

Project 911S

Part 1: Early 911 history

by Mitchell Sam Rossi

PHOTOS BY LES BIDRAWN

The Vietnam War rages, Sonny and Cher rattle the pop charts, and the Dow Jones sets a record at 969.26 points. It's 1965, and at the same moment America was being invaded by a sleek new sports car, the 911.

When Butzi Porsche put pencil to paper and sketched the swooping lines of the replacement to the revered 356, he could not have imagined the automotive passion he would ignite or the longevity his artistic hand would sustain. Like Cher, the shape of the 911, in all its sensuous forms, has proven timeless.



The Youthful Years: 1969-1973

The focus of our Project 911 is to build a car that will be as competitive on the track as it is thrilling on the road. But, after 35 celebrated years, which 911 does one choose to create their own ultimate Porsche?

Except for the major body changes that occurred in 1974, 1989 and 1994, the evolution of the 911 can be difficult to discern. Yet, the cars have been continuously redesigned and enhanced throughout their production history.

To make a comprehensive analysis of the aircooled 911, from the prototypes to its demise in 1998, is an ambitious endeavor and beyond our scope and purpose. Volumes have been written about the car, about its unique engineering, its rear-mounted flat-six powerplant and, of course, its illustrious racing career. Owning a library of these books is a prerequisite to being a true Porsche fan, and that includes planting an edition of Karl Ludvigsen's

hefty "Excellence Was Expected" on your night stand.

As with anything that fuels zealous devotion, it is impossible to get a consensus on the best 911. Each model displayed strengths and weaknesses. Some were light on their feet, others toted the creature comforts of a Cadillac, a few were not as reliable as expected, and an elite group could puddle the blood into the back of your skull with turbocharged thrust.

Walk the tarmac of any Porsche club racing event, and you will find an example of every street model that ever rolled out of Zuffenhausen. But, for a variety of reasons, the group that dominates the paddock is the second-generation 911, those built from 1969 to 1973.

Whether your interest lies with slaloms, time trials or highly competitive bouts of wheel-to-wheel racing, these 911s offer the most adaptable foundation on which to construct a club racer.

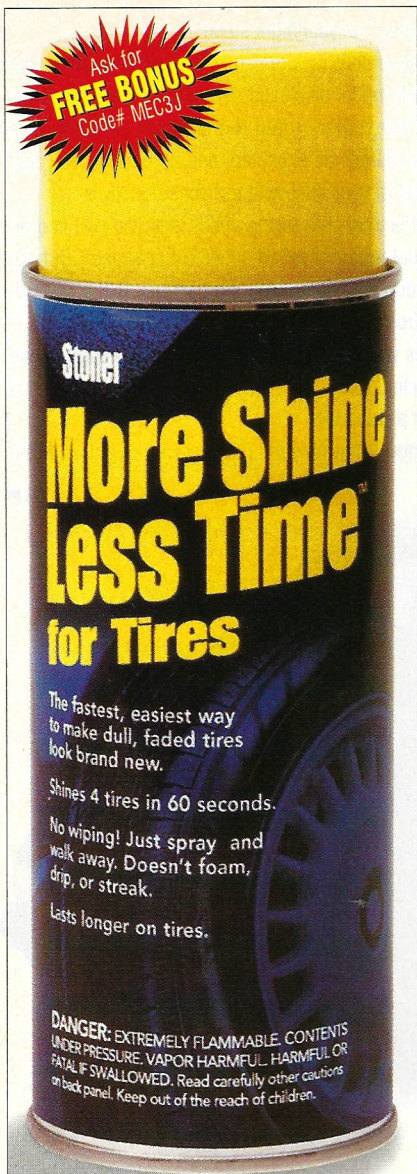
Early on, Porsche understood that its sports cars were bought with the

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Special thanks to Curt Anderson and his gorgeous 1970 911T featured on these pages. Curt's Porsche will provide an inspirational template over the coming year as we transform our own piece of junk into something special. Anderson purchased the car 3 years ago and immediately began restoring it for PCA and POC events and spirited street use. Porsche guru Allan Faragallah built the mechanicals while Joni Anderson, Curt's better half, helped rebuild and trim-out the interior (what a great wife).

"I always wanted a 911," said Anderson. "This car has been great... everything I thought a Porsche should be. I just bought another car, a '69 911S, and I'm currently restoring it as well." Looks like Joni is going to have a 911 for herself.



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intent of being driven hard. On the amateur level, the 911 was track ready out of the box. Improvements in design and mechanics were continuously transferred to the road cars as the factory learned from its successes and failures on the racing circuit. Only one model, the 911E, deviated from this philosophy. Yet, even this “comfortable” 911 sustained a sportiness when compared to other marques of the time.

The early '70s was the dawn of Porsche's racing dynasty. While the world knew the manufacturer from its many championship titles and the famed 356, it was the formidable 917s and their complete domination of international competition that forever placed the German automaker in the annals of endurance racing and automotive folklore. To gain kinship with this royal family, a customer needed only to walk into a Porsche showroom and place an order for the latest 911.

Thus, for this project we focus on the 911s built between 1969 and 1973—lightweight, powerful and less government-regulated cars from a period many consider Porsche's Golden Era.

