


CLASSIC DRIVER



1986 Porsche 911 (930) Turbo SE 'Flat Nose'

Lot sold	USD 199 915 - 226 571 GBP 150 000 - 170 000 (listed)	Drive	RHD
Year of manufacture	1986	Condition	Used
Gearbox	Manual	Location	
Chassis number	WPOZZZ93ZGS0010	Fuel type	Petrol
Number of seats	2	Exterior colour	Other
Drivetrain	2wd	Car type	Other
Lot number	842	Engine number	67G01075
		Exterior brand colour	Minerva Blue metallic
		Interior brand colour	Blue and Ivory leather

Description

Guide price: £150000 - £170000.

- One of only 18 UK, right-hand drive (C16) cars in 1986.
- Well spec'd from new
- In 'The Patrick Collection' for the first few years, 5 owners in total.
- Indicated mileage is 33,791
- Strikingly finished in Minerva Blue Metallic with an Ivory and Blue interior and matching Fuchs alloys
- Stamped service book, comprehensive history file, appropriate registration C16 TSE, fresh MoT

In late 1973, in contrast to most car manufacturers who were struggling with the fallout from the oil crisis, Porsche was on a high. Having accrued a wealth of experience of turbocharging air-cooled engines from their racing programme, it seemed to make perfect sense for Porsche to utilise that knowledge by applying it to their famous rear-engined sports car, and consequently, at the 1973 Paris motor show, they unveiled a prototype turbocharged 911, the Type 930.

By attaching a KKK turbocharger to its 3.0 air-cooled flat-six engine (that could trace its origins back to the 911 RSR), the 930 was the most powerful

production Porsche thus far and, suddenly, the 911 was a supercar. The production-ready 911 Turbo was shown at the Paris show in autumn 1974, and not surprisingly in an era when turbocharging was seen as rather exotic, captivated the world's motoring press. Rightly, it was billed as a supremely fast and luxurious flagship model, combining ballistic performance and head-turning looks with air conditioning, electric windows and other creature comforts. The car's power and performance were celebrated (and kept on the ground) by an enormous 'whale-tail' spoiler and a wider track that needed those bulging wheel arches to keep it decent.

Anyone who followed the 'World Championship of Makes' (essentially an international championship for long-distance Sports Car racing), will remember their surprise at the shape of the new 935 when it first appeared at Mugello in March 1976. Subsequently, these 'Flat Nose' 935s and 936s (in Group 6) were to prove very competitive in the hands of Ickx, Mass and Stommelen and during the next two seasons managed four victories in eight World Championship races and a triumph at Le Mans in each year. However, Porsche began to worry that all these high-profile victories by the works Flat Nose cars - most famously the 'Moby Dick' 935 - might alienate the vast number of private clients who were investing their own money in conventionally shaped competition 911s, hence decided to restrict their efforts for 1978 to an entry at Le Mans.

However, the distinctive look of these Le Mans cars struck a chord in the minds of their road car customers. This demand was initially catered for by 'Kremer Racing' who offered a conversion but subsequently this service was taken up by the factory's own Customer Department to special order (Sunderwunschen) from 1981, only becoming a factory option in 1986. Officially titled 911 Turbo SE Flachbau, the model was over twice as expensive as a standard 930 Turbo when new and featured the dramatic, 935-style, sloping front end in steel with cooling vents and 'pop-up' headlights, extra cooling intakes at the rear, an uprated engine of 330bhp (from 300), a dual-exit exhaust, and a limited slip differential, The interior was more luxurious with pockets under both sides of the dashboard, heated front seats, a sunroof, a unique centre console, steering wheel, and a gear lever knob with gold crests. The term "Flachbau" literally translates as "Low build" however in the UK they have become known as Flatnose, Slantnose or SE cars.

This stunning Porsche is a genuine 1986 (C16) UK car and was finished in Minerva Blue Metallic with an Ivory and Blue leather interior before being delivered to Monarch Porsche of Birmingham. It's one of only 18 Flat Nose cars imported into the UK that year, all of which were coupes.

When ordered by Monarch for their customer the following options were chosen

C16. UK specification
RHD.
058. Recoil bumpers.
139. Heated passenger seat.
220. Limited slip differential 40%.
261. Heated and adjustable passenger door mirror.
330. Blaupunkt Toronto stereo.
340. Heated driver's seat.
383 and 387. Sports seats with electric height adjustment.

The car comes with its original hand and stamped service books, a comprehensive history file, the appropriate registration number C16 TSE, and a fresh MoT. The current indicated mileage is 33,791.

The cars first owner was Alexander Patrick of Patrick Motors who, after a short period of use, placed it into the, fondly remembered, