickentanz and ex-BRM and Lotus Formula 1 driver Reine Wissell. Although the GT cars could not possibly be expected to challenge the Sports Prototypes for overall honors, the class-winning Georg Loos (Gelo) Team RSR of Manfred Schurti, Toine Hezemans, and John Fitzpatrick nevertheless finished a credible 9th overall, with the Tebernum car finishing an auspicious 12th overall and 4th in class.

In the third round of the Championship at Dijon-Prenois, the team enjoyed an excellent run in the 800-km race, finishing 7th overall and 2nd in class, the winners once again being the Gelo car of Hezemans and Fitzpatrick. A fortnight later, at Monza, Tebernum's consistent run continued, with a 3rd in class finish (9th overall) behind the two Gelo RSRs, once again.



*Clemens Schickentanz behind the wheel of the RSR at Dijon in 1975. Courtesy of The Revs Institute*

At the Spa 1000 KM in the beginning of May, for once Gelo did not have everything their way. With the formidable combination of Hezemans, Fitzpatrick, and Schurti having problems early in the race, the opportunity for others to capitalize was there. However, by the finish, it was the relatively unfancied Club Romand RSR of Claude Haldi and Bernard Beguin that took GT class honors and 4th place overall, where Bertrams and Wissell finished 4th in class and 8th overall.

With the Gelo team absent, and a lackluster entry across all classes for the Coppa Florio 1000 KM at Enna-Pergusa in mid-May, the Tebernum team was all but assured that elusive GT class win. So it proved, with the team coming home 4th overall behind the two semi-Works Alfa Romeo T33/12s of Merzario/Mass and Bell/Pescarolo, and the privately entered Porsche 908/4 of Reinhold Joest and Mario Casoni.

After retiring at the Nürburgring 1000 KM at the

start of June, the team was looking to bounce back at Le Mans. With the driving squad reduced to just Bertrams and Schickentanz for the longest and most important race of the year, the car ran strongly early on, but retired with engine failure four hours in. Unconfirmed reports blame the drivers for placing unreasonable demands on the car in their pursuit of the Gelo team and – to rub salt in the wound – the lead Gelo RSR of Fitzpatrick and Gijs van Lennep finished a comfortable GT class winner and a remarkable 5th overall.

After the disappointment at Le Mans, Tebernum concentrated on the European GT Championship in which – after a 2nd place at Imola and 4th place at Zeltweg – Bertrams held onto 2nd in the points standing by the season's mid-point. From



the third round onwards, Bertrams moved to one of the team's older '74 cars – 9114609067 – with Wisell and Schickentanz sharing this car for the balance of the year. In retrospect, the decision to switch cars seems a puzzling one, for thereafter the car managed only a 6th place at Hockenheim and 7th at Misano – both with Schickentanz driving – whereas Bertrams took 4th and 3rd, respectively, in the older car. Indeed, Bertrams' strong end to the season saw him emerge victorious in the penultimate round at Monza, which was enough to secure him the European title ahead of the arch-rival Gelo team of Tim Schenken and Toine Hezemans. A letter in the history file from Jürgen Barth to subsequent owner Robert Luth notes that "(Bertrams) most probably won the GT championship with this car."



With the merger of the Tebernum and Gelo teams in 1976, resources were pooled between drivers and equipment. Bertrams departed to the rival Egon Evertz team, while Schickentanz was retained to drive 9115609121 at Le Mans with another Formula 1 refugee, popular New Zealander Howden Ganley. Broadly retaining its blue and white Tebernum livery, as opposed to the customary red of Gelo, the pairing qualified 40th but regrettably retired after six hours with driveshaft failure.

In 1977, the car was sold to Oscar-winning actor, philanthropist, and accomplished racing driver Paul Newman. Ever since starring in the 1969 film *Winning* – part of the preparation for which involved Newman and co-star Robert Wagner attending Bob Bondurant's racing school – Newman had been bitten by the racing bug, competing initially in a Lotus Elan in SCCA events before progressing to a Nissan in Trans Am events. Indeed, it was during his ownership

of 9115609121 that Newman embarked upon his remarkable 1979 Le Mans campaign in which he finished 2nd overall and 1st in class behind the wheel of a Kremer Porsche 935 with Dick Barbour and Rolf Stommelen.

Newman sold the car in 1982 to noted Porsche authority Ron Armour of Orange, California. Armour embarked upon a total restoration which included taking great care to preserve the original RSR body panels. The work was completed in time for the car's historic racing debut at the 9th Monterey Historic Automobile races later that year. Subsequently the car was sold to Bob Luth of Darien, Connecticut, prior to it being acquired by eminent Porsche collector Michael Amalfitano of Gilford, New Hampshire, in February 2002.

Following Amalfitano's untimely passing in 2009, the car was sold to Claudio Roddaro of Monaco in 2010, who in turn sold it to the current owner in 2014. Since, the car has been a regular front runner in historic racing events, having won its class – with the current owner sharing driving duties with none other than ex-Works Porsche driver Uwe Alzen – at both the 2016 and 2018 editions of the Le Mans Classic.





The 911 Carrera RSR at the 1976 24 Hours of Le Mans. Courtesy of Motorsport Images

Immaculately presented in its period Tebernum livery and race prepared by marque specialists and Le Mans-winning team Rook Sportsystem, 9115609121 is accompanied by current FIA HTP papers (valid through 31 December 2025) and a comprehensive history file. As a highly historic example of this most desirable and charismatic of all normally aspirated 911 variants, it would doubtless be a welcome entry to the myriad events on either side of the Atlantic for which it is eminently eligible and highly competitive.



DATE	RACE #	EVENT	SERIES	DRIVERS	RESULT
March 23, 1975	51	Mugello 1000 KM	World Sportscar Championship	Hartwig Bertrams/Clemens Schickentanz/Reine Wisell	4th IC, 12th OA
March 30, 1975		Nürburgring GT	Non-Championship	Hartwig Bertrams	6th IC, 6th OA
March 31, 1975		Nürburgring Goodyear Pokal	Non-Championship	Hartwig Bertrams	13th IC, 13th OA
April 6, 1975	8	Dijon 800 KM	World Sportscar Championship	Hartwig Bertrams/Clemens Schickentanz/Reine Wisell	2nd IC, 7th OA
April 13, 1975		Coppa Bevilacqua Trofeo Marlboro Imola	European GT Championship	Hartwig Bertrams	2nd IC, 2nd OA
April 20, 1975	81	Monza 1000 KM	World Sportscar Championship	Hartwig Bertrams/Clemens Schickentanz/Reine Wisell	3rd IC, 9th OA
April 27, 1975	7	DRM Nürburgring	Deutsche Rennsport Meisterschaft	Hartwig Bertrams	7th IC, 7th OA
May 4, 1975	40	Spa-Francorchamps 1000 KM	World Sportscar Championship	Hartwig Bertrams/Reine Wisell	4th IC, 8th OA
May 18, 1975	48	Coppa Florio (Enna-Pergusa 1000 KM)	World Sportscar Championship	Hartwig Bertrams/Clemens Schickentanz/Reine Wisell	1st IC, 4th OA
May 25, 1975	6	Zeltweg GT	European GT Championship	Hartwig Bertrams	4th IC, 4th OA
June 1, 1975	59	Nürburgring 1000 KM	World Sportscar Championship	Hartwig Bertrams/Clemens Schickentanz/Reine Wisell	DNF
June 8, 1975	52	DRM Hockenheim	Deutsche Rennsport Meisterschaft	Hartwig Bertrams	5th IC, 5th OA
June 15, 1975	16	Le Mans 24 Hours	Non-Championship	Hartwig Bertrams/Clemens Schickentanz	DNF
June 29, 1975	8	Norisring Trophae	Non-Championship	Reine Wisell	8th IC, 8th OA
June 29, 1975	8	DRM Norisring	Deutsche Rennsport Meisterschaft	Reine Wisell	5th IC, 5th OA
June 29, 1975	8	Norisring GT	European GT Championship	Reine Wisell	
July 20, 1975	601	Hockenheim GT	European GT Championship	Clemens Schickentanz	6th IC, 6th OA
August 3, 1975	35	Misano GT	European GT Championship	Clemens Schickentanz	7th IC, 7th OA
August 17, 1975	64	DRM Kassel-Calden	Deutsche Rennsport Meisterschaft	Clemens Schickentanz	4th IC, 4th OA
November 2, 1975		Jarama 200 KM	European GT Championship	Clemens Schickentanz	DNF
June 13, 1976	49	Le Mans 24 Hours	Non-Championship	Clemens Schickentanz/Howden Ganley	DNF

216

# 1960 Porsche 356 B Super 90 Cabriolet

CHASSIS NO. **153828**

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ENGINE NO. **801022**

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COACHWORK BY **REUTTER**

**\$160,000 – \$190,000**

OFFERED WITHOUT RESERVE

**Retains its original Super 90 engine**

**One of approximately 700 Super 90 cabriolets exported to the U.S.**

**Copy of factory Kardex and Porsche Production Specification certificate**

Porsche 356 Cabriolets were truly luxurious touring machines, as they offered a strong unitized chassis with a fixed windscreen, a plush interior with comfortable and heavily padded seats, and a thick, multi-layer fabric folding top, which helped to isolate driver and passenger from road noise and vibration. The rear jump seats also had folding backs that better lent themselves to additional luggage-carrying duties.

The 356 B was offered in coupe, roadster, and cabriolet styles. Of the cabriolet body style, Porsche wrote: "A pleasant blend of convenience

and beauty is found in the cabriolet with its convertible soft top—representative and persuaded in its sporty elegance." Several engines were offered, including the Type 616/7 "Super 90," so named for its peak horsepower at 5,500 rpm.

The Super 90 gained its muscle from a higher-lift camshaft, a 9.1 compression ratio, and a pair of larger 40-mm Solex PII down-draft carburetors. Engine lubrication was upgraded for better longevity, and a stronger Hausermann clutch package was adopted. With this more powerful

engine and a curb weight of less than 1,985 lbs., the factory claimed that Super 90s were capable of a 115-mph top speed while returning 27 mpg.

Equipped with its original Super 90 engine, this 356 B cabriolet is resplendent in its original color of Ivory. According to a copy of the original Porsche Kardex on file, chassis no. 153828 was delivered to Rossel, the dealer in Wiesbaden, Germany, on 26 July 1960 before being exported to C.M. Lee of Fort Worth, Texas. Original optional equipment included antenna, wiper motor and windshield wipers, chrome





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wheels, two loudspeakers, a chrome luggage rack, leather arm rest and headrest, and Dunlop Tires. Previous sale records show evidence of a bare-metal restoration, with the interior being re-done in attractive blue leather.

Included with a copy of the original Kardex as well as the Porsche Production Specification certificate on file, this Porsche 356 B Super 90 cabriolet is sure to impress.



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# 1996 Porsche 911 GT2 Club Sport

CHASSIS NO. **WP0ZZZ99ZTS393096**

ENGINE NO. **61T205333**

GEARBOX NO. **2002041**

**\$800,000 – \$1,200,000**

OFFERED WITHOUT RESERVE

**One of just 33 factory-built Club Sport versions**

**Retains its original tub and drivetrain**

**Subject to a comprehensive restoration**

**Minimal time on engine; rebuilt by Bob Holcombe**

**Includes detailed factory build sheet  
and original PCNA invoice**

Freshly emerged from a comprehensive, year-long, bare-metal, nut-and-bolt restoration by Orbit Racing of Riviera Beach, Florida, offered here is an exceptional example of the GT2 Club Sport, the last air-cooled, turbocharged racing car, viewed by many as the Holy Grail for Porsche collectors. To quote Porsche authority Prescott Kelly, "The 993 GT2 is an immensely desirable, iconic, collectible Porsche . . . it is one of the foremost iterations of the famous line of Hans Mezger-designed Porsche engines."