The decision on exactly which model to buy may

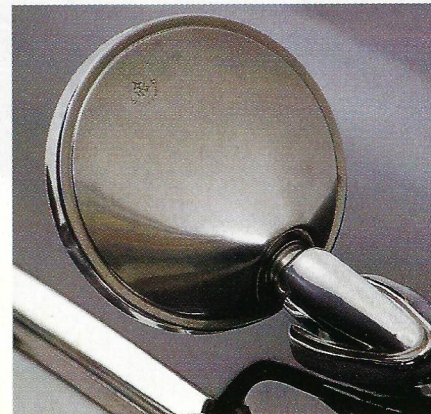
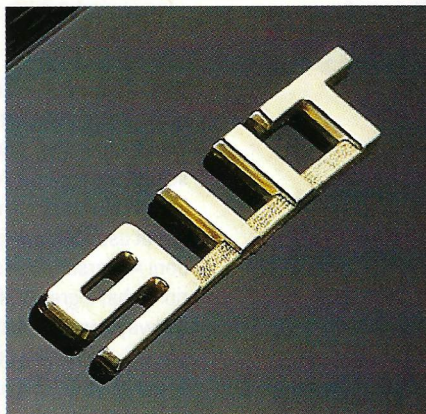
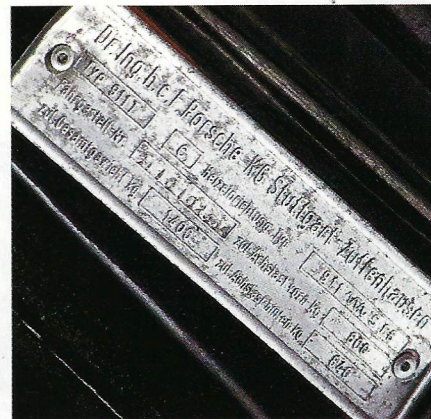
fall to your pocketbook or to the luck of finding that not-quite-perfect coupe. But this is not so much a buyer's guide as it is an overview of the mechanical distinctions between these models. While some of these 911s were delivered with better components than others, any one of them can be made into an excellent street performer and club racer.

1969:

The B-series

The earlier cars, 1965-1967, were designated at the factory as the Type 911 while the 1968 units were internally identified as the A-series and began Porsche's alphabet soup of model identification. These first cars were fun, spry automobiles with a respectable power-to-weight ratio. But again, unless your intent is vintage racing or spot-on restoration, the next series of 911s are better choices on which to build your ultimate Porsche.

By 1969, the B-series 911s were the most powerful road cars ever offered by Porsche. Built on the same unit-body chassis, the series was divided into three models primarily by engine output. The entry level car was designated the T, denoting Touring. The luxury model was the E, which stood for *Einspritzung* (German for injected). And then there was the top-performing S, the Sport model, whose nomenclature was first seen in 1967.



All three could be had as standard coupes, with or without an electric sunroof, or in the form of a nearly open-air model called the Targa (see sidebar).

The last year of the '60s introduced the first significant change in the 911. With the B-series, the wheelbase was stretched just over two inches by the lengthening of the rear suspension trailing arms. The engine and transmission, however, remained in their original position relative to the body. This essentially shifted the car's weight toward the front, dramatically improving the 911's handling.

An outward clue for this change is the small torsion bar "cap" along the bottom edge of the body just ahead of the rear fenders. On the earlier cars, this cap is about half an inch in front of the arch, and on the lengthened cars it's nearly three inches forward. Another hint is the small fender lips, delicate appendages that would later billow to Draconian proportions.

The rear suspension system for the 911 continued to use trailing arms connected to torsion bars through spring-plates, with travel damped by telescoping shock absorbers. The front suspension incorporated longitudinal torsion bars in the A-arms. Depending on the year and model, differing shock absorbers were used in the strut assemblies to inhibit vertical travel and increase responsiveness.

The 2.0-liter flat-six engine introduced with the first 911 remained with the car for 1969, but the engine case was now made of magnesium instead of aluminum. This change in material elevated 22 lb from the aft end. While removing ballast from behind the rear wheels was an ongoing struggle for Stuttgart engineers, these early aluminum engine cases are stronger and are currently found wrapped around high-revving 2.4-liter racing engines.

While the 911T motor used lower compression pistons and milder cams than either the E or the S, it still managed to produce 110 bhp and a 6500-rpm redline. The fuel/air mixture was blended by a pair of tri-throated Weber 40 IDT carburetors.

The mid-level E was intended as Porsche's luxury car. Its interior and exterior trim mirrored that of the higher priced S, but as the engine was somewhat detuned, it was less demanding to drive. The E received the new Bosch mechanical fuel-injection system developed during Porsche's Carrera 6 racing program. The MFI helped the engine produce a respectable 140 bhp at 6600 rpm.

The E was also furnished with a "softer" ride by replacing its front torsion bar suspension with Boge hydro-pneumatic gas- and oil-filled struts.

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To further dampen road input, this self-leveling system was combined with tall 14-in. Fuchs wheels. In 1972, the Boge system was relegated to the option list, and the E came equipped with the standard torsion bar front suspension.

After nearly 30 years, chances are slim of finding an E car with its hydro-pneumatic system intact. Thankfully, most have been updated to the better performing suspension of the T and S. With a front suspension changed and the fact that the E came with ventilated disc brakes like its more powerful sibling, it makes a good candidate for a track car.

The S was also supplied with the new mechanical injection system. Fitted with high-compression pistons and cams with a more aggressive profile, the top of the line Porsche screamed to 7200 rpm and produced 170 bhp.

The S had a sharp torque curve that restricted its power output until the tachometer needle reached the five grand mark.

