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# 1979 Porsche 911 "G" - 911 Turbo Coupe

911 Turbo Coupe

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|---------------------|------------------------------|-----------------|--------|
| Estimate            | <b>USD 120 000 - 140 000</b> | Drive           | LHD    |
| Year of manufacture | 1979                         | Interior colour | Other  |
| Chassis number      | 9309800720                   | Condition       | Used   |
| Lot number          | 475                          | Location        |        |
|                     |                              | Fuel type       | Petrol |
|                     |                              | Exterior colour | Other  |

## Description

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

Chassis No.

9309800720

Estimate:

\$120,000 - \$140,000 US

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.

Porsche had experimented with turbocharging its racing cars; most notably with the 917/30 Can-Am car that Mark Donohue dominated the 1973 season with for owner Roger Penske. However, the Type 930 Turbo, as the car was termed within the Porsche factory, was the first road going Porsche to utilize forced induction. The 911 (nee 930) 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.

The 911 Turbo offered here is presented in red with black interior, and it is one of only 806 examples produced in 1979, and it was well-optioned when delivered. Along with the impressive 3.3-liter six-cylinder turbocharged "boxer" (horizontally-opposed) engine, four-speed manual transmission and power four-wheel ventilated disc brakes; this machine also has an optional factory power sunroof, air conditioning, radio with cassette, power steering and power windows. A Porsche Certificate of Authenticity accompanies the car, as seen below, as well as various receipts and its spare tire.

As first-generation 911 Turbos continue to gain popularity with collectors, well-maintained examples have become increasingly difficult to find.

1979 Porsche 911 Turbo Coupe

## Auctions America

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<http://auctionsamerica.com/events/event.cfm>

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