The GT2 was born out of necessity: Cancellation of the World Sports Car Championship in 1992

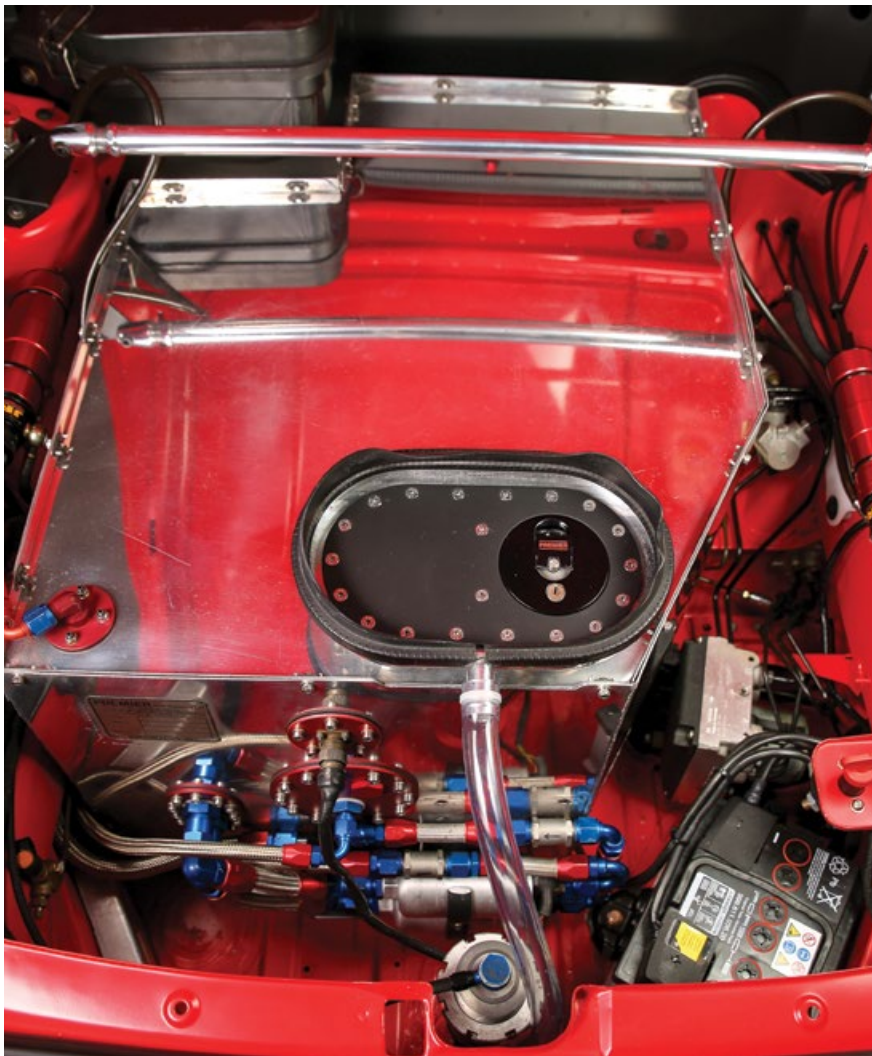
in favor of less-costly, production-based GT cars prompted Porsche to create a new high-performance variant that could be built in large-enough quantity for street use and thus be homologated for racing. The 993-series Turbo appeared to be the perfect starting point. Beneath its new, svelte body shape was a new light-alloy rear subframe that carried a dual wishbone suspension. This replaced the 911's traditional rear trailing arms, which often contributed to trailing-throttle oversteer. A new induction system called VarioRam maximized torque through the middle of the rev range.

The GT2 was not offered to the American market, which relieved Porsche of the costly burden of crash-testing the cars to meet U.S. government standards or saddling them with emissions and safety-related requirements. In 1995, Porsche gave us the 993 RS, a "homologation special" that allowed the 993 RSR to run in the BPR's N/GT category with a 3.8-liter engine.

As Kelly relates, the factory also wanted to modernize the top-of-the-line 911 Turbo, whose full potential still had not been tapped. With the 993, Porsche decided to turbocharge its all-wheel-drive Carrera 4 platform,



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giving it a powerplant that developed more than 400 hp and breath-taking performance combined with outstanding road-holding. Unfortunately, the BPR Global series did not allow AWD and turbos in the same package, so the Customer Racing Department put its collective mind toward creating something that would meet the letter of the law. The result was a street-legal machine with a turbo feeding each bank of cylinders – and rear-wheel drive.

The tub was drastically lightened, weight trimmed to about 3,100 lbs. thanks to a stripped interior, no undercoating or sound-deadening insulation, and deletion of the numerous power-assisted systems usually found in up-market Porsche cars. The bodywork was modified with aluminum hood and door panels, rear spoiler, and exaggerated bolt-on fiberglass fender flares to cover three-piece racing wheels with titanium centers. Those were in turn shod with appropriately sized high-speed-rated tires. Careful engine tuning brought horsepower up to 430, although it is likely the true figure was something greater. The GT2, so named for the racing series at which it was aimed, was unveiled at the 1994 Essen Motor Show.

Between 1995 and 1998, Porsche would produce 194 GT2s; 161 of those were for street use, while 33 were designated as Club Sport versions – all save for one were left-hand drive – and intended for competition. The Club Sports were delivered with a bare interior, a roll cage, a racing seat, six-point harness, fuel cell, electrical cut-off switch, a fire suppression system, a tall multi-plane rear wing, and larger front spoiler. The racing engine developed an estimated 450–475 bhp with different KKK turbochargers and a larger air-to-air intercooler, more aggressive camshafts, and less-restrictive exhaust system. The six-speed G50 transaxle contained a limited-slip differential, and closer-ratio gears were available.

The Porsche GT2 became the weapon to have in international GT racing, bringing home championships in the BPR series and IMSA. The most successful of these were the N/GT entries driven by Hurley Haywood and Jochen Rohr, who won or placed at Sebring, Daytona, and other tracks from 1995 through 1998. A separate series of 79 racing GT2s was also built, bringing the total to about 300 units.

This GT2 Club Sport was the sole example delivered to the U.S. in G1 Guards Red. It was ordered 16

August 1995 from Porsche Cars North America in Southern California by Spencer Lane of Fast Lane Racing in Ridgefield, Connecticut, and delivered late that year. Chassis 393096 carried a factory base price of \$182,000, but the as-delivered price, including optional race components, a second set of 18-in. diameter GTR-Rad three-piece center-lock modular wheels, import certification, and transportation

drove the bottom line to \$232,814. The car was taken to the 1996 Daytona 24 Hours, where it was used in qualifying but did not race. Lane kept the car for about five years, after which he sold it to Joe Wong, an active PCA club racer from northern California, who kept the car for 17 years, entering it in a number of PCA Club races. Its last track appearance was in 2001. It was sold to the consignor in early 2017.







This numbers-matching car has just emerged from a comprehensive restoration by Orbit Racing in Florida. The engine was rebuilt by Bob Holcolmbe at Mode Inc. in Scottsdale, Arizona, and has fewer than five hours of running time. The car is equipped with a full roll cage, "Banana" biplane rear wing, Recaro racing seat with Shroth harnesses, Momo steering wheel, Firesense suppression system, Premier fuel cell, and JRZ remote-reservoir shock absorbers. It is also supplied with its original factory build sheet, PCNA purchase order, restoration invoices, and comprehensive photographic documentation.

This rare, show-quality GT2 Club Sport would be the perfect capstone to any collection of modern racing Porsche models.





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## 1994 Porsche 911 Turbo 3.6

CHASSIS NO. **WP0AC2962RS480347**

ENGINE NO. **61R00729**

GEARBOX NO. **2003535**

**\$150,000 – \$200,000**

OFFERED WITHOUT RESERVE

Finished in stunning Titanium Metallic over Black leather

Just over 38,000 original miles

One of only 1,437 examples built

Porsche Certificate of Authenticity



The new 964-generation 911 Turbo, the first major revision to the Porsche 911 Turbo, first broke cover in 1991. It retained the 3.3-liter engine from the 930 Turbo, yet produced 20 additional horsepower. Characterized by a more docile and refined response, the new 964 did not please all Turbo customers, who were demanding more power and a sharper acceleration.

Looking to keep its customers happy, Porsche presented a new 3.6-liter Turbo in 1993, which boasted a new flat-six engine based on that fitted to the new 911 Carrera 4 with 360 bhp on tap. The 3.3-liter 964 Turbo would only remain in production for the 1991 and 1992 model years, while the 3.6-liter 964 Turbo was produced for the 1993 and 1994 model years. For this later model, only

1,437 examples were produced, compared to 3,660 3.3-liter 964 Turbos, making the 3.6-liter model much rarer and more desirable than its predecessors.

Finished in Titanium Metallic over supple black leather with contrasting light grey carpets, this 3.6-liter 911 Turbo was built with a handful of desirable options, such as 18-in. polished wheels including wheel caps



with the Porsche crest, center console in leather, a driver's side heated seat, and a sunroof. Presently owned by a Porsche collector based in Alberta, the car has just over 38,000 miles showing on its odometer. It is accompanied by its original books, including the original service booklet, tool kit, air compressor, and a handful of previous service records.

Lauded by the automotive press when it was announced, *Car & Driver* magazine commented that the new 3.6-liter 911 Turbo was not only more powerful and easier to drive, but also "more predictable to drive aggressively than any recent 911 Turbo. One no longer needs to have graduated from the Hans Stuck opposite-lock academy to explore the full potential of this car's awesome power."

This stunning example would surely be no exception to the rule and is ready to drive and enjoy, quickly!



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## 2005 Porsche 911 Turbo S Cabriolet

CHASSIS NO. **WPOCB299X5S675354**

ENGINE NO. **64531186**

GEARBOX NO. **4004980**

**\$120,000 – \$140,000**

OFFERED WITHOUT RESERVE

**Stunning black over black combination**

**Just under 13,000 miles from new**

**The most desirable convertible of the 996-generation**

**Includes original owner's manuals and leather folio**

**Porsche Production Specification certificate**

Providing a healthy boost in terms of both performance and exclusivity, the 996-generation 911 Turbo S was introduced in 2004, right at the tail end of that generation's production cycle. These cars remained similar to the 996 Turbo but boasted a few significant upgrades. Chief amongst these were the X50 performance package, which brought output to 450 bhp. To help rein in all that power, all Turbo S models were fitted with the Porsche carbon-ceramic brakes, as well as a CD changer. That added performance was a result of fitting larger turbochargers along with improved intercoolers. Sixty miles per

hour could be achieved from a standstill in 4.1 seconds and would lead to a top speed of 190 mph. Roughly 980 Turbo S cars were built, only 300 of which were cabriolets.

Built in December 2004 for the 2005 model year, this 911 Turbo S Cabriolet was finished in Black over a matching Black full leather interior with a matching Black convertible top. Luxuriously equipped, it was outfitted with heated front seats with lumbar support and supple leather front and rear, a thicker steering wheel, black floor mats, stainless steel exhaust pipes, an aluminum-look

instrument panel, and a sport shifter, amongst other options.

According to its accompanying CARFAX report, the car was delivered new to New York and sold to its first owner in January 2005 in Southampton. Remaining with its first owner for three years, the car accumulated only 3,923 miles during that time and was sold to its second owner, also of Long Island. During this time, it was serviced regularly by Porsche of Roslyn. Remaining with its second owner until August 2011, at which point it had accumulated 8,400 miles from new.



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The car passed through two more subsequent owners, both also residing on Long Island. Acquired by the fourth owner in January 2013, it presents today in very well-preserved and maintained condition.

The highest performance convertible available in the 996-generation, even 13 years after the last Turbo S Cabriolet left the factory, it can hold its own against most modern performance cars produced today. This would be a wonderful car to drive and enjoy, combining performance and practicality as only a 911 can.







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# 2018 Porsche 911 Turbo Classic Series "Project Gold"

SERIES NO. 001/001

REFERENCE NO. **WPOZZZ99ZWS370802**

STARTING BID

**\$174,546 USD**

**(MSRP 1998)**

OFFERED WITHOUT RESERVE

**A singular, final air-cooled 993 Turbo,  
20 years after the end of production**

**Proceeds to benefit the Ferry  
Porsche Foundation**

## PORSCHE 911 TURBO CLASSIC SERIES

Porsche Classic has manufactured the last 911 Turbo with an air-cooled engine – 20 years after the last one left the assembly line! The result of years of meticulous work and attention to the very smallest of details by the expert craftsmen at Porsche Classic, this very special show car, the only one of its kind that will ever be completed, is offered at the Porsche 70th Anniversary Sale at the Porsche Experience Center Atlanta on 27 October after having been unveiled to the public at the September 2018 Rennsport Reunion.

"Project Gold," as Porsche calls it, is a show car that is immediately recognizable as a Porsche of the 993 generation – a series vaunted by enthusiasts





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as the last of the traditional air-cooled 911s, ending its production run for 1998. The 993-generation Porsche 911 Turbo continues to be one of the most astonishingly fast, sophisticated, and downright desirable cars of its generation, and perhaps of any Porsche to ever carry the legendary "Turbo" designation. It offered twin turbos, all-wheel drive, over 400 hp, and a blindingly fast sprint from

0–60 in under four seconds, the likes of which the automotive industry had never seen up to that time! This was, for all intents and purposes, the perfect Porsche to cap off the last air-cooled series.