Not the sort of performance that flattened you into the seat like a '69 Chevelle packing a 454 cu. in. V8, but with a comparative displacement of only 122 cu. in., the Porsche could reach 135 mph and maintain it around long, sweeping corners.

Unlike the later motors, the 1969 911S cylinder heads used unique valve sizes similar to Porsche's racing engines. Because of this distinction, along with the difficulty of finding correct pistons and cylinders, the unit is even pricier to rebuild than a normal 911 motor. In ensuing years, the intake and exhaust valves were standardized to 46mm and 40mm, respectively. The heads for the three models were then differentiated by port size.

To bring this lightning bolt to a stop, the S received race-inspired aluminum ATE calipers over ventilated front discs. Although these S-type vise-grips were state of the art at the time, they have a tendency to flex under hard braking and can deform the rotors. Many club racers now



swap the highly prized calipers for the cast iron A-type found on the later 911SC. While there is a palatable difference in stopping power, the car pays a price in additional unsprung weight.

Along with its brakes and powerful engine, the S makes an optimal track car because of its forward oil cooler located in the right front fender and aerated through the open grille. Keeping the oil temperature low is a good idea for any engine but can be critical for an aircooled racing motor. Most 911s modified for the track have an auxiliary oil cooler mounted in the front spoiler. The advantage of the S is that it is already plumbed for this enhancement.

Moving the engine power to the wheels, the S and the E both carried the five-speed 901 gearbox, discussed in more detail later. A few carried Porsche's unique Sportomatic transmission, a semi-automatic four-speed (see sidebar). The T received the less costly Type 902 four-speed transmission. If you are thinking of purchasing a car with a four-speed, rest assured they are easily replaced by a 901 gearbox.

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The Targa

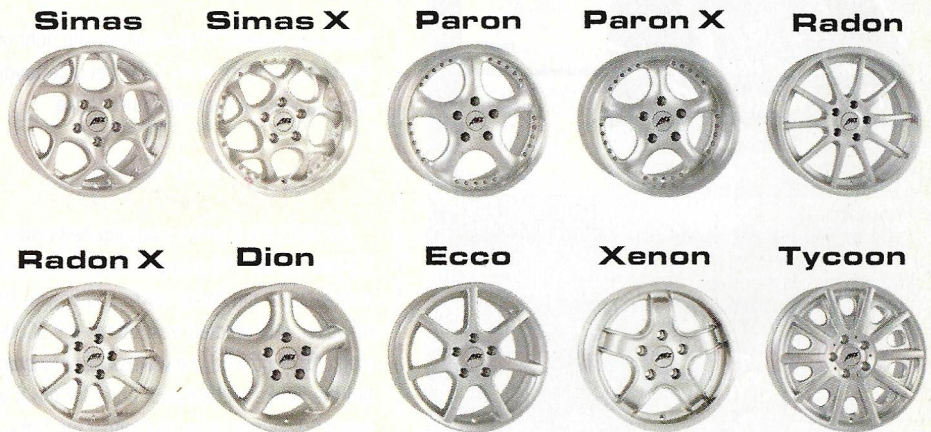
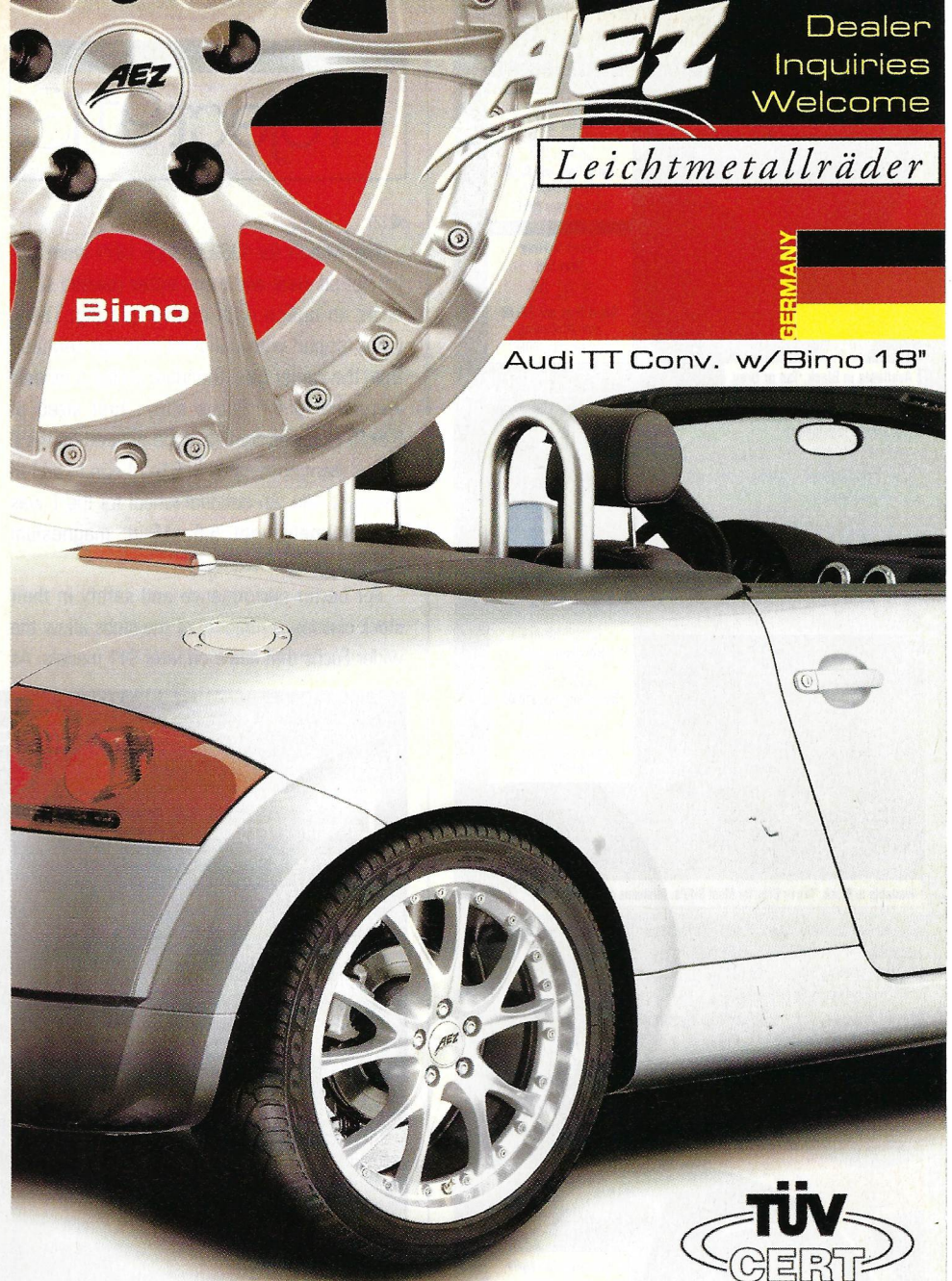
The Porsche Targa revolutionized the automotive world with the concept of a removable center roof section. The name was lifted from the Targa Florio, the classic Sicilian road race that was conquered by Porsche's spirited little 550A in 1956.



