

CLASSIC DRIVER



1986 Porsche 911 "Turbo"

Lot sold	USD 98 262 - 112 299 GBP 70 000 - 80 000 (listed)	Drive	LHD
Year of manufacture	1986	Condition	Used
Mileage	76 744 mi / 123 508 km	Location	
Gearbox	Manual	Fuel type	Petrol
Chassis number	WP0JB0937GS0505	Exterior colour	Other
Number of seats	2	Car type	Other
Number of doors	2	Engine number	68G00590
Drivetrain	2wd		
Lot number	55309		

Description

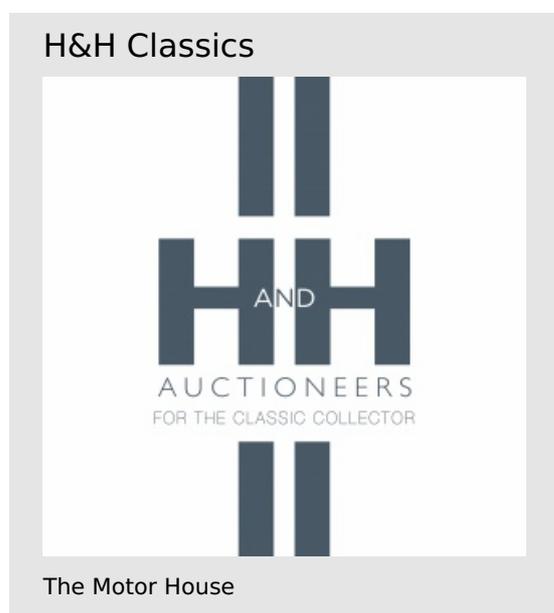
- Built to special order in Meteor Metallic with Burgundy leather upholstery (complete with 'L999' paint-to-sample code)
- Two owners from new (the first until 2016), fitted with numerous Special Wishes-type features
- Among the nicest 930s we have encountered

In the early 1970s, Porsche had designs on racing a turbocharged 911, in support of which they planned a homologation special along the lines of the Carrera 2.7 RS. A subsequent rule change negated the need for a precise number of street legal vehicles but the company continued with the project anyway. Unveiled at the October 1974 Paris Show, the resultant Porsche 911 Turbo (930) was routinely among the fastest - if not THE fastest - accelerating supercars that money could buy during

its fifteen-year production run (1975-1989). The newcomer was based around the Carrera 3.0 RS, the engine from which was modified courtesy of turbo technology originally developed for the legendary 917/30 CAN-AM cars. Initially displacing 3.0 litres, the need to keep pace with such rivals as the Ferrari 512BB and Lamborghini Countach saw its force-fed flat-six grow to 3.3 litres in 1978. Although, the adoption of Bosch fuel injection some four years later brought no more horsepower, it did result in greater torque and better throttle response. Thus equipped, the 911 Turbo was reputedly capable of 0-60mph in 5.2 seconds and 162mph. To accommodate its extra performance over the 3.0 RS, the 930 sported revised suspension, larger brakes and a robust, four-speed gearbox. In order to help deliver power to the road, a 'whale tail' rear spoiler was fitted and a wider rear wheel / tyre package was squeezed under specially flared arches. Adding this level of grunt to the already oversteer-prone handling of the 911 created a car that did not suffer fools gladly. In skilled hands, however, a 930 will show a clean pair of heels to most rivals.

Dropped during 1979 due to emissions legislation, the 930 returned to the US market for the 1986 model year achieving 1,424 sales. Among them was this particular example - chassis WPOJB0937GS050579 - which was built to special order as denoted by its L999 'paint-to-sample' coding. Finished in Meteor Metallic with Burgundy leather upholstery, its build specification also included: 'Sport Steering Wheel with Elevated Hub 30mm, Blaupunkt 'Reno' Radio sqr 46, Locking Differential 40%, Anti-Theft Device, Sunroof'. Reportedly supplied new to Dr Dorrance Kelly, the Porsche was to remain with him until entering the current ownership last year. A renowned maxillofacial surgeon and art collector, it is thought that Dr Kelly had the 930 upgraded with various 'Sonderwunschen'-type features by Alan Johnson Racing. A four-time SCCA National Champion who held a Porsche franchise until 1990, Mr Johnson's AJ USA concern is known to have modified several 911 Turbos to 'Flat Nose' specification. As well as an AJ USA intercooler, chassis WPOJB0937GS050579 boasts an adjustable front strut brace, front air dam, quad exhaust pipes, sill extensions, vented rear wings and BBS alloy wheels. Not wanting for visual drama, the Porsche is thought to have covered just 76,744 miles from new. The car has self-evidently been well maintained but unfortunately the corresponding records never made their way across the Atlantic (the only stamps in its original service book relate to the pre-delivery inspection and first oil-change). Pleasingly retaining its factory-applied door aperture, boot lid and paint code stickers, the 930 also carries one for Brown University (where Dr Kelly obtained a masters degree). Described by the vendor as easily the best of the three 930s that he has owned, he rates its engine, gearbox, electrics, bodywork, paintwork and interior trim as all being 'excellent'. In addition to having its sun-bleached Burgundy hides recoloured by Bespoke Leathering of Tamworth, the Porsche has been treated to new oil and filters etc plus replacement handbrake shoes. Judged runner-up for the Weston-super-Mare Motor Club's Clifford Holder Trophy earlier this year, it is among the smartest 911 Turbos we have encountered.

PLEASE NOTE: All estimates are subject to a buyer's premium of 15% incl. VAT (@ 20%)



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