The aim of "Project Gold" was to showcase the exceptional capabilities of Porsche Classic alongside the customization resources of

Porsche Exclusive Manufaktur, from which the general aesthetic presentation was derived using colors and appointments consistent with those of the current 911 Turbo S Exclusive Series. The result is truly a one-of-a-kind classic built to celebrate the 70th anniversary of Porsche and showcase not only the company's history, but the trajectory that it is charting for itself.

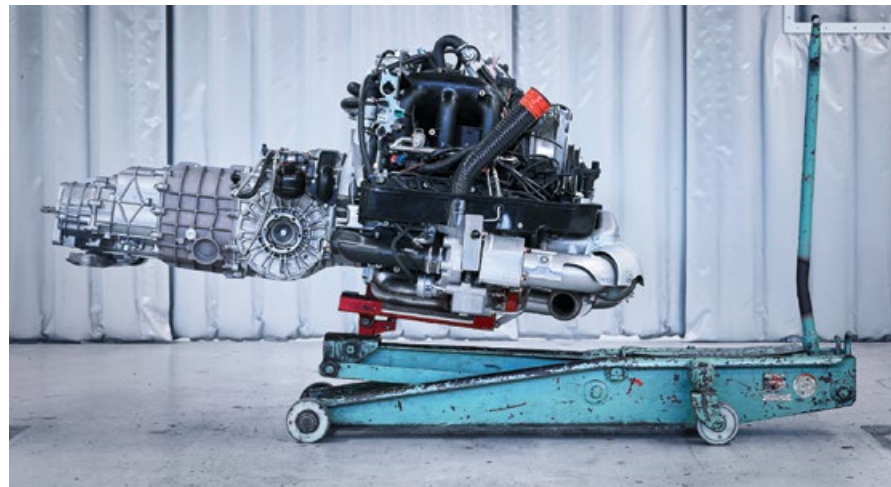
## PORSCHE CLASSIC FACTORY RESTORATION

With regard to its specifications, the body of "Project Gold" is an original, new-old-stock body shell from the factory in Zuffenhausen. The life of "Project Gold" began with this body shell on a straightening bench, where it was mounted for in-depth checking and adjustment, using the original frames, tension gauges, and data sheets. Gap dimensions and functioning of the doors, engine lid, and rear lid were all tested before the side air vents were inserted into the rear panels with meticulous attention, replicating a feature that was available on the 993 Turbo S.

Thereafter, the build of "Project Gold," which lasted one-and-a-half years, mainly relied on the more than 52,000 genuine parts available in Porsche Classic's resources, of which there are currently available 6,500 parts for the 993 generation alone. Porsche Classic worked closely with Porsche Exclusive Manufaktur in presenting a car that was at once current and forward-thinking in its execution, as well as authentic to the heritage of the 993 Turbo.







### 993 TURBO POWERPLANT

The 3.6-liter, six-cylinder bi-turbocharged boxer engine was built entirely from brand-new genuine parts and delivers 450 hp at 6,000 rpm – 42 hp more than the standard 993 Turbo had. This power upgrade was achieved by implementing the “Werksleistungssteigerung II” (WLS II) power kit. With a constantly elevated boost pressure, the engine consistently delivers the maximum torque of 585 Nm, an increase of 45 Nm. The WLS II's main features include larger

turbos, an additional oil cooler, and a modified Motronic® electronic control unit. Furthermore, ceramic port liners were inserted into the exhaust channels of the cylinders, which allow for a reduction in cylinder head temperature. The cooling fins in the cylinders are very thin, enabling the turbocharged engine to remain quite stable in terms of temperature. All told, this power upgrade to 450 hp was applied to just 345 911 Turbo S vehicles in period. The gearbox is a six-speed unit built entirely with brand-new Porsche Classic genuine components.



## PREPERATION & PAINT

In many instances, where two decades of further engineering development were available, "Project Gold" benefitted from Porsche's latest technologies and paint application. At the Porsche AG paint facility in Zuffenhausen, "Project Gold" was treated to Cathodic Dip Coating (GDC) to apply its primer. The electrostatic charge means that the paint particles attach themselves to every last nook and cranny, thereby better protecting areas that are difficult to reach as compared to utilizing a spray gun. Porsche Classic thereby has the privilege of channeling classic cars into the current production line, and "Project Gold" was no exception, benefiting from the latest in state-of-the-art Porsche paint application. The finish on the car, Golden Yellow Metallic, was applied in three stages, built up with two layers of clear lacquer. First the lacquer base, applied by hand, then a second coat of clear lacquer, gently refined with fine sanding, before applying the final clear coating. The result is a remarkable level of finish and presentation which improve further upon the 993's already impressive level of fit and finish.





## INTERIOR ARTISTRY & DETAILING

The interior of "Project Gold" includes the finest black leathers and selectively chosen gold stitching as well as carbon fiber trims. Everything was designed and applied by hand, taking into consideration not only the original 993 Turbo interior, but also the detail work from the current 911 Turbo S Exclusive Series. In fact, as one looks around the car, so much of "Project Gold" was

equipped with a host of individually produced, custom-made components not available on any other production cars. For example, the Litronic headlights were entirely dismantled and afterwards equipped with custom-made black reflectors. The turn signals and backlight strip were opened to tint the diffusers in a darker grey color. And perhaps most extraordinary is the construction of the Turbo wheels. As opposed to simply spraying the wheels in black and

pinstriping a gold line onto the perimeter, which would have opened up the process to natural imperfection, the builders of "Project Gold" took an altogether unique approach. First, the wheels were primed in Golden Yellow Metallic, before being painted over in high-gloss black. Finally, the wheels were subjected to a laser beam, carefully stripping out the top layer of black and revealing a golden pinstripe below.





Once completed, "Project Gold" was subjected to a detailed and extensive functional and quality control process. The driving functions and driving dynamics were tested at the Porsche Development Centre in Weissach. The noise behavior of the car on different surfaces was checked, and the cornering and braking behavior was tested on the test track as well, all of which the car passed with flying colors.

After one-and-a-half years of work by numerous, highly experienced Porsche professionals, the offering of "Project Gold" is a truly unique, once-in-a-lifetime opportunity. Porsche have clearly stated they will never build another car like it, as indicated by its series designation "001/001." Perhaps most importantly, Dr. Ing. h.c. F. Porsche AG ("Porsche AG"), as the seller, declared that net proceeds from the car's sale, above its hypothetical original retail value and actual auction expenses,

will go to benefit the Ferry Porsche Foundation, a non-profit charity organized in Germany that is dedicated to education, social issues, and youth development. The Ferry Porsche Foundation was established earlier this year to mark the "70 years of Porsche sports cars" celebrations. Further information about the donation amount is stated at the back of the catalogue under "Payment and Donation." For further information about this exceptionally unique offering and its availability at auction, please contact an RM Sotheby's representative. Interested bidders are encouraged to review the terms and conditions associated with the purchase of this lot, for which full details are enclosed in the back of the auction catalogue. Please be aware that the vehicle will not be on display during the auction, though it is expected to be available for static display and inspection the evening before the auction at the Porsche Experience Center Atlanta.

#### **CONDITIONS OF SALE**

*Please refer to the back of this catalogue and section 33 of the Bidders' Conditions of Business for complete, detailed terms on this car's conditions of sale as well as delivery, payment, and charitable donation details. Bidders are advised to inform themselves as to the car's required collection from Stuttgart, Germany, offering on a Bill of Sale, and inability for legal road registration.*



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## 1980 Porsche 924

CHASSIS NO. **92A0433084**

ENGINE NO. **VC 003 186**

**\$30,000 – \$40,000**

OFFERED WITHOUT RESERVE

**Extremely original example; just 11,000 miles from new**

**Finished in attractive Minerva Blue Metallic over black partial leather**

**Featured in *Excellence* magazine**

**Porsche Production Specification certificate**



Once disparaged as not being as pure as the Porsche 911, the Type 924 is today appreciated as one of the best-handling automobiles to ever carry the fabled crest of Germany's most successful sports car manufacturer. True, the 924 was to have been a collaboration between Volkswagen-Audi, which desired a lower-priced sports car of its own. But the world's changing economic situation in the mid-1970s disrupted those plans, and the entire project landed in Stuttgart's lap. Porsche was determined to make the best of it, bringing the 924 to the U.S. market in 1976.

In the summer of 1980, a Denver-based automotive account executive named Rose Kalista began looking for a sports car that she could enjoy on weekend jaunts; her company sedan was boring. Passing the Porsche dealer in Littleton one day, Rose's eye was drawn to a gleaming new Minerva Blue 924 in the showroom window. It was, she later declared, "love at first sight."

Due to the falling value of the dollar at that time, imports were becoming expensive. The 924 carried a base price of \$15,970, and the car was "dressed up," in dealer parlance. With a black partial leather interior, removable sunroof, air-conditioning, electric mirrors, metallic paint, and several dealer-installed accessories, including a rear reflector panel, 8-track stereo, and pinstripes, the bottom line came to nearly \$18,000.



Although Rose immediately took her new coupe on the road to explore its capabilities, most of her time at the wheel was confined to shorter trips, and miles accumulated slowly. Still, she scrupulously maintained the car, never taking it out in the rain, making notes of every fill-up and every service visit. Over time, work demands meant fewer rides in her beloved blue Porsche, and it was parked under a soft cover in her garage. Even when it was not being driven, Rose made sure the oil and filters were changed on schedule.

Then one summer morning, the car would not start. Her regular mechanic had retired, so she found another shop willing to take on the car.



While it was being serviced, a long-time Porsche enthusiast, PCA Concours judge, and friend of the shop technician wandered by. Examining the car on a lift, he discovered its pristine condition and asked to buy it. Although Rose had several other cars to drive, she was not in any hurry to sell. It took almost a year before Rose was persuaded to change her mind, but in June of 2014, the car changed hands. Soon after, it was featured in *Excellence Magazine*, a prime example of a very original and unmolested 924.

Today, this virtually unmarked example of the “transaxle” generation of Porsche is offered with its original documentation, its original tires and wheels (a second set of driver wheels is included), and Rose Kalista’s meticulously kept service log. Having been driven barely 11,000 miles over the last 38 years, it is a perfect candidate for the preservation class of any concours, where it will most certainly be recognized and respected as worthy of the Porsche name.



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## 1990 Porsche 944 S2 Cabriolet

CHASSIS NO. **WPOCB2947LN481638**

**\$40,000 – \$60,000**

OFFERED WITHOUT RESERVE

**Rare 944 Cabriolet variant**

**Single ownership; fewer than 15,000 original miles**

**Exceptionally well-preserved original condition**

**Accompanied by original window sticker and sales receipts**



The Porsche 944 series debuted in 1982, and its production ended nearly a decade later, in 1991. Constructed on the same platform as the 924, the 944 was one of the most successful Porsche production cars of the era and was available in numerous configurations. The 944 S2 was introduced in 1989 powered by a new three-liter, normally aspirated engine. At the time of its debut, it was the largest four-cylinder power plant in series production. The S2 brought increased power output (over 50 hp per cylinder) to the model, offered an excellent torque curve, and was capable of almost 150 mph.



Not only did the new model feature an integrated front bumper, the S2 made a cabriolet configuration available for the first time in the 944 range. Interestingly, the contract to build the 944 S2 was won by the American Sunroof Company. The windshield was lower than on the coupe, and a new tail-end treatment was utilized. Porsche even boasted the 944 Cabriolet was as quiet as the coupe with the top up. Once again, Porsche had managed to create a desirable open-top variant of its popular road-going sports car. Production of the S2 ended in 1991 together with the entire 944 line.



This superb example is strikingly finished in Titanium Metallic with a sumptuous Linen (light gray) leather interior and remains in spectacular original condition. The original Blaupunkt stereo head unit, with optional Blaupunkt BEA 80 Equalizer Amplifier Unit, add to the desirability and enjoyment of this 944. This Porsche has lived a charmed life in Texas since it was delivered new to its one and only original owner, who has carefully maintained it, as proven by the service records and a recent inspection. At present, this 944 S2 displays less than 15,000 original

miles and is still riding on its original Dunlop D40 tires. A recent CARFAX report further supports the limited mileage. The exterior paint, upholstery, and engine bay are in outstanding order and present as new.

In addition, the original window sticker, owner's manual, warranty and maintenance book, tools, air compressor, as well as the Blaupunkt radio supplement accompany this car. It is extremely rare to find such a low-mileage, well-kept example of the open 944 S2, representing a budding opportunity for the astute collector.





