


CLASSIC DRIVER



1996 Porsche 911 / 993 Turbo

Lot sold	USD 119 964 - 146 622 GBP 90 000 - 110 000 (listed)	Drive	LHD
Year of manufacture	1996	Condition	Used
Chassis number	WP0ZZZ99ZTS3719	Location	
Number of seats	2	Fuel type	Petrol
Drivetrain	2wd	Exterior colour	Other
Lot number	333		

Description

1996 Porsche 911 Type 993 Turbo Coupé

Registration no. N259 MCL

Chassis no. WP0ZZZ99ZTS371925

'I have never driven a car capable of going so fast with so little effort. It means you can enjoy the sort of performance that gives you 60mph from rest in under 4.5 seconds, or that will take you from 60mph to 120mph in fifth gear in around 12 seconds, without panic or fluster. You can relax and plan your moves calmly. Overtaking could hardly be easier.' John Simister on the Porsche 911 Turbo, Car magazine, June 1995.

In 1993 Porsche introduced what is regarded by many as the most beautiful 911 of all: the Type 993. Over the years the 911 had received numerous aerodynamic and safety-inspired add-ons, diluting the purity of the original form; the Type 993's arrival marked a return to basic principles, being recognisably a 911 but one in which all functions had been harmoniously integrated in a truly outstanding example of modern automotive styling. The range offered remained pretty much as before, comprising two- and four-wheel drive models, the Turbo and Cabriolet convertible, all powered by the latest, 3.6-litre version of Porsche's perennial flat-six engine.

Audi had demonstrated the advantages of four-wheel drive on its all-conquering Quattro rally cars in the 1980s, prompting other manufacturers, Porsche included, to examine the merits of the system. In 1987 the first Porsche four-wheel drive road car appeared in the form of the legendary Type 959

Group B supercar, and a version of this system was offered on the 911 in 1989. The first Porsche road car to employ four-wheel drive was the legendary Type 959 Group B Supercar of 1987, and within two years a version of the system was available on the 911 Carrera 4. Porsche's four-wheel drive utilised an electronically controlled central differential that optimised torque split between front and rear depending on road conditions. The result was phenomenal traction and almost unimaginable levels of grip whatever the speed.

Top of the 911 range, as ever, was the legendary Turbo, in Type 993 guise featuring the new four-wheel-drive transmission. Equipped with twin KKK turbochargers, the engine developed a staggering 408bhp, which was transmitted to the road via a six-speed manual gearbox. The result was a top speed of 290km/h (180mph) and a 0-100km/h (62mph) time of under five seconds. Equally impressive were the anti-lock brakes, Porsche claiming a figure of only 2.6 seconds to stop from 100km/h. And if that was still not enough, customers could specify the 'X-50' performance package - also known as the 'Powerkit' - that lifted maximum engine output to 430bhp.

Unfortunately, this Porsche 911 Turbo's service history has been mislaid; however, Bonhams has obtained a summary of its services from Porsche Colchester. This document lists 12 routine and other services between March 1996 and February 2003, with a further service in December 2016 making 13 in all. The car's accompanying Vehicle Information sheet reveals that it was built for the UK market and fitted with the following options: heated sports seats, recoil bumpers, top-tinted windscreen, sunroof, leather airbag steering wheel, and sun visors in leather. Finished in silver with tan leather interior, the car has covered circa 39,000 miles from new and is described by the vendor as in generally very good condition. Offered with a V5C document and fresh MoT.

Bonhams 1793

Bonhams

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