The Targa body style bestowed 911 drivers with the open-air feel of a convertible, while the wide, brushed steel roll-over hoop delivered the safety of an enclosed automobile. By 1969, a solid, curved piece of glass could be ordered to replace the flexible rear window. This became standard after 1971.

The top section was cleverly engineered to collapse and fit in either the trunk or on the rear shelf created by the folded back seats. All three models of the 911 could be had in Targa form and, like the coupe, they continue to enjoy a passionate following. In today's 911 market, the Targas command premium prices.

The rigidity of the open-topped car, however, never matched that of the coupe and efforts to reinforce the chassis only managed to condemn it with a hefty weight penalty. This ultimately detracts from their making a proper track car.



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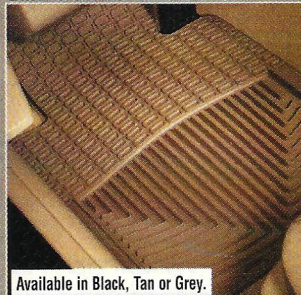


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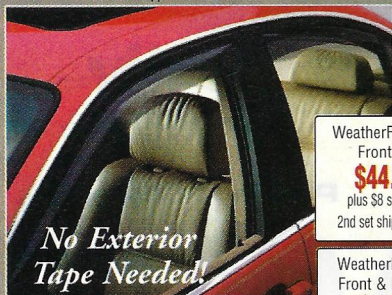
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The wheels for 1969 through 1971 were 5.5-in. slotted steel and came either painted silver or as an option with chrome plating. These were topped with polished hubcaps retained from the earlier cars. Standard on the S models were the famed Fuchs alloys first sized at 5.5x15 in. Fuchs could also be ordered on the E but as mentioned came in 5.5x14 size to add to its cushy ride. An optional wheel for the T was an extremely light 5.5 x15-in. magnesium wheel, a rarity nowadays.

For better performance and safety in their stock classes, a majority of the clubs allow the wider Fuchs that came on later 911 models. As

While the E and S continued to sip their petrol with the mechanical injection, Zenith 40 TIN carburetors now topped the T motor. Ventilated disc brakes, already used on the other models, were added to the entry-level car.

The five-speed transmission was now an option for the T, but buyers of the S lost their chance to order a Sportomatic. Not a major concession, as most enthusiasts will agree.

An important addition to the 911's option list in 1970 was the ZF multi-disc limited-slip differential. Under adverse conditions, whether it be a slippery road or hairpin turn, the unit transfers power away from the slipping tire to the wheel with the greatest adhesion, thus propelling the vehicle forward. A limited slip is a near necessity for running tightly twisted road courses.

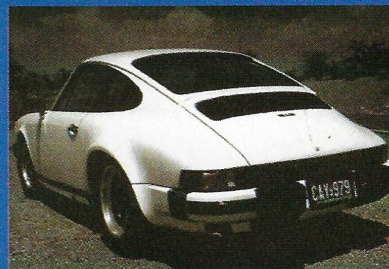
To further reduce weight at the back end, the rear deck and center bumper panel on the S and E were made from aluminum. These are notable

The 1969 912

The 912 was virtually identical to the 911, save for the four-cylinder engine and four-speed transmission. Introduced alongside the 911 in 1965, the car was equipped with the 90-bhp unit found in Porsche's discontinued 356. Because the smaller motor was lighter than the powerful six, the 912 didn't suffer the extreme oversteer associated with the 911. The added wheelbase in 1969 only increased this benefit.

While a lot of first-time club racers opt for a 914 as an economic way into Porsche racing, the 912 is a viable alternative for those who cannot stomach the idea of driving anything other than one of Butzi's descendants. Some might snub their noses at the race classes filled with stock 914s, 924s and 912s, but they are as competitive as those dominated by the cars harboring 3.6-liter turbos.