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## 1979 Porsche 928

CHASSIS NO. **9289201273**

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ENGINE NO. **8290972**

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GEARBOX NO. **1191945**

**\$60,000 – \$80,000**

OFFERED WITHOUT RESERVE

**Less than 26,000 original miles**

**Attractive Light Blue Metallic over black leather**

**Highly desirable five-speed manual transmission**

**Includes original tools, jack, and owner's manuals**

**Recently detailed and serviced, including new tires**

**Porsche Production Specification certificate**

The first-ever production V-8 Porsche, the 928 was launched in Europe in 1977 and exported to the U.S. the following year. The muscular yet luxurious 928 was intended to replace the highly popular and highly strung 911. It differentiated itself as a more mature and refined alternative. As if to underline the evolution of the marque, Porsche broke with its penchant for rear-engined, air-cooled engineering by endowing the 928 with a forward placed, water-cooled 4.5-liter engine, capable of pulling the 928 to a top speed of 171 mph.

Heralded as one of the world's best grand touring motor cars and the most expensive offering in the Porsche stable, the 928 garnered the singular distinction of being chosen by Warner Brothers as the car driven by Tom Cruise's character Joel Goodsen in the 1983 blockbuster Risky Business.

This 928 may not have been driven by Tom Cruise, but it does remain largely original and has fewer than 26,000 miles on the odometer. It is one of the first-generation 928 models and was completed in February 1979 dressed in the stunning Light Blue Metallic (Hellblau) over a black leather interior with the rare and highly desirable five-speed manual transmission.





This superbly preserved, highly original, and unmodified 928 Porsche has all matching numbers, as verified by its Porsche Production Specification certificate. It presents almost exactly as it did on 31 July 1979, when it was purchased new by Dr. Scarella of Berea, Ohio.

The performance and drivability of this 928 reflect the meticulous maintenance it has received for almost four decades with its first owner. The factory Cosmoline treatment, zinc plating, and decals are evident throughout the vehicle, and the paint, when tested, read a respectable 3.5–3.7 mls. The leather interior is in excellent condition, and the glass, factory Porsche Blaupunkt CR radio, manuals, warranty cards, and keys are all original. A plethora of seemingly unused factory accessories accompany the car, including the jack and tools.

In 2018, the current owner had correct 225/50R16 Pirelli tires fitted and commissioned a full inspection and service, plus a 30-hour detail with steam cleaning to ensure that every aspect of this 928 is exceptional. Bound to excite the discerning eye of the Porsche purist, this gorgeous 928 provides aesthetic satisfaction teamed with superb performance.



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# 1959 Porsche Diesel Junior 108 K

CHASSIS NO. **K 7154 G**

ENGINE NO. **26013**

**\$30,000 – \$40,000**

OFFERED WITHOUT RESERVE

**Beautifully restored in the Netherlands**

**Recently overhauled air-cooled, 20-hp diesel engine**

**Seldom seen in the U.S.**

**A delightful and wonderfully presented Porsche Junior**

Ferdinand Porsche was not just interested in building a people's car. In the 1930s, he began work on an accessible, high-quality tractor for rural and industrial use. Three prototypes of the "Volks-Tractor" powered by a gasoline engine were built by 1934, but the outbreak of World War II curbed development for several decades. In 1953, series production commenced. Numerous models ranging from 11 to 55 hp were available over a nearly 15-year production run.

The well-made tractors eventually proved popular in Europe, but their road to farms was a bumpy one. Post-war restrictions meant that only companies that had built tractors prior



to the war could restart production. Porsche shopped around for a partner to license his design. Eventually, the fledgling company found

Mannesmann AG, who refurbished and expanded the former Zeppelin factory in Friedrichshafen-Manzell, Germany, near Lake Constance, to build the tractors.

The Junior 108 was by far the most popular thanks to its more affordable price. It was powered by an air-cooled, one-cylinder, 822-cc engine with Bosch diesel injection paired to a six-speed manual transmission. The Porsche Junior's engine was initially rated at 11 hp, but revisions in 1959 boosted that figure to 15 hp. The innovative, modular Porsche engine was also available in two-, three-, and four-cylinder configurations—all air-cooled, of course.



More than 125,000 were built, but only a handful made it to the U.S. due to stiff competition from domestic tractor manufacturers and the high cost of shipping across the Atlantic. The U.S. importer, American-Porsche Diesel Corporation of Easton, Pennsylvania, struggled with the tractors' comparatively high price tag. The more popular Junior model cost about \$1,750, while the Super's price surged to \$3,600 in the late 1950s.



Spending its whole life in Europe, this example was restored in the Netherlands and is painted the traditional red with off-white wheels. Continental tires wrap around its 16- and 24-in. wheels. It shows some limited signs of use but has long been retired from the rigors of farm work.

No Porsche collection is complete without such an attention-grabbing tractor, which represents an important part the marque's early history.



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## BUYERS' PREMIUM

In addition to the Hammer Price, the winning Bidder is required to pay RMS a percentage of the Hammer Price, which RMS retains as the Buyers' Premium for their purchase of each lot ("**Buyers' Premium**") in accordance with the following clauses:

- In the event of a final Hammer Price of \$250,000.00 (USD) and below on all motor car lots, RMS will receive a Buyers' Premium of twelve percent (12%).
- In the event of a final Hammer Price above \$250,000.00 (USD) on all motor car lots, RMS will receive a Buyers' Premium of twelve percent (12%) on the first \$250,000.00 (USD), and will receive a Buyers' Premium of ten percent (10%) on the Hammer Price above \$250,000.00 (USD).
- Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RMS a Buyers' Premium of twenty percent (20%) on the Hammer Price of that particular lot.

## TITLE TRANSFER

In an effort to ensure all titles are free and clear of liens or encumbrances, RMS manages the process of title reassignments on your behalf. Buyers will receive titles via UPS up to twenty (20) business days following the auction.

## ADMINISTRATION CONTACT INFORMATION



**REBECCA  
JOHNSON**

t: +1 519 437 3006  
m: +1 226 229 0662  
rjohnson@rmsothebys.com



**TANYA  
PAWLAK**

t: +1 519 352 4575  
m: +1 519 365 7011  
tpawlak@rmsothebys.com



**ALLIE  
BRYDGES**

t: +1 519 352 4575  
m: +1 519 360 8982  
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## BIDDING INCREMENTS

Under normal circumstances, the auction estimate of the lot being auctioned off will determine the minimum increment the auctioneer will accept according to the following schedule. Please note that due to the nature of a live auction, it is at the auctioneer's sole discretion to accept bids outside of what is being asked for during the live auction.

ESTIMATE	MINIMUM INCREMENT
\$50,000	\$2,500
\$100,000	\$2,500
\$250,000	\$5,000
\$500,000	\$10,000

## REMOVAL OF PURCHASED LOTS

All purchased lots must be removed from the auction site by 5:00 p.m. on the next business day following the auction. If the lot is not removed by the Buyer by 5:00 p.m. on the next business day following the sale, the Buyer will be charged a removal fee and a daily storage fee until the lot is removed. Please note that the Buyer is required to insure their lot while it is being stored on their behalf.

## DOMESTIC SHIPPING

Representatives from Reliable Carriers will be onsite to assist clients wishing to transport an automobile purchased at auction. For further information, please contact:



Reliable Carriers, Inc.  
1 800 521 6393  
[www.reliablecarriers.com](http://www.reliablecarriers.com)

## INTERNATIONAL SHIPPING

Please contact Mike Brablec at the numbers provided for recommendations and assistance.

## TRANSPORTATION CONTACT INFORMATION



**MIKE BRABLEC**  
+1 519 436 8765  
[mbrablec@rmsothebys.com](mailto:mbrablec@rmsothebys.com)

## INSURANCE

RMS' official insurance partner is Hagerty, the global leader in classic car insurance. Hagerty representatives will be available onsite for assistance. For more information, please contact:

# HAGERTY

Hagerty  
1 800 922 4050  
[www.hagerty.com](http://www.hagerty.com)

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# CONSIGNORS' CONDITIONS OF BUSINESS

## 1. Introduction.

- 1.1 Please ensure that you read and understand these Conditions of Business prior to consigning a motor car or any other lot at this or any other RM Auctions, Inc. d.b.a. RM Sotheby's ("**RMS**") sale.
- 1.2 RMS' contractual relationship with the Consignors is governed by:
  - 1.2.1 these Consignors' Conditions of Business;
  - 1.2.2 the Consignment Agreement Package; for the avoidance of doubt, this is the fillable package containing the Consignors' personal information and information regarding the motor car or any other lot;
  - 1.2.3 the Conditions of Business displayed in the auction salesroom;
  - 1.2.4 the Conditions of Business displayed on RMS' website; and
  - 1.2.5 in each case as amended by any salesroom notice or auctioneer's announcement at the auction.

(Clauses 1.2 to 1.2.5 together "**Contractual Obligations**".)

- 1.3 As auctioneer, RMS acts as the agent for the Consignor, and a sale contract is made directly between the Consignor and the Buyer.

- 1.3.1 Occasionally, RMS may own a motor car or any other lot (and in such circumstances, acts in a principal capacity as the Seller) and/or may have a legal, beneficial, or financial interest in a motor car or any other lot as a secured creditor or otherwise.

## 2. RMS Receiving Motor Car or Any Other Lot in Trust.

Any consigned motor car or any other lot is delivered to RMS in trust under the exact terms set forth in this agreement. RMS agrees to receive the motor car or any other lot in trust and not to permit its use for any other purposes, other than those contained in this agreement, without the expressed written consent of the Consignor.

3. **Services.** RMS agrees to act as an agent for the Consignor and provide auction services including, but not limited to, a sale facility, clerks, support staff, event advertising, and promotion. In connection with the auction, RMS will have absolute discretion with regard to the motor car and any other lot or any RMS auction as to (a) consulting any expert either before or after the sale, (b) researching the provenance, (c) grouping and providing catalogue and other descriptions as may be appropriate, (d) marketing and promotion of the sale, and (e) any other services required to conduct the sale.

4. **Commissions.** In the event that the motor car or any other lot is sold, the Consignor agrees to pay the Sellers' Commission on the last accepted bid to RMS, as indicated in the Commissions Section of the consignment package. Further, the Consignor acknowledges that RMS will collect a Buyers' Premium from the Buyer of the motor car or any other lot in question based on the last accepted bid on the motor car or any other lot. Please note that the Buyers' Premium may be subject to change at the discretion of RMS if the standard Buyers' Premium for the auction changes. To be clear, the Buyers' Premium on the motor car or any other lot will not be different from the Buyers' Premium for other motor car lots or any other lots in the auction.

## 5. Proceeds to Consignor.

- 5.1 As an accommodation to the Consignor, RMS agrees to act as an intermediary between the Consignor and the Buyer by accepting the purchase price from the Buyer, transferring the motor car or any other lot to the Buyer, and delivering the amounts due to the Consignor under this agreement. If the motor car or any other lot is sold by RMS during the term of this agreement, the money due to the Consignor shall be disbursed within twenty (20) business days after the sale provided the purchase price, applicable commissions, and fees have been received by RMS, in accordance with the terms of this agreement.

- 5.2 As used in this agreement, a "sale" occurs between the Consignor and the Buyer when the hammer or equivalent device or mechanism drops on the last accepted bid or when the auctioneer awards the motor car or any other lot to the highest Bidder.

- 5.3 The Consignor authorizes RMS to release the motor car or any other lot to the successful Buyer upon RMS receiving full payment from the Buyer or financing terms as agreed to with RMS.

- 5.4 The Consignor agrees to rely solely upon the Buyer for payment.

- 5.5 Before payment of any money due to the Consignor is to be made, the Consignor agrees to provide RMS with the documents necessary to transfer the ownership of the motor car or any other lot to the Buyer.

- 5.6 If RMS has reason to believe or is notified that the Consignor's breach or alleged breach of the Contractual Obligations or Consignor's action could potentially cause RMS liability ("**dispute**"), RMS, at its sole discretion, may withhold payment to the Consignor until the dispute has been resolved; further, RMS may deduct any sums that are due to it from the sum held.

## 6. Exclusivity.

- 6.1 The Consignor grants to RMS the exclusive right and authority to advertise and sell the motor car or any other lot for a period beginning with the date of this agreement and ending sixty (60) business days following the auction.

- 6.1.1 If the motor car or any other lot is sold prior to the auction and RMS has not agreed in writing to this sale, the motor car or any other lot will then be considered "withdrawn" from the auction by the Consignor, and the Consignor agrees to abide by clause 19 *Withdrawn Motor Car or Any Other Lot of these Conditions*.



