

# CLASSIC DRIVER



## 1986 Porsche 911 "G"

Lot sold	<b>USD 0</b> 0 (listed)	Lenkung	Links
Baujahr	1986	Zustand	Gebraucht
		Standort	
		Außenfarbe	Sonstige
		Automobiltyp	Sonstige

### Beschreibung

1986 Porsche 911 Turbo

Designer: Butzi Porsche

Estimate: \$85,000 - \$100,000

Chassis Number:WPOJB09366S050699

Engine:Turbocharged 3.3 liter Flat 6-Cylinder

Direct Injection G50 5-Speed Transmission

\*Billy Boat Exhaust

\*XPS Direct Injection

\*Garrett Turbo

The Model: Homologation is a funny word, that has given us some of the best road going cars out there. The desire to stand on the top of the podium, and the pesky FIA rulebook, finally gave Americans what we had always wanted in 1976: A Porsche that could hold its own down the straights. We wanted POWER. The product of tinkering in the Porsche R&D shop, that began in the 1960s, the 930 had it all with the addition of a turbo to the base 911. It was nimble and had the zip of a turbocharged 3-liter engine. The combination that put out 280 horsepower, has become a bit of an urban legend with tales of unbridled tail whipping power when the turbo "kicked in." Perhaps exaggerated, the stories of power and handling were enough to sell the upgraded sports cars until 1989. With power peaking at a still respectable 330 HP the path to Porsches modern machines was

clear. Thirty some odd years later, the Porsche 911 is an all turbo line, ceasing production of anything that breathes on its own in 2017.

The Car: Covered in a smooth, clean finish that reflects the factory K5 hue, this street machine is ready to thrill. With an exterior package that includes just enough custom touches from the period, like the 18-inch Fikse wheels, it's easy to tell this isn't your run of the mill turbo. Once you get past the nearly perfect exterior finishing, you enter a cockpit that retains the original champagne leather seats. The interior space shows a well-cared for and gingerly-used car, as the 81,000 miles were put on the clock. While fast, the 930 is, after all, a luxury car, with luxury appointments like heated seats, power windows, and a sunroof. Like all 930s, the best part is out back under the whale tail. What started as suitable numbers matching 3.3-liter engine, was transformed by Patrick Motor Sports, into a bona fide streetfighter. A Garrett turbo now forces the air into the HPX direct injection. Out the other end is a Billy Boat exhaust, that produces a classic and refined Porsche sound. All that power is then put to the ground through a smooth shifting G50 five-speed transmission and brand new rubber. Running perfectly, with recent mechanical service that included an axle repack and new boots as well as new wheel bearings, this classic and collectible from the air-cooled era is ready to serve as a Saturday night hot rod or a classic piece for your Porsche collection. Whatever your pleasure, you will not regret raising your hand for this 930.

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