With a few minor modifications, the 912 can be morphed into a 911. The chassis easily accepts whatever engine your pocketbook can sustain. But for those on a tighter budget, a stock 912 is a perfect induction into Porsche racing.



these lightweight 7x15-in. alloys slip right under the stock fenders, they have become favorites among racers and street runners alike.

1970-1971:

The C- and D-series

For 1970, the C-series was launched with a new 2.2-liter flat six. The enlarged motor had a broader torque curve and better lower end power. The S, however, still reacted best above the 5000-rpm mark. As mentioned, the valves were standardized but the intake and exhaust ports for the S were nearly 10-percent larger than either the T or E. The higher displacement bumped the power output across the models. The 911T now developed 125 bhp, the E a significant 155 bhp, and the sacred S put 180 horses under the driver's right foot.

pieces for the concours specialist, but for a racer campaigning on high-speed courses, a lightweight, aftermarket wing is a preferable, and often necessary, upgrade.

The D-series cars of 1971 received little change, save one important improvement inside the engine. Fabricated into the case crossmembers were small squirters that delivered a spray of oil onto the bottom of the pistons. This dramatically cooled the crown, thus extending the motor's longevity and reliability. Once again, this was an example of Porsche drawing on experience gained at the race track.

1972-1973:

The E and F-series

In 1972, with the E-series, Porsche employed

two of the most significant changes to the 911 to date. First and foremost was rumbling the rear deck. The fabulous flat six was pushed to nearly 2.4 liter (actually 2341cc) by increasing the stroke of the 2.2-liter motor. Although compression ratios diminished because of air pollution and low-octane fuel requirements, the E and S put 165 and 190 horses to the pavement, respectively. The T finally received the Bosch MFI and generated 140 bhp.

More than just an increase in displacement, the longer stroke of the 2.4 widened the torque band. Power was now on tap at lower rpm, making all the models, and especially the S, some of the fastest production cars of the time.

Attached to the new engine was a new transmission, the 915. Created to accept the higher horsepower and torque, the 915 lost the racing-inspired shift pattern of the 901 gearbox.

The earlier transmission put first gear and reverse to the left in a "I-H" pattern. They were engaged by working the shift lever through a spring gate. The lowest gear was engaged rearward with reverse above it. This placed second in the top left corner of the "H" and permitted quick, unhindered shifts through the higher ratios.

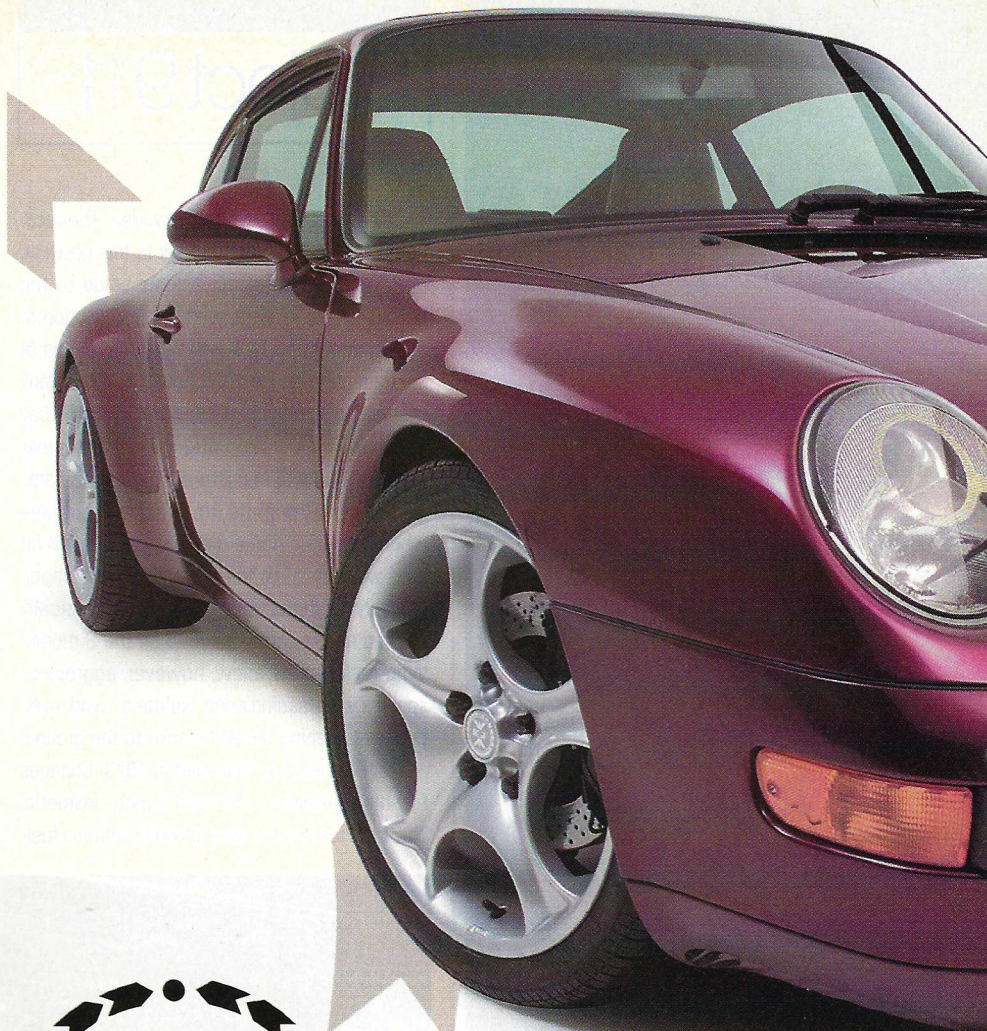
It is the perfect configuration for racing, as the bottom gear is only used to pull out of the pits. When screaming down a front straightaway, usually a few feet from the door handle of a competitor, the transition from fourth to fifth is a smooth, unconscious pull of the shift lever.

