


# CLASSIC DRIVER



## 1986 Porsche 911 "G"

Lot sold	<b>USD 65 599 - 72 578</b> GBP 47 000 - 52 000 (listed)	Lenkung	Rechts
Baujahr	1986	Zustand	Gebraucht
Getriebe	Schaltgetriebe	Standort	
Chassisnummer	WPOZZZ91ZGS1406	Kraftstoff	Benzin
Zahl der Sitze	2	Außenfarbe	Sonstige
Antrieb	Zweirad	Automobiltyp	Sonstige
Losnummer	516	Motornummer	63GO2316
		Markenfarbe außen	Iris Blue Metallic
		Markenfarbe innen	Blue/White

### Beschreibung

Guide price: £47000 - £52000. Comprehensive history file confirming the indicated 91,000 miles. One of 220 UK right-hand drive examples. Porsche GB specification sheet is included, documenting this as a genuine Widebody 'Turbo Look' car. During the past 12,000 miles, there has been a total expenditure of approximately £20,500. Front oil cooler, stainless exhaust and cross pipes, new battery, new fuel tank, rear wheel bearings, refurbished brake callipers, gearbox rebuild, new clutch and flywheel, new heater valves and cables, front shock absorbers, uprated 'Turbo' track-rod conversion, and 4 new tyres. Possibly the ultimate version of the 3.2 Carrera was an 'Option M491-Turbo-look', or 'Supersport', as it later became known in the UK. Initially, Option M491 was only available on a coupé; through the 'Special Wishes' programme but was later extended to include a Turbo-Look Targa and Cabriolet in 1985, and subsequently an official model from 1986. From 1987, the designation was officially known as SSE (Supersport Equipment). With flared arches evoking the dramatic appearance of some Porsche models from the past, it was a popular option offering the 'macho' good looks of the Turbo without the associated mechanical complexities. However, it was not cheap adding over £10,000 to the cost of a standard variant by the end of the model's life in 1989, possibly explaining the relatively small build numbers. The spec also included a limited slip differential, the

stiffer suspension and superior braking system from the 930 Turbo, a wrap-around deep chin-spoiler, the famous 'tea-tray' rear spoiler, and wider Fuchs alloy wheels. The rarity of M491/Supersport models is undeniable, especially in right-hand drive, but official figures are hard to come by. A respected source quotes that just 651 C16 (UK-supplied) M491 cars (including all Coupés, Targas and Cabriolets) were manufactured between 1984 and 1989. With the passage of time, many Porsche professionals now suggest that 'in the real world' these cars are considerably more desirable than the attention-hungry Turbo. The car presented here is a 1986 Porsche 911 3.2 Carrera Supersport Targa 'Option M491-Turbo-look' (or as it was officially known in the UK for 1986 only) a 'Carrera with Sport Equipment Turbo Body' (becoming SSE in 1987). Our vendor has supplied a comprehensive history file demonstrating that during the documented 91,000 miles this car has always been very well serviced and maintained. Accompanying the car are two keys, its driver's manual, original stamped up service book, plus a huge history file showing numerous invoices dating back to 1991, 22 old MOTs, 16 expired tax discs, and invoices totalling expenditure of approx £35,700. During the past 12,000 miles, there has been a total expenditure of approximately £20,500. (Including invoicing for replacement oil pipes, front oil cooler, stainless exhaust and cross pipes, new battery, new fuel tank, rear wheel bearings, refurbished brake calipers, gearbox rebuild, new clutch and flywheel, new heater valves and cables, front shock absorbers, uprated 'Turbo' track-rod conversion, and 4 new tyres). During the last few months, the vendor has spent a further £6,000 on a refresh including refurbished Fuchs five-spoke alloys (anodised to factory specification and finished in Grand Prix White), interior seats and steering wheel retrimmed/refurbished, new roof seals, and numerous other areas, the car now presenting extremely well. The car is attractively finished in Iris Blue complemented by a Blue interior with contrasting Pearl White seat inlays and white piping. An official Porsche GB specification sheet is included, documenting this as a genuine Widebody 'Turbo Look' car and listing additional cost options when new. This particular example is one of 220 UK right-hand drive examples, and giving consideration to its lovely condition and stylish colour combination, securing a rare and desirable example such as this, whilst you still can, may well be one of your better decisions.

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