

# 1965 PORSCHE 911



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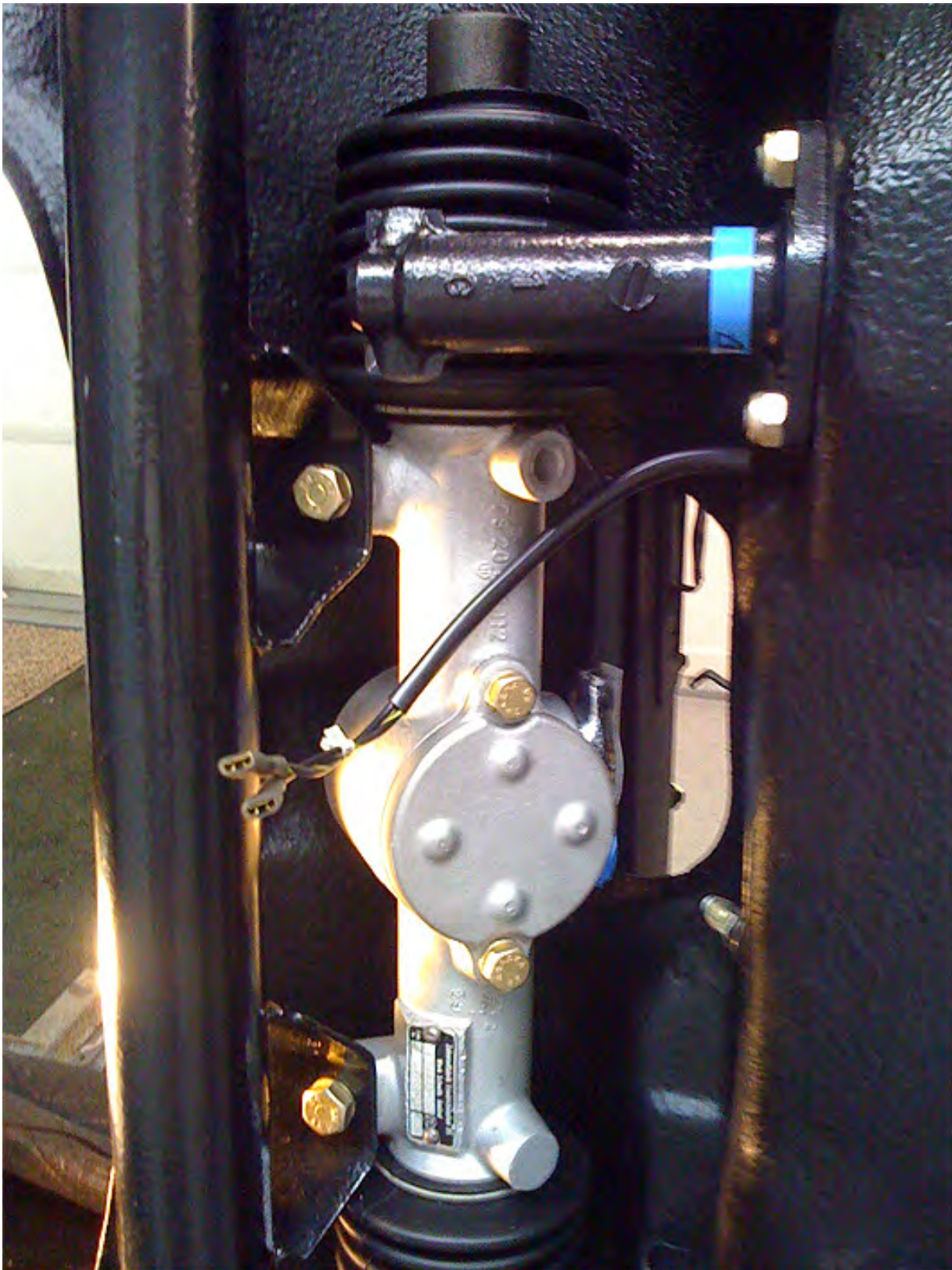


Porsche 911s built in 1965 are very rare. In September 1964, the new 911 went into production and it would appear, judging by chassis number listings, that only three thousand or so were built and sold Worldwide. Of course, the new 911 (christened 901 when first introduced) had a hard act to follow, the much loved 356 and it may be that

some Porsche aficionados found it difficult to make the change to the “new-fangled” coupe. That they did, and would subsequently make the 911 one of the most popular sportscars/GT cars ever has been proved by the popularity and longevity of the car.