Unfortunately, Porsche concluded that a majority of its clients in 1972 were sitting in traffic jams more often than on starting grids, and the new 915 transmission was given the typical "H-I" pattern. In this layout, fifth gear is acquired through a gate on the right and then forward to the top of the "I" in the paradigm. Reverse gear, also on the other side of the gate, is opposite of fifth.

Shift patterns aside, and although the 915 is somewhat heavier than the earlier transmission, it has become the weapon of choice for club racers with high-powered normally aspirated engines. When horsepower begins to reach the stratosphere, many race mechanics suggest additional modifications to the transmission, including exterior oil coolers and spray bars that ensure every gear cluster is getting its required dose of lubricant.

Another prominent change in 1972 was the relocation of the oil tank. An E-series car can be quickly recognized by the oblong hatch behind the passenger door which affords access to the tank's filler neck. This was another effort to transfer weight away from the rear and improve the 911's haunting oversteer.

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Still, it wasn't a revolutionary idea. The race-bred 911R of 1967 had its tank in this position. Porsche must have found some value to the placement as, in 1989, with the introduction of the Carrera 4, the tank was again set ahead of the right rear tire. For 1973, however, the oil tank returned to its original position in the engine bay as unwary gas station attendants (remember them?) proceeded to mistake it for the fuel tank.

To reduce front-end lift, a notable problem when cruising in three-digit speeds, a small air dam was added to the bottom of the bumper. Not only did this subtle lip look sporty, it actually worked and became standard on the S model. Where club rules allow, however, aggressive spoilers with leading edge "splitters" work even better at keeping the 911's nose to the ground.

The F-series was launched in 1973. Changes for this year were minor and mostly cosmetic. The T did receive the new Bosch K-Jetronic fuel-

injection system midway through the model year. The chin spoiler also became standard across the model line.

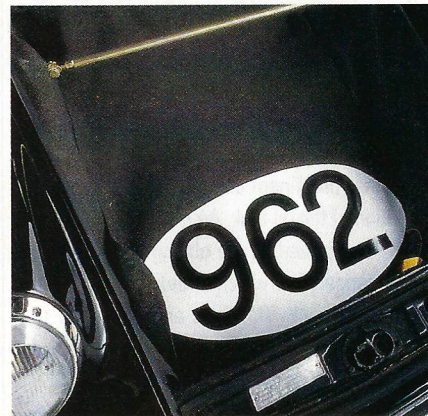
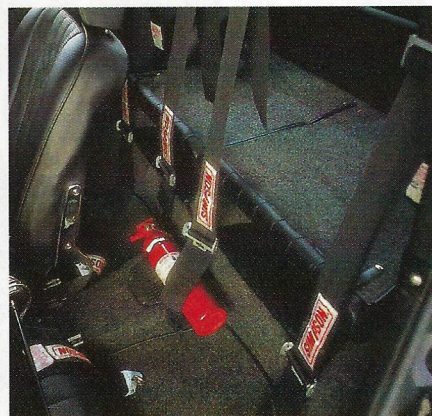
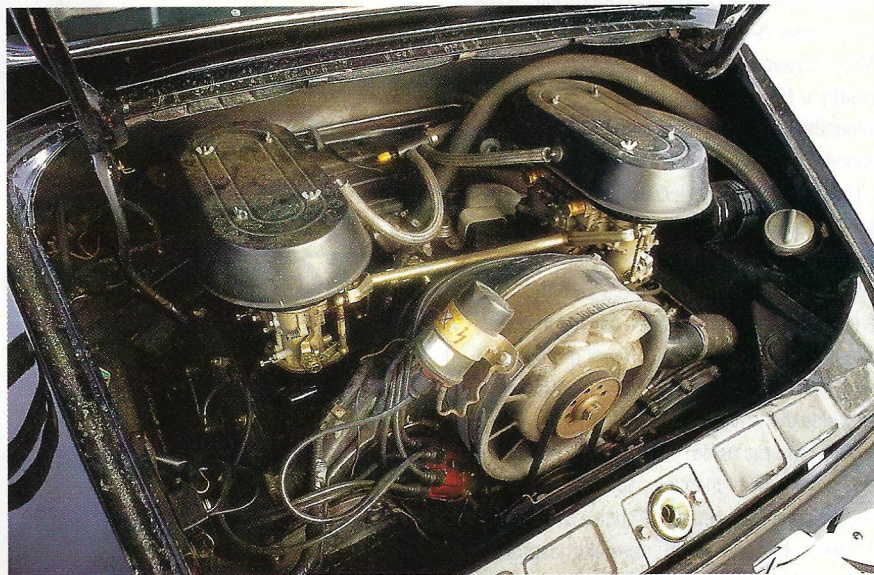
The forged Fuchs remained the wheel of choice for most customers, but a new "cookie cutter" wheel from ATS was offered on the 911E. These wheels were supplied to subsequent 911s and are now coveted by club racers as an affordable, lightweight substitute to the pricey five-spokes.

