


CLASSIC DRIVER



1995 Porsche 911 GT2 - 16th OA Le Mans 24hr 1995

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Preis	Preis auf Anfrage	Lenkung	Links
Baujahr	1995	Zustand	Gebraucht
Getriebe	Schaltgetriebe	Standort	
Rennwagen	Ja	Außenfarbe	Weiss
		Automobiltyp	Coupé

Beschreibung

In the early 1990s, the introduction of new FIA GT classes for variants of production cars brought with it fantastic competition. With the 964 showing its age and power limitations, in 1995 Porsche introduced the new 993. Although they were probably unaware at the time this was to be the last of the iconic air-cooled 911s. In competition, all-wheel-drive had already been banned by most sanctioning bodies. This was as a result of Porsche's success with the four-wheel drive 961, Audi's rally wins with the Quattro, and the later track success of the Nissan Skyline. This presented a problem for Porsche, whose Turbo was fitted with four-wheel drive; the solution was simple and this was the GT2, which was built with rear wheel drive only. A side benefit turned out to be significant weight savings, and the GT2 was instantly competitive.

A factor of Porsche's intention to go racing was that they had to build a number of road legal GT2s in order to homologate the model for racing. At about 430 horsepower the 3.6L twin turbo flat six ran higher boost with more power than the standard Turbo model, mated to a manual six speed gearbox. The GT2 shared the cutaway wings with the Carrera RS and had removable and replaceable bolt-on flares in order to fit wider wheels for racing and quickly fix crash damage. The large rear wing provided additional down-force, with air intakes on the sides for the engine. With saving weight in mind the bonnet and doors were aluminium and the side and rear window glass was thinner. In

addition the three-piece, light alloy Speedline wheels had magnesium spiders. In fact the body was lowered by 20mm compared to the 911 Turbo to reduce drag. These car were toned down somewhat for road homologation.

Supplied new with the M003 'Clubsport' package and more importantly, the M005 'R' package, this GT2 R's first outing was in fact, the April test for the 1995 Le Mans 24 hours at the hands of French racing driver, Didier Ortion in a partial Sodimail livery under Jean-Francois Veroux. The following month the car competed at the final Paris 1000KM although the car did not finish.

In June 1995, this GT2 returned to Le Mans to compete in the 24 Hour race. By the time of the race, the team had gained additional sponsorship from Motul and Cervix; today the car presents in this livery. The car finished 16th overall, 5th in class and the second 911 to cross the line; competing alongside the likes of the previous race-winning McLaren F1 GTRs, Ferrari F40LMs and GTEs.

In August 1995, the car completed its last race under Veroux, placing 19th overall at the Silverstone 4 hour and was sold to the Belgian Ice Pol racing team. The car was entered into two events, the Proximus 24hr race at Spa Francorchamps in August 2001 and 2002, finishing a respectable 16th overall in 2001 ahead of a DNF the following year. After this, the car was retired from competitive motorsport.

Most recently stored as part of a Belgian collection, this GT2 has most recently benefitted from a mechanical recommissioning service and as such, today presents on the button, ready to race. This car is widely regarded as the most original of the 993 GT2 Rs, it has been inspected by a panel of experts who have confirmed it retains its original bodyshell, panels and Motor. Not a statement that can be made lightly when it comes to ex Le Mans race cars. Hugely eligible for competitive motorsport from the likes of Le Mans Classic, Endurance Racing Legends and Masters Endurance, this 993 GT2 R is available to view at our showrooms outside London immediately.

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