# CONSIGNORS' CONDITIONS OF BUSINESS

- 6.1.2 If the motor car or any other lot does not sell at auction, the Consignor grants RMS the authority to list the motor car or any other lot for sale on RMS' Private Sales website and advertise in other mediums at RMS' discretion the motor car or any other lot for sale up to sixty (60) days after the auction.
- 6.1.2.1 RMS does not have the authority to unilaterally sell the Consignor's motor car or any other lot after the auction and must submit what RMS believes to be commercially reasonable offers for sale to the Consignor.
- 6.1.2.2 If the Consignor agrees to the sale of the motor car or any other lot, the Consignor will be required to pay RMS a percentage of the sale price as an administrative fee, based on RMS' standard payment grid.
- 7. Title, Registration Documents, and/or Appropriate Documents Evidencing Chain of Ownership.**
- 7.1 It is the absolute requirement of the Consignor that they provide any and all titles, registration documents, or appropriate documents evidencing ownership and/or government registrations (such as Purchase Agreements and Bills of Sale) ("**Titles**") to the motor car or any other lot to RMS prior to the auction of the motor car or any other lot.
- 7.2 The Consignor warrants that the Consignor is the sole and only owner of the motor car and that the Consignor has full right and authority to sell the motor car.
- 7.3 The Consignor agrees to provide RMS with a good, clear, and transferable Title to the motor car in advance of the auction.
- 7.3.1 If for whatever reason RMS is forced to correct any Title defect, the Consignor agrees to pay for any and all reasonable expenses.
- 7.4 In order to facilitate and transfer the Title for the motor car, the Consignor agrees to sign a Power of Attorney attached in this Consignment Agreement package.
- 8. Non-Payment by Buyer.** In the event of non-payment by the Buyer, RMS will endeavor to use reasonable efforts to enforce payment from the Buyer; however, RMS shall not be liable to the Consignor for payment. If the Buyer does not pay RMS, then at RMS' sole discretion, RMS may cancel the sale and return the motor car or any other lot to the Consignor, enforce payment by the Buyer, or take other actions permitted by law. Notwithstanding the preceding sentences, if RMS has paid any portion of the purchase price to the Consignor, but the purchase price has not been collected from the Buyer of the motor car or any other lot, the Consignor hereby agrees, simultaneously with such payment, to assign to RMS any and all rights that the Consignor may have against such Buyers to the extent of such payment, whether at law, in equity, or under the Contractual Obligations. The Consignor agrees to execute any documents reasonably necessary to evidence this assignment, including, with respect to the Consignor's representations, warranties and indemnities set forth in this agreement. The Consignor authorizes RMS, at RMS' sole discretion, to impose on any Buyer, and retain for RMS' account, a late charge if payment is not made in accordance with the Contractual Obligations.
- 9. Motor Car or Any Other Lot Description.**
- 9.1 The Consignor agrees to accept sole responsibility and liability for any representations made by RMS that accurately repeat the information supplied by the Consignor as to the character, features, condition, correctness, authenticity, or history of the motor car or any other lot and to indemnify, defend, and hold RMS harmless from any claims that may be made with respect to any such representations.
- 9.2 The Consignor is required to review and approve any and all catalogue descriptions within two (2) business days of receiving the catalogue descriptions from RMS' Research department.
- 10. Motor Car or Any Other Lot Operation.**
- 10.1 The Consignor warrants that the motor car or any other lot is in a safe, operable condition to be driven or moved by RMS' employees or representatives. The Consignor acknowledges that should RMS, at RMS' sole discretion, determine that the motor car or any other lot is not safe to operate or move, the motor car or any other lot will not be allowed across the block under its own power.
- 10.2 The Consignor authorizes RMS to perform minor work on the motor car or any other lot to facilitate the motor car or any other lot to start and drive across the auction block or be presentable for sale. The Consignor will hold RMS harmless and indemnify RMS from any damage or liability caused by the minor work performed by RMS' staff on the motor car or any other lot.
- 11. Drivers.** The Consignor acknowledges and grants permission for RMS and its employees and agents to drive or move the motor car or any other lot from time to time before, during, or after the sale. The Consignor acknowledges that it is the Consignor's responsibility to maintain sufficient insurance coverage to permit such driving or moving, and the Consignor specifically agrees to indemnify, defend, and hold RMS harmless, as provided in this agreement, from any liability that may result from such driving or movement of the motor car or any other lot.
- 12. No-Sale of Motor Car or Any Other Lot.**
- 12.1 At the termination of this agreement due to a no-sale, the Consignor is required to remove their non-sold motor cars, including motorcycles, boats, and trailers, from the auction site by the next business day by five PM (5:00 p.m. EST) in the jurisdiction where the auction was held ("**Removal Deadline**").
- 12.1.1 Contingent upon clause 12.1 being satisfied, the motor car's Title (as long as the Consignor does not owe RMS any money) will be returned to the Consignor within sixty (60) business days.

# CONSIGNORS' CONDITIONS OF BUSINESS

12.2 If any motor cars, including motorcycles, boats, and trailers, are not removed by the Removal Deadline, RMS will remove the motor cars, including motorcycles, boats, and trailers, and the Consignor is required to pay RMS a removal fee of up to \$550.00 (USD) and a daily storage fee of up to \$35.00 (USD).

12.3 For the removal of a non-motor car lot, including but not limited to memorabilia, jewelry, and clothing, from the auction site, a direct shipping company will contact the Consignor after the sale; please note that a reasonable memorabilia removal and storage fee will apply.

12.4 If the Consignor has not removed their motor car or any other lot from the storage facility within six (6) months of the sale date, RMS has the right to enter the motor car or any other lot into an auction at no reserve or sell via private treaty for fair market value.

12.4.1 Once sold, RMS will retain all reasonable expenses, auction fees if sold via auction, and if sold via private treaty, a twenty percent (20%) commission; if there are any remaining funds, these will be returned to the Consignor within thirty (30) business days of the sale.

12.5 RMS shall have the right to exercise a charge or lien on the non-sold motor car or any other lot, or any other property belonging to the Consignor in the possession of RMS if the Consignor owes RMS money, and to apply any money due or to become due to the Consignor, to the outstanding money the Consignor owes to RMS.

## 13. Cancellation/Rescission of Auction.

13.1 RMS will use reasonable efforts to avoid cancellation/rescission; however, RMS has the sole discretion to cancel/rescind the auction and will not be liable to the Consignor for any losses or damages resulting from the cancellation/rescission if RMS believes the following events have occurred or have a reasonable probability of occurring:

13.1.1 Force Majeure events including but not limited to:

13.1.1.1 any natural disaster, which despite

reasonable efforts, restricts RMS from holding the auction;

13.1.1.2 structural damage to the auction venue prior to the auction, which despite reasonable efforts, restricts RMS from holding the auction; and

13.1.1.3 a terrorist event, which despite reasonable efforts, restricts RMS from holding the auction.

13.1.2 Government/Court action, order, injunction, regulation, or law that necessitates a cancellation.

## 14. Cancellation/Rescission of Motor Car or Any Other Lot.

14.1 RMS will use reasonable efforts to avoid cancellation/rescission; however, RMS has the sole discretion to cancel/rescind the sale of a motor car or any other lot and will not be liable to the Consignor for any losses or damages resulting from the cancellation/rescission if RMS believes the following events have occurred or have a reasonable probability of occurring:

14.1.1 RMS opines that the motor car or any other lot has been intentionally and materially misrepresented by the Consignor;

14.1.2 RMS opines that physical damage to the motor car or any other lot, which cannot be sufficiently repaired prior to the auction, occurred after this agreement was signed;

14.1.3 RMS is served with a lawsuit from a third party in relation to the motor car or any other lot;

14.1.4 RMS faces significant reputational damages that would cause monetary damages for selling the motor car or any other lot;

14.1.5 material issues regarding Title, registration, or transfer of ownership that cannot be reasonably cured;

14.1.6 material issues regarding the provenance, merchantability, or authenticity of the motor car or any other lot that cannot be reasonably cured; or

14.1.7 if there are legitimate claims, accusations, notices, or similar communications made by the Buyer in regard to their purchase of a motor car or any other lot not being authentic, being misrepresented, having an encumbered title or registration, having undisclosed material issue, or having a similar claim, RMS has the right to retain the Buyer's funds on account and be the arbitrator as to the merit of the Buyer's claims and to cancel the sale of the motor car or any other lot and reimburse the payment to the Buyer if RMS deems the Buyer's claims to be valid.

15. **Estimates and Catalogue Descriptions.** Any pre-sale estimates are intended as guides for prospective Bidders. RMS makes no representation or warranty of the anticipated selling price of a motor car or any other lot, and no estimate anywhere by RMS of the selling price of a motor car or any other lot may be relied upon as a prediction of the actual selling price. Estimates included in catalogues, online, in pre-mailers, in any advertisements, or elsewhere are preliminary only, and they are subject to revision by RMS from time to time at its sole discretion. The Consignor acknowledges that RMS will not be liable for any errors or omissions in the catalogue or other descriptions of a motor car or any other lot, and these descriptions make no guarantees, representations, or warranties whatsoever to the Consignor with respect to a motor car or any other lot, its attribution, legal title, condition, value, or other characteristics.

16. **Odometer Statement.** The Consignor agrees to provide a duly executed odometer statement on or before the first day of the auction and to accept sole responsibility for the accuracy or inaccuracy of such statement.

## 17. Reserve.

17.1 A reserve price noted in the fillable section of the Auction Consignment Agreement is the lowest bid acceptable to the Consignor. Reserve prices may be lowered at any time by the Consignor, either verbally or in writing, but may not be raised. The reserve does not include commissions to RMS. RMS has the right to sell the motor car or any other lot at a price

# CONSIGNORS' CONDITIONS OF BUSINESS

below the agreed verbal or written reserve provided that the Consignor receives the same net proceeds as the Consignor would have received had the reserve been met. If no reserve, indicate clearly by writing "NONE" in the space provided in the fillable section of the Auction Consignment Agreement.

- 17.2 If RMS contributes to the hammer price to meet a reserve, the reserve for the respective motor car or any other lot becomes the hammer price plus RMS' contribution for purposes of commissions.
- 18. Insurance.** The Consignor will be responsible for maintaining adequate property insurance on the motor car or any other lot at all times, and this insurance must be at least equal to the aggregate low pre-sale auction estimate for the motor car or any other lot, which in each case shall include insurance for damages to the motor car or any other lot and shall not be cancellable by the insurance company until after ownership and Title have passed to the Buyer and the Buyer has taken possession of the motor car or any other lot from RMS. RMS does not maintain insurance with respect to the Consignor's motor car or any other lot, but RMS does carry Garage Keeper's Insurance to cover RMS employees' acts of gross negligence while the motor car or any other lot is in the care, custody, and control of RMS. With the exception of RMS' employees' acts of gross negligence, the Consignor agrees that RMS and its respective affiliates and agents will not be responsible for, and the Consignor releases RMS and its respective affiliates, agents, and warehouses from, any and all liability for loss of, theft of, or damage to the motor car or any other lot.
- 19. Withdrawn Motor Car or Any Other Lot.**
- 19.1 The Consignor acknowledges that RMS has incurred and will incur significant costs preparing, advertising, marketing, and promoting the motor car or any other lot for the auction.
- 19.2 If the Consignor withdraws one or more of the motor cars or any other lots from the auction after the signing of this agreement, the Consignor will pay RMS the Buyers' Premium and Sellers' Commission that would have been due under this agreement had the motor car or any other lot met (i) their reserve, (ii) if offered without reserve, then the motor

car's or any other lot's published low estimate, or (iii) if no published low estimate, then the motor car's or any other lot's fair market value as determined by RMS, by five PM (5:00 p.m.) of the next business day following the auction.

- 20. Legal Action.** In the event that either party brings action against the other arising from or relating to the provisions of this agreement, the prevailing party, as determined by the court, shall be entitled to recover its reasonable attorneys' fees and costs. The law of the jurisdiction in which the auction is held shall govern the provisions of this agreement.
- 21. Marketing Fee.** The marketing fee is non-refundable and is not credited toward the sales commission.
- 22. Bidding Restrictions.** The Consignor hereby agrees not to bid on his/her/their motor car or any other lot. Although the auctioneer shall be entitled to bid on the Consignor's behalf up to the amount of the reserve (if applicable), the Consignor shall neither instruct nor permit any other person to bid on behalf of the Consignor for his/her/their motor car or any other lot. If, however, in violation of the foregoing, the Consignor (or his or her agent) bids on his/her/their motor car or any other lot and becomes the successful Bidder, the expenses, entry fee, repair expenses, Buyers' Premium, and Sellers' Commission on the hammer price shall be payable by the Consignor. If the Consignor does not pay in accordance with this clause, his/her/their motor car or any other lot may be sold without reserve.
- 23. Motor Car's or Any Other Lot's Batteries.** If a motor car or any other lot arrives at the auction with a dead battery, or shows signs of a draining battery, an automatic \$200.00 (USD) (or the local currency equivalent) replacement fee will be charged to the Consignor.
- 24. Anti-Freeze Is the Responsibility of the Consignor.**
- 24.1 As the Consignor's motor car or any other lot could be shipped to a location where below freezing temperatures are a possibility, it is the Consignor's responsibility to ensure that within the last six (6) months they have winterized their motor car or any other lot for shipping in providing

temperatures. Winterizing one or more of the motor cars or any other lots means that the Consignor has completely filled and properly mixed, at a minimum, negative twenty degrees Fahrenheit rated (-20°F) anti-freeze into their motor car's or any other lot's radiator.