If you could line up fifteen 911s, three different models from each of the five years, and magically have them all equal in body, suspension, motor and gearbox, a 1973 911S coupe would be the prized package to find under your Christmas tree. That is, if the drama of campaigning a stock '73 S is all you are looking for.

But don't rule out the other end of the scale. With enough work and the right equipment, even a destitute 1969 911T can be turned into a runner with the road-sticking, high-speed performance potential of knocking on the doors of the latest 993.

Finding the **Right Car**

Buying a car, any car, is a test of patience and determination. It takes time to find the right



vehicle for your purpose and an iron will to wrangle the price down to what you want to spend. And sometimes you have to have the wisdom to walk away from a car that is overpriced no matter what its condition.

If you intend to compete in Porsche events, it is worth your time to join a Porsche club. Even if you don't have a car to run, take the opportunity to watch your would-be competition, note their modifications and try to pick up a few pointers.

Clubs are also a great place to find a car. Just be sure the performance enhancements fit the rules you plan to race under. More likely than not, a club 911 will be in good condition, as there is hardly a stronger automotive love affair than that between a driver and his race car. But keep in mind, while these chariots may only be driven on weekends, they are driven to the extreme.

There are many prominent racing clubs across the country that welcome 911 competitors with open arms. Of those exclusive to the marque, the Porsche Club of America is perhaps the best known. This clan of Stuttgart followers runs an array of competition events with dozens of classifications. Hardly a weekend passes that the PCA doesn't have some sort of gathering.

Another parish, and one that is focused entirely on track events, is the Porsche Owners Club. If you want to mingle with serious racers whose experiences span the gambit from amateur to semi-professional, this club is tailored to you. The POC even runs an annual three-hour day-into-night endurance race. What more could a Porsche enthusiast want?

Although our project series is not about building a concours automobile, the closer you can get to that level of quality, the better. Buying a non-running hulk will give you more headaches than you can imagine. Remember, a 911 from this era is a piece of machinery that has been in constant use for nearly 30 years.

The first step in reviewing a candidate is to give it a good visual going over. If you are serious about club racing, stay away from the Targa and the sunroof coupes. The Targas are roughly 100 lb heavier, as their frames were reinforced to reduce body twist. Electric sunroofs add about 60 lb to the top of the car, so unless you are looking to get a suntan at 140 mph, they are best disregarded.

Scan for wrinkles in the sheetmetal, a sure sign of a poorly repaired accident. Body panels should line up straight and true. Doors should open and close easily, as must the trunk and rear deck. All the electronics need to be in working order, except for the clock. Personally, I've never come across a car from this era

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Project 911S

◀131
whose clock wasn't permanently set to 12 noon.

For a 911, rust is the most lethal enemy. Porsche tried to address this problem in 1971 by putting selected underbody sections through a hot-dip zinc-coating process, and starting with the E-series the floor pans were galvanized. But corrosion is difficult to contain and can quickly destroy a unit-body chassis.

Inspect the underside of the doors for damage. Remove the headlamps and look at the light buckets. This is a favorite spot for the rust to gather. Look deeply into the trunk area, especially around the fuel tank and batteries. A little surface corrosion can be fixed, but extensive damage to the suspension pickup points or around the motor and transmission mounts can be fatal.

Check the vehicle identification number to verify what you are buying. The tags are in four locations—inside the trunk above the fuel tank;

on the front latch panel; for late 1969, it showed up on the driver's side A-pillar; and on the driver's doorjamb after 1970. A good restoration book can decipher the chassis numbers and tell the car's exact model year, engine type, date of manufacturing and a variety of other details.

Odometer mileage is often the first thing considered when buying a used automobile, but for these cars it is an overrated indicator. One member of the POC campaigns a 1967 911S with only 49,000 miles, but those are race miles accumulated over 33 years of track time. Obviously, this S is a bit more worn than its average of 1,500 miles per year would indicate.

A general rule of thumb for these 911 motors is that a complete rebuild should be done just beyond the 100,000-mile mark. The problem is that the VDO speedometer/odometer gauge only registers five digits. Taking the car's condition into account can help determine how many times the indicator has rolled over. If the current owner has no record of an engine overhaul, be aware you may soon realize a costly addition to the car's purchase price.

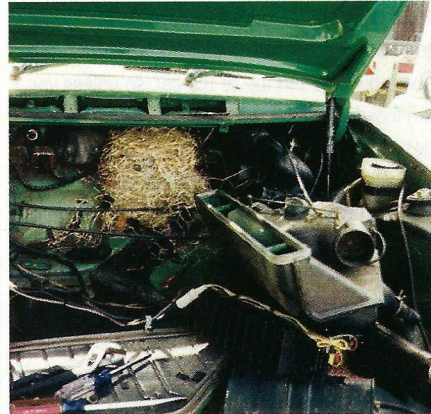
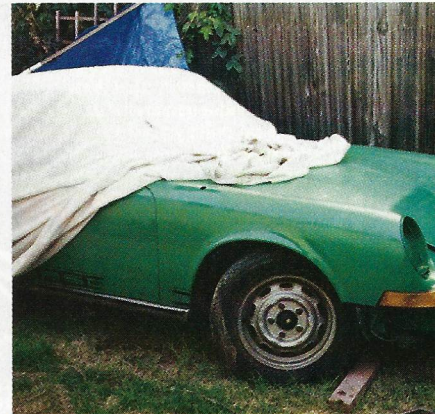
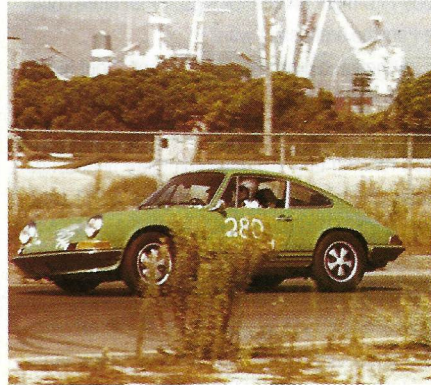
Cosmetics like faded paint and worn carpets are usually secondary considerations when shopping for a project car, but unless you are

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Our Project 911—A Photographic History

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taking your new purchase directly home to begin stripping it down, buy something that won't be mistakenly towed away as an eyesore.

