

1970 Porsche 911E 2.2 MFI

£91,000

This beautiful car was originally delivered to the USA in January 1970, it is a matching numbers car and is in a stunning ivory white with a black leatherette basketweave interior. The car has just completed a Porsche specialist nut and bolt restoration back to original specifications, (as shown on the Porsche COA), and is running beautifully. The 911E is a stunning car, not only do the E models share all the exterior adornments of the top spec S model, they also have more low down torque than either the T or the S.

This car is a little bit different than a standard 911E, not only does it have MFI, (Mechanical Fuel Injection), but it also has the semi-automatic transmission known as 'Sportomatic' which means it has a conventional synchromesh manual gearbox with a clutch that is engaged by a micro switch in the gearstick knob rather than a separate pedal. Shifting gears without a clutch pedal to press resulted in very smooth changes and a more relaxed drive when compared to its manual siblings. The Sportomatic gearbox also has racing heritage, as it was used in the Porsche 911R Sportomatic which ran to victory in the 'Marathon de la Route' (84 hrs of Nurburgring) in 1967!
Although the Sportomatic provides an enjoyable and comfortable drive, we understand that it might not be to everyone's driving taste so if you are interested in the car, but would prefer a 'standard' manual gearbox, we are happy to change the gearbox and give the original Sportomatic parts with car – if this is something of interest, please let us know.

Equipment. Original restored 2.2 litre engine and gearbox, completely restored and retrimmed interior with comfort seats, Blaupunkt Frankfurt Radio, completely restored bodywork, suspension and brakes, all new seals gaskets and bearings. Restored original Fuchs 5.5 x 14 inches. The car is in beautiful condition throughout.
Exterior. Finished in the original and stunning Ivory White, this 911E built in 1970 is in great cosmetic order having just emerged from a complete restoration by us, THEON Design. A great deal of love and care has been invested with total strip down, new panels, subsequent alignment and hand prepped bare metal paint job, encompassing this full restoration. As such, the car is as pretty in the flesh as the photographs suggests with superb panel fit and finish.

Interior. The cabin has been completely restored back to original specification. All parts have been removed and any components possible have been retained, albeit stripped and retrimmed or painted. The original Porsche Comfort seats were disassembled and every part has been overhauled. The internal seat frames have been blasted then repainted and the foams have been replaced with original specification/shape to make them as comfortable as when they were new. The chromework has all been re-chromed and the seats have been re-trimmed in original materials.
The extensive list of refurbished / retrimmed areas include the headliner, carpets and upper post trim has all been replaced with as new spec materials, the dials have all been disassembled, checked, cleaned, refurbished, then reassembled. The original steering wheel has also been retrimmed.
A period correct Blaupunkt Frankfurt radio in addition to a new Porsche dash centre speaker have been sourced and installed in the car.
Instrumentation and switchgear is clean, crisp and fully operational.

Engine and transmission. As with the rest of this beautiful 911, the original 2.2 litre flat six engine has been restored, in this case by another Porsche specialist, Strass of Leeds. There are bills for an engine rebuild including replacing the cylinders and pistons. The MFI unit has been overhauled. New pipework and hoses have been formed and installed. The list of refurbished or replaced parts is too long to list here, but they also include new alternator, starter motor, etc, etc!
The engine has been detailed and prepped by THEON, the green E engine cover has also been refurbished back to new condition and as such the whole engine bay looks as as good as the exterior!

Suspension and Brakes. The suspension and brakes have also been fully refurbished. All of the suspension, (including torsion bars, wishbones and dampers), and brake hardware has been stripped, assessed then overhauled or replaced if damaged or corroded beyond repair. Parts have been media blasted and re-powder coated were possible and all the buses and bearings have been replaced.
For the brakes, there are all new brake lines, discs and pads, with refurbished calipers – including new pistons, seals and bleed nipples. There is also a new brake master cylinder, new handbrake cables, shoes and fitting kits, all new brake lines, discs and pads, with refurbished calipers – including new pistons, seals and bleed nipples

Wheels and Tyres. The restored Original, (date stamped), 5.5 x 14 Fuchs wheels look stunning in their new factory finish of satin black and chrome. The original set of Porsche original wheel centre caps have also been refurbished to match the wheels and are a fitting final detail.

Parts. Where possible through the build, we have kept the original parts, (fully refurbished), but there are some parts that were either too badly corroded, incorrect or simply not there, in which case wherever possible genuine Porsche parts have been used.

History File. This Ivory White, (1111) car is a 1970 Porsche 911E, with a 2.2L engine – (the car retains its original engine and gearbox as shown on the Porsche Certificate of Authenticy).
The 911E Sportomatic is a very special car. Over the decades many cars with these transmissions were converted to standard manuals which means there are very few left and far fewer that work as well as this one does. This is a rare car and a real collectors item.
The car was originally delivered to USA where it remained until 2015. It was then exported to Holland and subsequently to the UK in 2017.
All the work has been undertaken by a Porsche specialist with the utmost care and attention and now the restoration is complete, it is a stunning car in a perfectly classic colour. It looks and drives as it did when it left the factory nearly 50 years ago.
It will make a very good addition to someones collection – or be a very good start to one!
Photographs showing the level of work and craftsmanship involved in this complete full restoration process. There are also copies of the huge number of receipts for parts available.
























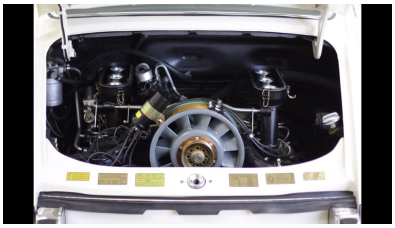


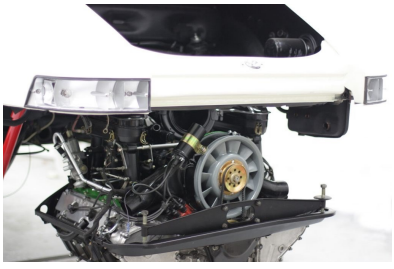

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