- 24.2 If any damage occurs because the Consignor did not properly winterize their motor car or any other lot, it will be the Consignor's responsibility to cover the damages, and RMS may recap these damages from the Consignor's settlement. If it is found that the Consignor did not properly winterize their motor car or any other lot, the associated costs with checking, filling, and disposing the anti-freeze will be recapped from the Consignor's settlement; if the motor car or any other lot is not sold, the Consignor must pay RMS before the Consignor can re-take possession of their motor car or any other lot. If already settled, the Consignor must pay RMS directly.
- 25. Entire Agreement.** This document contains the entire agreement between the parties and shall be binding upon them and their respective heirs, personal representatives, and assigns. Except as otherwise expressly provided herein, this agreement shall not be modified, except in writing. Whenever used in this agreement, as the contract requires, the singular number shall include the plural, the plural number shall include the singular, the masculine gender shall include the feminine and neuter, the feminine gender shall include the masculine and neuter, and the neuter gender shall include the masculine and feminine.
- 26. No Legal or Tax Advice.** This agreement is an important legal document. The Consignor acknowledges that the Consignor has had the opportunity to consult an attorney before signing this agreement and has signed this agreement after having the opportunity to consult with an attorney of their own choosing. Notwithstanding any references to any transactions or arrangements in this agreement, or any contemporaneous written, oral, or implied understandings of the Parties relating to the subject matter of this agreement, RMS has not provided legal or tax advice or tax planning services to the Consignor or for

# CONSIGNORS' CONDITIONS OF BUSINESS

the Consignor's benefit in connection with the transactions contemplated by this agreement, and no one at RMS has acted as the Consignor's attorney or tax advisor.

- 27. Data Use.** The Consignor agrees to allow RMS to use their personal information in accordance with RMS' privacy policy. RMS uses your personal information to provide services specifically tailored toward your requirements and to treat you in a personal way; to fulfill your agreements regarding the consignment and purchases of items at RMS auctions and private sales; to provide you with information on upcoming sales; to carry out analysis and market research; to undertake targeted online advertising; to send status updates and service communications; to improve our websites, products and services; to provide payment services; and for management and administrative purposes. The full Privacy Policy can be found at the bottom of the RMS website homepage under the Privacy and Terms tab. If you wish to ask any questions regarding the use of your personal information; request a full accounting of what personal information is on file with RMS; unsubscribe to any services or purge your personal information from RMS' systems, please email [privacy@rmsothebys.com](mailto:privacy@rmsothebys.com).
- 28. Anti-Money Laundering.** The Consignor agrees to provide all information and assistance reasonably requested by RMS to comply with RMS' internal Anti-Money Laundering process and to comply with any and all Anti-Money Laundering Laws and Regulations in force in the jurisdiction in which the auction is held.

- 29. Photography, Videography, and Illustrations.** All photographs, videography, and illustrations commissioned by RMS for the motor car or any other lot are the absolute property of RMS, and RMS shall have the absolute right to use the photographs, videography, and illustrations as RMS deems fit.

## ***PORSCHE EXPERIENCE CENTER ATLANTA SPECIFIC TERMS:***

- 30. Storage of Motor Car or Any Other Lot at PCNA.**  
The Consignor acknowledges that in connection with the consignment of the motor car or any other lot, the motor car or any other lot may/will be stored at the Porsche Experience Center Atlanta (the "**Facility**"), owned and operated by Porsche Cars North America, Inc. ("**PCNA**"), before, during, and after the auction. The Consignor hereby releases PCNA from any and all responsibility for the motor car or any other lot in connection with its presence at the Facility.
- 31. Operation of Motor Car or Any Other Lot by PCNA Staff.**  
The Consignor consents to the motor car or any other lot being operated by PCNA staff in the course of facilitation of the auction if it becomes necessary.
- 32. Photography, Videography, and Illustrations by PCNA.**  
The Consignor consents to the filming, photographing, and recording of the motor car or any other lot at all times, and the use by PCNA of such images for any and all marketing and promotional purposes, in any medium now existing or hereafter developed, for so long as PCNA desires.

# THE EXPERTS IN FINANCING THE WORLD'S FINEST MOTOR CARS

We offer tailored financing options using motor cars as collateral.

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- Consignor Advance – to provide immediate liquidity to clients who are consigning their motor cars at one of our auctions or offering them through our Private Sales division.
- Equity Release – to provide liquidity to clients who have significant equity “tied up” in a motor car, thereby providing financial flexibility while retaining ownership of the vehicle.
- Acquisition Financing/Bridge Loans – to provide financing to clients who are acquiring a significant motor car through a private sale or auction.
- Portfolio Loans – to provide financing to clients or estates who have a collection of motor cars and require near-term liquidity while maintaining ownership of the collection.



1956 Aston Martin DBR1

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RMSOTHEBYS.COM



## Financial Services

# BIDDERS' CONDITIONS OF BUSINESS

## 1. Introduction.

1.1 Please ensure that you read and understand these Conditions of Business prior to bidding on a motor car or any other lot at this or any other RM Auctions, Inc. ("RMA") or RM Sotheby's ("RMS") auction (RMA and RMS together "RM"). Even though the RM Bidders' Conditions of Business are standardized, there are unique jurisdictional requirements and terms that may not apply to every auction, and it is each Bidder's responsibility to understand and review these Conditions of Business as they apply. By agreeing to these Conditions of Business, you are agreeing to be bound by these Conditions of Business for both RMS and RMA auctions. Please note that the Bidders' Conditions of Business are subject to change, and it is each Bidder's responsibility to apprise themselves of any changes to the Bidders' Conditions of Business. Bidders are encouraged to contact RM's Client Service department at [clientservices@rmothebys.com](mailto:clientservices@rmothebys.com) with any questions or concerns regarding these Bidders' Conditions of Business.

1.2 RM's contractual relationship with the Bidders is governed by:

1.2.1 these Bidders' Conditions of Business;

1.2.2 the Bidders' Conditions of Business displayed in the auction salesroom;

1.2.3 the Bidders' Conditions of Business displayed on RM's website; and

1.2.4 in each case as amended by any salesroom notice, auctioneer's announcement at the auction, or website update.

(Clauses 1.2 to 1.2.4 together "Contractual Obligations".)

1.3 As auctioneer, RM acts as the agent for the Consignor, and a sale contract is made directly between the Consignor and the Buyer.

1.3.1 Occasionally, RM may own a motor car or any other lot (and, in such circumstances, acts in a principal capacity as the Seller) and/or may have a legal, beneficial, or financial interest in a motor car or any other lot as a secured creditor or otherwise.

2. **Services.** RM agrees to act as an agent for the Bidders and provide auction services including, but not limited to, a sale facility, clerks, support staff, event advertising, and promotion. In connection with the auction, RM will have absolute discretion with regard to the motor car and any other lot or any RM auction as to (a) consulting any expert either before or after the sale, (b) researching provenance, (c) grouping and providing catalogue and other descriptions as may be appropriate, (d) marketing and promotion of the sale, and (e) any other services required to conduct the sale.

## 3. Registration Fee.

3.1 In order to register to bid onsite at auction, Bidders must pay a bidder registration fee as outlined below:

3.1.1 up to a \$300 (USD) bidder registration fee for RMS North American auctions;

3.1.2 up to a \$200 (USD) bidder registration fee for RMA North American auctions;

3.1.3 a €200 (EUR) bidder registration fee for RMS Paris auctions;

3.1.4 a €150 (EUR) bidder registration fee for RMS Monaco and Villa Erba auctions; and

3.1.5 a £150 (GBP) bidder registration fee for RMS London, United Kingdom, auctions.

## 4. Bidding.

4.1 To bid at an RM auction, a Bidder must be at least 21 years of age.

4.2 At auction, there is no "cooling-off period." If you are awarded the final bid, ownership changes hands at the drop

of the gavel. You own the motor car or any other lot and are responsible for payment in full. No Bidder may retract a bid made during the sale for any reason.

4.3 The Bidder is responsible for all risk of loss or damage and insurance immediately upon purchase of the motor car or any other lot.

4.4 RM reserves the right to reject any bid. The highest Bidder acknowledged by the auctioneer will be the Buyer. The auctioneer has absolute and sole discretion in the case of error or dispute with respect to bidding and, whether during or after the sale, to determine the successful Bidder, to re-open the bidding, to cancel the sale, or to re-offer and re-sell the motor car or any other lot in dispute. If any dispute arises after the sale, RM's sale record is conclusive. At RM's discretion, RM will execute order or absentee bids and accept telephone bids and online bids via [rmothebys.com](http://rmothebys.com) as a convenience to clients who are not present at auctions; RM is not responsible for any errors or omissions in connection therewith. Prospective Bidders should also consult [rmothebys.com](http://rmothebys.com) for the most up-to-date cataloguing of the motor cars or any other lots.

4.5 By participating in the sale, the Bidder represents and warrants that any bid placed by them, or on their behalf, is not the product of any collusive or other anti-competitive agreement and is otherwise consistent with federal and state antitrust law. RM may require such necessary financial references, guarantees, deposits, and/or such other security, at their absolute discretion, as security for any bid. Please bear in mind that RM is unable to obtain financial references over weekends or public holidays.

## 5. Purchase Price.

5.1 The Purchase Price shall consist of the following:

5.1.1 the Hammer Price of the motor car or any other lot, and

5.1.2 the applicable Buyers' Premium.

(Clauses 5.1 to 5.1.2 together "Purchase Price".)

# BIDDERS' CONDITIONS OF BUSINESS

## 6. Buyers' Premium.

- 6.1 In addition to the Hammer Price, the winning Bidder is required to pay RM a percentage of the Hammer Price, which RM retains as the Buyers' Premium for the purchase of each motor car or any other lot ("**Buyers' Premium**").
- 6.2 RMS North American auctions will have the following Buyers' Premiums:
  - 6.2.1 In the event of a final Hammer Price of \$250,000 (USD) and below on all motor car lots, RMS will receive a Buyers' Premium of twelve percent (12%).
  - 6.2.2 In the event of a final Hammer Price above \$250,000 (USD) on all motor car lots, RMS will receive a Buyers' Premium of twelve percent (12%) on the first \$250,000 (USD) and will receive a Buyers' Premium of ten percent (10%) on the Hammer Price above \$250,000 (USD).
  - 6.2.3 Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RMS a Buyers' Premium of twenty percent (20%) on the Hammer Price of those particular lots.
- 6.3 RMA North American auctions will have the following Buyers' Premiums:
  - 6.3.1 RMA will receive a Buyers' Premium of ten percent (10%) on all motor car lots.
  - 6.3.2 Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RMA a Buyers' Premium of fifteen percent (15%) on the Hammer Price of those particular lots.
- 6.4 RM European auctions will have the following Buyers' Premiums:
  - 6.4.1 In the event of a final Hammer Price of €200,000 (EUR) and below on all motor car lots, RM will receive a Buyers' Premium of fifteen percent (15%) (plus VAT on the Buyers' Premium).

- 6.4.2 In the event of a final Hammer Price above €200,000 (EUR) on all motor car lots, RM will receive a Buyers' Premium of fifteen percent (15%) (plus VAT on the Buyers' Premium) on the first €200,000 (EUR) and will receive a Buyers' Premium of twelve and a half percent (12.5%) (plus VAT on the Buyers' Premium) on the Hammer Price above €200,000 (EUR).
- 6.4.3 Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RM a Buyers' Premium of twenty percent (20%) (plus VAT on the Buyers' Premium) on the Hammer Price of those particular lots.
- 6.5 RMS London, United Kingdom, auctions will have the following Buyers' Premiums:
  - 6.5.1 In the event of a final Hammer Price of £200,000 (GBP) and below on all motor car lots, RMS will receive a Buyers' Premium of fifteen percent (15%) (plus VAT on the Buyers' Premium).
  - 6.5.2 In the event of a final Hammer Price above £200,000 (GBP) on all motor car lots, RMS will receive a Buyers' Premium of fifteen percent (15%) (plus VAT on the Buyers' Premium) on the first £200,000 (GBP) and will receive a Buyers' Premium of twelve and a half percent (12.5%) (plus VAT on the Buyers' Premium) on the Hammer Price above £200,000 (GBP).
  - 6.5.3 Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RMS a Buyers' Premium of twenty percent (20%) (plus VAT on the Buyers' Premium) on the Hammer Price of those particular lots.
- 6.6 For those Bidders utilizing the online service Live Auctioneers for any RM auction, in addition to the applicable Buyers' Premium, an additional two percent (2%) of the Hammer Price will be charged to the Buyer of a motor car lot, and an additional three percent (3%) of the Hammer

Price will be charged to the Buyer of a non-motor car lot, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing.