Another important point is driveability. Buying an automobile that can't be road tested is to be handed Pandora's Box—untold horrors await you. If the engine runs well enough, doesn't leave an Exxon Valdez oil spill on the ground, the transmission moves through all the gears, including reverse, then you are ready for the next step—visiting a Porsche mechanic.

You could possibly perform a leak-down test yourself and crawl further under the car's dirty belly in search of more rust. You might even use a few lengths of string to check the squareness of the body, but unless you know your way around that complicated flat six, it's best to turn to an expert for an opinion on what you are about to adopt.

Clearly, I have ignored interior and exterior details. The reason is that, beyond the question of weight, they bear little on performance. Such items as seats and door panels will be exchanged for aftermarket pieces. Lightweight racing buckets are surprisingly comfortable compared to the factory-supplied sofas. In the case of carpeting, you will most likely want it replaced with thinner material or removed altogether.

A car stereo is another item that will receive the delete button. There is hardly anything that adds more wasteful tonnage to a track car than an array

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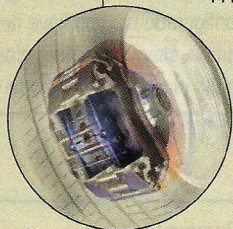
The Sportomatic

Although computer-operated, semi-automatic, sequential transmissions fill today's marketplace, Porsche's electronic shifter, the Sportomatic, was well ahead of its time. Unfortunately, when it came into being, the automotive world had hardfast rules about sports cars—the real ones had clutch pedals.

Shifting the Sportomatic is done in the same manner as the standard four-speed gearbox, but the clutch pedal operation is taken over by a hydraulic torque converter. A vacuum-actuated solenoid disengages the clutch plate as soon as the driver moves the stick shift. Once gear selection is made and the lever released, the clutch is immediately re-engaged by a series of pressure valves and the car continues on its way.

The real disadvantage of the Sportomatic was its 7:27 ring and pinion and high gear ratios. Both hindered off the line performance of a car already struggling with a low-end deficit.

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Project 911S

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of speakers, amplifiers and a multiple CD-player.

That said, be sure to scrutinize the club rules before you begin modifying your car. Certain classes allow you a minimum of changes from the original configuration. If you have never driven in competition, stay in the stock class for a while. It is a good place to learn how to get the

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most out of your 911 while you slowly transform it into your ultimate racer.

Like the plague, I have purposely avoided addressing the topic of purchase prices for these cars. It is like discussing Internet stocks—everyone has their opinion. I have seen cost guides value a 1969 911S in poor quality for \$6,000, while a perfect '73 is said to command only \$15,000. At the same time, a 1970 S, in merely decent condition, might change households for over \$20K. Go figure.

While the T and E will be less costly than the much sought after S, the only true indicator of a car's value is the number of greenbacks that are put into the seller's hand. There are deals to be had and great cars to be found. It takes time, patience and a bit of luck.

The Perfect Project Car

These cars have seen myriad changes through the years, but at the bare bones level they are very much the same. Components can be swapped back and forth, and with most of these cars on the road, they probably have been. The vast array of upgrades and aftermarket parts now available add still another degree of support to create a competitive club racer from a tired daily driver.

For Project 911, I will be resurrecting my 1970 911S non-sunroof coupe. I have owned this original California car for over 22 years after purchasing it in near perfect condition for \$6,500.

For several years, it provided endless hours of driving pleasure. But, as life will do, priorities of family and business were tossed my way, and I was forced to park the little coupe in the back of the garage. From there it was relegated to a corner of the driveway and ultimately to the dingy spot in the backyard.

After 10 years of neglect and a few generations of fuzzy critters living in the trunk, my once high-performance sports car became a derelict with faded Conda Green paint, flattened tires and very questionable mechanics. Of course, the idea of selling it never occurred to me.

Clearly, this S is a prime candidate for a complete restoration as the car is 100-percent original, including the 2.2L motor. I am a firm believer, however, that there is only one place to enjoy this kind of car—the race track. The improvements and upgrades planned for the S will be measured on the stopwatch and not by a concours judge.

Moving the decrepit hulk from the yard to the garage takes only a few friends with strong backs. Getting the old coupe up and running is going to take a bit more effort. Through the next several issues, we will report on what is involved in returning this venerable 911S to the street and how we prepare it for what Porsche intended...to do battle on the race track. ☒

Books

"PORSCHE Excellence Was Expected"

by Karl Ludvigsen

"Porsche 911 Story"

by Paul Frère

"Porsche 911 Road Cars"

by Dennis Adler

"Original Porsche 911"

by Peter Morgan

"Porsche Legends"

by Randy Leffingwell

"Porsche 911 Performance Handbook"

by Bruce Anderson

"The 911 & 912 Porsche"

by Dr. B. Johnson

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