


## 1983 Porsche 911 "G" - 911 Turbo Coupe

911 Turbo Coupe

- Estimate  
USD 90 000 - 120 000
- **Baujahr** 1983
- **Chassisnummer** WP0ZZZ93ZDS000504
- **Losnummer** 501
- 
- **Lenkung** Links
- **Innenfarbe** Sonstige
- **Zustand** Gebraucht
- **Standort** 
- 
- **Kraftstoff** Benzin
- **Außenfarbe** Sonstige
- 

### Beschreibung

To be OFFERED AT AUCTION at Auctions America's Fort Lauderdale event, April 1-3, 2016.

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In the company's earliest days, Porsche was known for producing lightweight cars with exceptional handling characteristics. This formula kept Porsche very competitive on race tracks and in showrooms around the world until 1976, when the 911 Turbo was introduced to the buying public.

Porsche had experimented with turbocharging its racing cars, most notably with the 917/30, but the Type 930 Turbo (as it was known internally) was the first road going Porsche to utilize forced induction. The Turbo retained the classic looks of the 911 that enthusiasts had come to know and love, yet it was defined by its unique "whale tail" spoiler, which helped to keep the rear tires planted on the pavement at high speeds. The 911 Turbo boasted a top speed of just over 155-mph, making it one of the fastest cars of its day. Car and Driver magazine recorded a 0- to 60-mph sprint in just 4.9 seconds, which is a time that could easily beat most cars produced today.

Being offered is this beautiful 1983 Porsche Type 930. This is the internal Porsche designation for the latest generation of their greatly respected 911 Turbo car. Accompanied by a Porsche Certificate of Authenticity; this 911 Turbo is reported as having its correct drivetrain and is stated to be an "RoW" car. Cars not identified for a specific country are referred to as "Rest of the World" (RoW) models. Mainly because emissions, noise, and/or safety laws varied between countries at times, Porsche built cars that are specific to meeting those laws. This has been particularly the case for cars delivered to the United States and Canada. This particular car is built to German specifications.

The 3.3-liter flat six-cylinder engine is factory rated at 300-hp with the "large Euro-spec fuel system" and is matched to a four-speed manual transmission. The car was imported November 27, 1984 by its first owner who was a German engineer. It was ordered with a very rare paint-to-sample color of Schwarz Metallic. The car has experienced one professional and very expensive repaint two years ago using this original color code. The paint is reported to be beautiful and unique; it almost looks black in the evening, with shades of silver and gold metallic in the sun. It is all the more attractive on the car's super straight surfaces, without dings or scratches.

The Porsche is further reported to be very original with original sport seats in great condition amongst the full leather interior. The carpets are excellent, the trunk area is fully carpeted; plus the headliner, weatherstripping, toolkit, trim elements, glass and more are all expressed to us as being in "mint" condition. The gauges are "not faded at all" and the original clock has been substituted for a 934 boost gauge. An aftermarket stereo receiver has also been added. The factory air conditioning is reported to operate as one would expect from such a car.

Among the other equipment associated with this legendary model is optional limited-slip differential, sunroof, factory Fuchs wheels that have been polished ("in great shape with no rash or blemishes"), mint H4 headlights, power windows and power four-wheel disc brakes.

The owner conveys that he has not found any evidence of federalization mods (door bars, etc.); he states that "the car appears to be an untouched Euro-spec." He further shares that the engine "runs great." Paperwork shows invoices from Mahle for pistons and cylinders in the mid-nineties, which would indicate a full rebuild was performed at that time. The engine is equipped with a K-27 7200 turbo and B&B dual outlet muffler. Everything else under the hood is stock. The engine is dry underneath and "performs as it should" along with being "super fast." The owner also lets us know that there is "no rust anywhere on the car and there never has been." The front pan and battery tray area are also considered to be "mint and the car has never been hit."

The gearbox is "smooth shifting with strong smooth clutch and no grinds." The odometer shows just over 48,000 miles which the owner conveys to be correct, though it should be noted that the title states exempt. The Porsche is accompanied by a large stack of maintenance records and paperwork all the way back to the early nineties that show consistent mileage history, as well as all the EPA and customs paperwork and manuals.

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