## 7. Tax.

- 7.1 The Buyer is responsible to pay all city, state, federal, provincial, territorial, and any and all other taxes due for which the Buyer does not qualify as exempt, subject to RM verification; proof of exemption is the Buyer's responsibility. The Buyer is responsible for any applicable duty, import tariffs, charges, or any and all other required payments that are due upon the import of the motor car or any other lot to its final destination.
- 7.2 Although by no means an exhaustive list, please be aware of the tax scenarios below.
  - 7.2.1 For auctions held in the United States, if the Buyer of a motor car or any other lot resides in an American state in which RM is registered to collect/remit sales tax, RM is required to collect/remit sales tax on the purchase of that motor car or any other lot. RM is registered to collect/remit sales tax in the following states: California, Florida, Indiana, Pennsylvania, Arizona, New York, Michigan, and Georgia. RM reserves the right to collect/remit sales tax from residents from other jurisdictions if RM deems the collection/remittance of tax necessary.
  - 7.2.2 For auctions in the EU, according to the EU VAT Directive, motor cars that have been in use for no more than six (6) months or that have been driven for no more than 6,000 kilometers are considered new means of transport and will be subject to VAT. Payment of VAT is the responsibility of the Buyer. Where applicable, RM may take a deposit from the Buyer equal to the amount of VAT due, which will be refunded upon receiving satisfactory evidence that the motor car has been transported to and registered in another EU country.

# BIDDERS' CONDITIONS OF BUSINESS

**8. No Legal or Tax Advice.** This agreement is an important legal document. The Bidder acknowledges that the Bidder has had the opportunity to consult an attorney before signing this agreement and has signed this agreement after having the opportunity to consult with an attorney of their own choosing. Notwithstanding any references to any transactions or arrangements in this agreement, or any contemporaneous written, oral, or implied understandings of the Parties relating to the subject matter of this agreement, RM has not provided legal or tax advice or tax planning services to the Bidder or for the Bidder's benefit in connection with the transactions contemplated by this agreement, and no one at RM has acted as the Bidder's attorney or tax advisor. It is the Bidder's responsibility to satisfy themselves and comply with all applicable tax, duty, or any and all other payments associated with the purchase of a motor car or any other lot at an RM auction.

**9. Payment.**

- 9.1 Subject to fulfillment of the Contractual Obligations, on the fall of the auctioneer's hammer or equivalent device or mechanism ("**Hammer Price**"), the contract between the Consignor and the Bidder is concluded; payment is due in full on or before 5:00 p.m. of the next business day ("**Payment Deadline**"), and payment is to be made to RM.
- 9.2 For RM North American auctions, all payments must be in the form of cash or certified funds unless other arrangements have been approved in advance. Cash payments will be reported according to U.S. federal government requirements.
- 9.3 For RM United Kingdom and European auctions, all payments must be in the form of wire transfer unless other arrangements have been approved in advance.
- 9.4 RM is not obligated to release the motor car or any other lot to the winning Bidder until the winning Bidder has met all of the Contractual Obligations and paid the Purchase Price plus applicable taxes.
- 9.5 In the event that the winning Bidder does not pay any

portion of the Purchase Price plus applicable taxes by the Payment Deadline, the Bidder agrees to and acknowledges the following: If RM elects to pay the Consignor any portion of the Purchase Price plus applicable taxes, RM shall have all of the rights of the Consignor to pursue the Buyer for any amounts paid to the Consignor, whether at law, in equity, or under these Conditions of Business. The Bidder hereby authorizes RM to deduct the Purchase Price plus applicable taxes from the Bidder's cash deposit or to charge this amount to the credit card that the Bidder has provided. If the Bidder's cash deposit and/or credit card payment does not cover the Purchase Price plus applicable taxes, in addition to other remedies available by law, RM reserves the right to impose, from the Payment Deadline until the full Purchase Price plus applicable taxes has been made by the Buyer, a late charge of ten percent (10%) interest per annum on the (1) Purchase Price plus applicable taxes, (2) maximum published Sellers' Commission, (3) applicable expenses, (4) any collection costs, attorneys' fees, and court costs incurred to enforce payment, and (5) other damages.

**10. All Sales Are "As Is" and "Where Is."** The Bidder is responsible for inspections and verification of the condition, authenticity, and completeness of any motor car or any other lot purchased. No warranties or representations of any type whatsoever are made by RM. Statements printed in catalogues, online content, pre-mailers, advertisements, brochures, signs, and window cards, as well as verbal statements made by auctioneers or auction staff, are representations made by the Consignor, and RM has no obligation to verify or authenticate any such claims or representations. Except as herein provided, all motor cars or any other lots are sold as is, where is, with no representations or warranties, expressed or implied. THE CONSIGNORS AND RM DISCLAIM ALL WARRANTIES, EXPRESSED OR IMPLIED, AS TO CONDITION, ORIGINALITY, OR AUTHENTICITY; ORIGIN OR PROVENANCE; PREVIOUS USE OR OWNERSHIP; MANUFACTURING OR RESTORATION PROCESSES; YEAR OR AGE; SERIAL NUMBER, MAKE, OR MODEL; OPTIONS AND TOOLS; ENGINE HOURS; AND MILEAGE OF ANY MOTOR CAR OR

ANY OTHER LOT OR COMPONENT OF ANY MOTOR CAR OR ANY OTHER LOT, AND THEY SPECIFICALLY DISCLAIM ANY WARRANTIES OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE.

**11. Reserves.** Motor cars or any other lots not marked as "no reserve" (or similar) are subject to a reserve bid set by the Consignor. When a motor car or any other lot is sold subject to such a reserve bid, the auctioneer may bid on the Consignor's behalf in an amount not to exceed the amount of the reserve bid.

**12. Absentee and Telephone Bidding.** Absentee and telephone bidding are services provided by RM for the Bidder's benefit, and RM cannot be held responsible for errors or omissions with respect to the bidding process, including failure to execute any bid. By submitting one or more bids, the Bidder has entered into a binding contract to purchase each motor car or any other lot if the Bidder's bid is successful. If the Bidder's bid is successful, the Bidder is to pay the Purchase Price plus applicable taxes, including the Buyers' Premium and sales tax, if not otherwise exempt. It is the Bidder's responsibility to provide proof of exemption from sales tax. By participating in telephone bidding, the Bidder acknowledges that RM has the right to record all telephone calls.

**13. Cancellation/Rescission of Auction.**

13.1 RM will use reasonable efforts to avoid cancellation/rescission; however, RM has the sole discretion to cancel/rescind the auction and will not be liable to the Bidder for any losses or damages resulting from the cancellation/rescission if RM believes the following events have occurred or have a reasonable probability of occurring:

13.1.1 Force Majeure events including but not limited to:

13.1.1.1 any natural disaster, which despite reasonable efforts, restricts RM from holding the auction;

13.1.1.2 structural damage to the auction venue prior to the auction, which despite reasonable efforts, restricts RM from holding the auction; and



# BIDDERS' CONDITIONS OF BUSINESS

13.1.1.3 any terrorist event, which despite reasonable efforts, restricts RM from holding the auction.

13.1.2 Government/Court action, order, injunction, regulation, or law that necessitates a cancellation.

## 14. Cancellation/Rescission of Motor Car or Any Other Lot.

14.1 RM will use reasonable efforts to avoid cancellation/rescission; however, RM has the sole discretion to cancel/rescind the sale of a motor car or any other lot and will not be liable to the Bidder for any losses or damages resulting from the cancellation/rescission if RM believes the following events have occurred or have a reasonable probability of occurring:

14.1.1 RM opines that the motor car or any other lot has been intentionally and materially misrepresented by the Consignor or the Bidder;

14.1.2 RM opines that physical damage to the motor car or any other lot, which cannot be sufficiently repaired prior to the auction, occurred after this agreement was signed;

14.1.3 RM is served with a lawsuit from a third party in relation to the motor car or any other lot;

14.1.4 RM faces significant reputational damages that would cause monetary damages for selling the motor car or any other lot;

14.1.5 material issues regarding Title, registration, or transfer of ownership that cannot be reasonably cured;

14.1.6 material issues regarding the provenance, merchantability, or authenticity of the motor car or any other lot that cannot be reasonably cured; or

14.1.7 if there are legitimate claims, accusations, notices, or similar communications made by the Buyer in regard to their purchase of a motor car or any other lot not being authentic, being misrepresented, having an encumbered title or registration, having undisclosed material issue, or having a similar claim, RM has the

right to retain the Buyer's funds on account and be the arbitrator as to the merit of the Buyer's claims and to cancel the sale of the motor car or any other lot and reimburse the payment to the Buyer if RM deems the Buyer's claims to be valid.

## 15. Online Services Are "As Is" and "As Available."

15.1 Bidders may be able to bid via websites, telephone services, applications, and tools (collectively "Services").

15.2 RM tries to keep the Services safe, secure, and functioning properly, but RM cannot guarantee the continuous operation of or access to the Services. Bid update and other notification functionality may not occur in real time. Such functionality is subject to delays beyond RM's control.

15.3 Bidders agree that they are making use of the Services at their own risk and that they are being provided to Bidders on an "AS IS" and "AS AVAILABLE" basis. Accordingly, to the extent permitted by applicable law, RM excludes all expressed or implied warranties, terms, and conditions, including but not limited to implied warranties of merchantability, fitness for a particular purpose, and non-infringement.

**16. Currency Display.** RM may use a currency display in the salesroom for informational purposes only. The currencies listed on the currency converter are not real-time conversions pegged to market rates and are not to be relied on by anyone. Errors and inaccuracies may occur in the operation of the currency converter. To be clear, the bid price stated by the auctioneer is the prevailing and binding bid price.

**17. Bank Letter.** Please note that in order to register to bid at an RM sale, RM requires that all Bidders provide a Bank Letter. All Bank Letters must be written on bank letterhead. Please note that RM may waive this requirement at its sole discretion.

## 18. Credit Card Hold and Pre-authorization.

18.1 Please note that in order to register to bid at an RM sale, RM requires a hold and pre-authorization to be placed on the Bidder's credit card, which is dependent on the particular auction as listed in clause 18.2 ("CC Hold").

If the Bidder fails to pay for a motor car or any other lot purchased on or before 5:00 p.m. of the next business day following the auction, the Bidder acknowledges that their credit card will be charged the applicable CC Hold for the missed payment; please note that the Bidder is still bound to pay their remaining balance. The CC Hold will not be charged to their credit card if the Bidder makes full payment on or before 5:00 p.m. of the next business day following the auction. If the Bidder does not purchase a motor car or any other lot, their credit card will not be charged. If their credit card is not to be charged, the CC Hold should fall off their credit card within ten (10) business days, depending on their credit card company. Please note that RM may waive this requirement at its sole discretion.

18.2 A CC Hold as outlined below will be placed on the Bidder's credit card:

18.2.1 a \$5,000 (USD) CC Hold for RMS North American auctions;

18.2.2 a \$2,000 (USD) CC Hold for RMA North American auctions;

18.2.3 a €5,000 (EUR) CC Hold for RM European auctions; and

18.2.4 a £5,000 (GBP) CC Hold for RMS London, United Kingdom, auctions.


**19. Title Transfer.** In an effort to ensure all titles are free and clear of liens or encumbrances, RM manages the process of title reassignment on behalf of the Buyer. Buyers will receive titles in the mail up to twenty (20) business days following the auction. A \$75 (USD) administration fee or its equivalent in local currency of the auction location (\$65 [USD] in the State of California) will be assessed per motor car purchased, but this fee will not apply to nostalgia lots.

## 20. Removal of Purchased Motor Car or Any Other Lot.

20.1 For RM North American and European auctions, all purchased motor cars, including motorcycles, boats, and trailers, must be removed from the auction site by the next



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
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P L A C E V A U B A N

# AMELIA ISLAND

OFFICIAL AUCTION OF THE AMELIA ISLAND CONCOURS D'ELEGANCE 9 MARCH 2019

# BIDDERS' CONDITIONS OF BUSINESS

business day by five PM (5:00 p.m.) in the applicable time zone where the auction is held ("RM Removal Deadline").

