TOM HARTLEY JNR



1971 PORSCHE 911 S 2.4

Signal Yellow with Black Leatherette with Corduroy

£SOLD

Mileage	94,460 miles	Engine Capacity	2341cc
Body Style	Coupe	Fuel	Petrol
Transmission	Manual	Chassis No.	300271

The greatest automotive designs are recognisable without a badge. More than 60 years after its debut at the 1963 Frankfurt Motor Show, the silhouette of the Porsche 911 remains unmistakable. Its shape was the work of Ferdinand Alexander Porsche, while its engineering owed much to his cousin Ferdinand PiÃ«ch, both grandsons of the companyâ€™s founder. Together, they created a sports car that combined everyday usability with a pedigree forged in competition.

Of all the 911s shaped by the two cousins, the S 2.4 of the early 1970s is among the most celebrated. It marked the closing chapter of their work together, as the Porsche and PiÃ«ch families withdrew from operational management that year. Its mechanically fuel-injected 2,341 cc flat-six produced 190 PS, more than any series-production 911 before. It was paired with the new â€˜H’ patten Type 915 gearbox, with five speeds as standard on the S, instead of the old dogleg type 901 gearbox. Lightweight forged-alloy Fuchs wheels and a discreet front spoiler further distinguished the S, while it retained the familiar proportions of the original long-bonnet 911.

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In pursuit of better weight distribution, Porsche moved the oil tank ahead of the right rear wheel and added a small filler flap to the right-hand rear wing, giving these cars their Ã–lklappe, or â€˜oil flapâ€™, name. Filling station attendants mistook it for the fuel filler and poured petrol into the oil tank, prompting Porsche to return the oil filler to the engine compartment. The Ã–lklappe arrangement was therefore used for just one model year.

This particular car is extremely well known in the Porsche world, having featured on the covers of several magazines, including Total 911, GT Porsche and Ultimate Porsche.

The story of this 1972 model year example, chassis 300271 begins before the car itself was built. In September 1971, its first owner wrote to Porscheâ€™s British concessionaire, enquiring about the new 2.4-litre 911 S, and ordered the car before the new brochures had arrived. Completed in right-hand drive on 27th October 1971, it was finished in Signal Yellow with black leatherette and corduroy upholstery. It was delivered on 26th November and registered HMY 4K, the number it wears today. Within a month of delivery, it had been driven across Europe to St Moritz, arriving on Christmas Day 1971. In 1975, the car was registered in Ireland. By 1988 it had reached County Kerry, where it remained dry and under cover for more than two decades. It eventually re-emerged as an unrestored â€˜barn findâ€™, still retaining its original engine.

Having returned to the UK from Ireland in 2011, the car was acquired by its most recent keeper in 2012, beginning a 14-year period of cherished ownership. During this time, renowned Porsche specialist Autofarm was entrusted with the carâ€™s comprehensive refurbishment and ongoing maintenance, with invoices totalling circa Â£162,000. Particular emphasis was placed on preserving its originality by retaining and refurbishing rather than replacing its original components.

Finally, a significant aspect of this car is its exceptional provenance, documented across two substantial history files dating back to 1971. These include the original hand-completed order form and registration book, Porsche Certificate of Authenticity, MOT certificates and an extensive collection of invoices documenting its restoration. The original handbooks also remain with the car, including the maintenance record book, driverâ€™s manual, Porsche Service Stations booklet, ownership pocket guide, original key code card, spare key, battery conditioner and car cover.

A truly exceptional example!