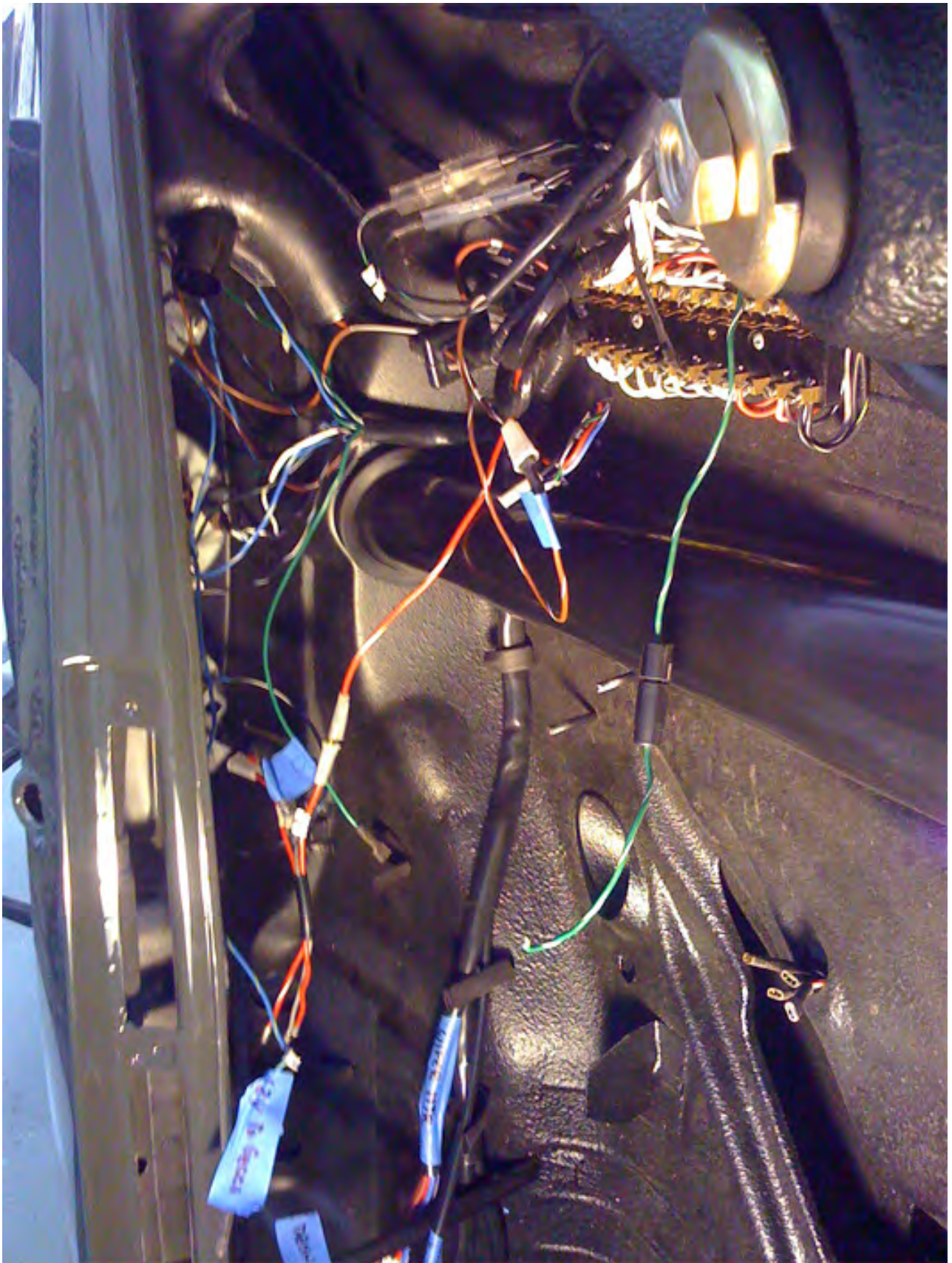


Over the SVRA weekend at Sebring, I bumped into an old friend, Tommy Pheil, who also lives in St. Petersburg and who has restored and built some quite beautiful wooden boats; Tommy told me that I should come over to his house to see his latest project, the restoration of a 1965 Porsche 911.

So on Monday afternoon, I drove over to Tommy's house in my 1963 Buick Riviera and, after Tommy had admired it, he took me into his workshop to take a look (and some photos) of the 911. To say that I was taken aback would be to put it mildly. The car's painted shell was on a rotisserie, which Tommy says makes working on it a heck of a lot easier than if it were on the ground, and it is quite beautiful. It's obviously going to be a concours winner.



I stayed for just an hour and took the accompanying photos, which only really give an indication of just how good this 911 is. I can't wait to see it finished!









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