20.1.1 Specifically, for RM North American auctions:

20.1.1.1 If a motor car (including motorcycles, boats, and trailers) is not removed by the RM Removal Deadline, the Buyer will be charged a removal fee of up to \$550.00 (USD) and a daily storage fee of up to \$35.00 (USD) until the motor car (including motorcycles, boats, and trailers) is removed.

20.1.1.1.1 Please note that for RM auctions in Auburn, Indiana, no removal fee will apply.

20.1.2 Specifically, for RM European auctions:

20.1.2.1 The Buyer will be charged a removal fee of up to €600 (EUR) plus VAT per motor car, and a daily storage fee of up to €40 (EUR) plus VAT per motor car until the motor car (including motorcycles, boats, and trailers) is removed.

20.1.2.2 Specifically, if a boat lot is not removed by the RM Removal Deadline, RM will remove the boat lot, and the Consignor is required to pay RM a removal fee plus VAT per boat lot and a daily storage fee plus VAT per boat lot. The removal fee and daily storage fee for a boat lot will be determined based on the size of the boat lot and therefore cannot be confirmed until the boat lot is consigned.

20.2 For RMS London, United Kingdom, auctions:

20.2.1 All purchased motor cars, including motorcycles, boats, and trailers, will be removed and taken to the CARS Europe storage facility located in either Chedburgh, Suffolk, United Kingdom, or Fair Oaks Chobham, United Kingdom, by the next business day by twelve PM (12:00 p.m.) in the applicable time zone

where the auction is held.

20.2.2 The Buyer will be charged a removal fee of up to £600 (GBP) plus VAT per motor car and a daily storage fee of up to £40 (GBP) plus VAT per motor car until the motor car (including motorcycles, boats, and trailers) is removed.

20.3 Regarding the collection of any non-motor car lots, including but not limited to memorabilia, jewelry, and clothing, from the auction site: Once the Buyer has made payment by the Payment Deadline, a direct shipping company will contact the Buyer. Please note that a reasonable memorabilia removal and storage fee will apply.

20.4 Please note that the Buyer is required to insure their motor car or any other lot while the motor car or any other lot is being stored on their behalf.

## 21. Legal Action.

21.1 For RM North American auctions, in the event that either party brings action against the other, arising from or relating to this auction, the prevailing party, as determined by the court, shall be entitled to recover its reasonable attorneys' fees and costs. Jurisdiction for any action brought shall lie exclusively in a court of competent jurisdiction in the judicial district in which the auction is located.

21.2 For RM European auctions:

21.2.1 These Bidders' Conditions of Business (and any dispute or claim relating to them, their subject matter, their enforceability, or their termination (including non-contractual claims)) are to be governed by and construed in accordance with English law.

21.2.2 The courts of England and Wales shall have jurisdiction to settle any claim, dispute, or issue, whether arising out of or in connection with these Bidders' Conditions of Business or otherwise (including non-contractual claims). In the case of a dispute that is the subject of a claim by RM, such jurisdiction shall be non-exclusive.

In any other case, such jurisdiction shall be exclusive, and the Buyer and Consignor agree that it will not institute proceedings in the courts of any country other than England and Wales.

21.3 For RMS' Paris auctions:

21.3.1 These Bidders' Conditions of Business (and any dispute or claim relating to them, their subject matter, their enforceability, or their termination (including non-contractual claims)) are to be governed by and construed in accordance with French law.

21.3.2 The courts of France shall have jurisdiction to settle any claim, dispute, or issue, whether arising out of or in connection with these Bidders' Conditions of Business or otherwise (including non-contractual claims). In the case of a dispute that is the subject of a claim by RM, such jurisdiction shall be non-exclusive. In any other case, such jurisdiction shall be exclusive, and the Buyer and Consignor agree that they will not institute proceedings in the courts of any country other than France.

**22. Packing and Shipping.** RM is not responsible for the acts or omissions in our packing or shipping of purchased motor car or any other lot or of other carriers or packers of purchased motor car or any other lot, whether or not recommended by RM. Packing and handling of purchased motor car or any other lot are at the entire risk of the Buyer.

**23. Data Use.** The Bidders agree to allow RM to use their personal information in accordance with RM's Privacy Policy. RM uses your personal information to provide services specifically tailored toward your requirements and to treat you in a personal way; to fulfill your agreements regarding the consignment and purchase of items at RM auctions and private sales; to provide you with information on upcoming sales; to carry out analysis and market research; to undertake targeted online advertising; to send status updates and service communications; to improve

# BIDDERS' CONDITIONS OF BUSINESS

our websites, products, and services; to provide payment services; and for management and administrative purposes. The full Privacy Policy can be found at the bottom of the RM website homepage under the Privacy & Terms tab. If you wish to ask any questions regarding the use of your personal information, to request a full accounting of what personal information is on file with RM, or to unsubscribe to any services or purge your personal information from RM's systems, please email [privacy@rmothebys.com](mailto:privacy@rmothebys.com).

- 24. Anti-Money Laundering.** The Bidder agrees to provide all information and assistance reasonably requested by RM to comply with RM's internal Anti-Money Laundering process and to comply with any and all Anti-Money Laundering Laws and Regulations in force in the jurisdiction in which the auction is held.

## **FOR RM CALIFORNIA AUCTIONS SPECIFICALLY:**

- 25. Notice to Buyers as Required by the California Department of Motor Vehicles Code Section 11729.** Failure of RM to comply with the terms of this agreement may be in violation of statute, which could result in criminal or administrative sanctions, or both. If you feel RM has not complied with the terms of this agreement, please contact an investigator of the Department of Motor Vehicles.
- 26. Contract Cancellation Agreement.** In the event of a successful bid, if a motor car or any other lot has a combined hammer price and Buyers' Premium equaling less than \$40,000 (USD), under the Car Buyer's Bill of Rights (FFVR 35), RM is required to offer a two (2) day contract cancellation option agreement to the successful Buyer. If the Buyer exercises this contract cancellation option, RM is obligated to return any funds paid by the Buyer and cancel the sale. If the sale is canceled, RM is under no obligation to pay the Consignor for the motor car or any other lot, and the motor car

or any other lot will be deemed to have not sold.

## **FOR RM EUROPEAN AUCTIONS SPECIFICALLY:**

### **27. Motor Car or Any Other Lot Under Temporary Import.**

- 27.1 A temporary import bond is used in all EU sales. If a motor car or any other lot is brought into the EU from a country outside of the EU, the motor car or any other lot must be placed on either RM's bond in the United Kingdom or one of RM's nominated customs agencies for Paris, Monaco, or Italy. Fees and charges vary from sale to sale, and for some countries, this is also determined by the value of the motor car or any other lot.
- 27.2 Motor cars or any other lots subject to temporary importation restrictions cannot be discharged from RM's custody without the completion of customs procedures and until full payment has been received. Customs charges will be levied appropriately depending on each individual scenario and will be payable directly to the relevant authorities, which RM will provide the details of as and when necessary.
- 27.3 Should the Buyer decide for the motor car or any other lots to remain in the EU when purchased, the Buyer is responsible to pay any and all import fees for the motor car or any other lots.

- 28. Translated Bidders' Conditions of Business.** If there is a contradiction due to translation in our Bidders' Conditions of Business, please note that the English version of RM's Bidders' Conditions of Business will supersede.

## **FOR RMS' PARIS AUCTIONS SPECIFICALLY:**

- 29. Guarantee.** Please note that RMS has placed a guarantee with Catlin Insurance Company UK Limited, via Aquila Underwriters LLP trading as Vectura Underwriting, with registered offices at 1st floor, 80 Leadenhall Street, London, EC3A 3DH. Contact Stephen Fletcher to secure availability

of sale proceeds as required by law.

## **PORSCHE EXPERIENCE CENTER ATLANTA SPECIFIC TERMS:**

- 30. Storage of Motor Car or Any Other Lot at PCNA.** The Consignor acknowledges that in connection with the consignment of the motor car or any other lot, the motor car or any other lot may/will be stored at the Porsche Experience Center Atlanta (the "**Facility**"), owned and operated by Porsche Cars North America, Inc. ("**PCNA**"), before, during, and after the auction. The Consignor hereby releases PCNA from any and all responsibility for the motor car or any other lot in connection with its presence at the Facility.
- 31. Operation of Motor Car or Any Other Lot by PCNA Staff.** The Consignor consents to the motor car or any other lot being operated by PCNA staff in the course of facilitation of the auction if it becomes necessary.
- 32. Photography, Videography, and Illustrations by PCNA.** The Consignor consents to the filming, photographing, and recording of the motor car or any other lot at all times, and the use by PCNA of such images for any and all marketing and promotional purposes, in any medium now existing or hereafter developed, for so long as PCNA desires.

# BIDDERS' CONDITIONS OF BUSINESS – "PROJECT GOLD"

## 33. Conditions of Sale

Please note that the "Project Gold" show car is offered only on a Bill of Sale (no title and no Manufacturer's Statement of Origin) and is not street legal in any jurisdiction. The manufacturer, owner, and seller of the vehicle is Porsche AG. Neither Porsche AG, Porsche Cars North America, Inc., nor RM Sotheby's make any representations or warranties as to the ability of a successful buyer to import or road register the car anywhere in the world, and all of them believe that titling, registration, and usage on public roads is likely impermissible in every jurisdiction. No technical documents, that might be needed for certification, will be provided to the Buyer. The "Project Gold" show car does not comply with safety, emissions, or equipment regulations in any jurisdiction. The chassis number, WPOZZ99ZWS370802, which was stamped by hand, follows that of the last 911 Turbo, type 993, which was completed in 1998. Between the time of the auction at the Porsche Experience Center Atlanta and the factory delivery to the Buyer in Stuttgart-Zuffenhausen, Germany, the vehicle might be exhibited within the facilities of Porsche AG. Static presentations to journalists might also occur. In no event will the name of the buyer be publicized unless the Buyer has given its written approval to be named in person.

### 33.1 Delivery

At the time of sale, the "Project Gold" Show Car will be in the care, custody, and control of Porsche AG or its handling agent. Delivery of "Project Gold" to the Buyer will take place only at Porsche AG's facilities in Stuttgart-Zuffenhausen, Germany, from which the successful Buyer will have to collect the car at their own expense at a mutually convenient time on or after 1 December 2018. Therefore, delivery takes place at Ex Works Porsche AG' facilities Stuttgart-Zuffenhausen, Germany. By the time of delivery, the mileage of the vehicle will be approximately

62 miles (100 km). This mileage is due to acceptance runs and transfers from location to location. The "Project Gold" show car will also be delivered to the Buyer with a box containing a book of vehicle documentation, as well as a USB stick with pictures of the build and a Porsche Classic quality badge.

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### 33.2 Payment and Donation

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Net proceeds of this auction will be donated by Porsche AG to the Ferry Porsche Foundation, a non-profit organization established for charitable purposes under the laws of the Federal Republic of Germany. Net proceeds are defined as the Hammer Price, less the hypothetical 1998 Manufacturer's Suggested Retail Price of US\$174,600, less the actual auction expenses incurred. Because these net proceeds will be donated to the Ferry Porsche Foundation by Porsche AG, the Buyer will not receive a donation receipt. Neither Porsche AG, Porsche Cars North America, Inc., nor RM Sotheby's makes any representation concerning any tax benefit which may or may not be available to a Buyer in any jurisdiction.

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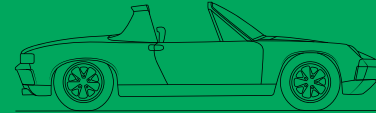
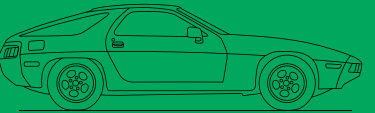
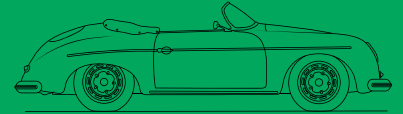
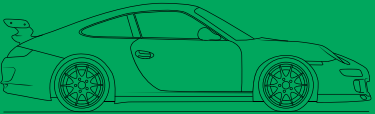
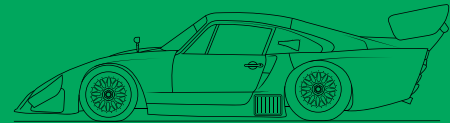
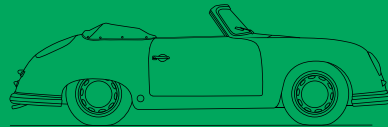
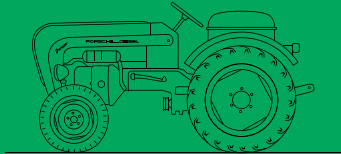
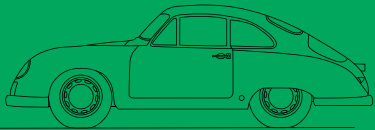


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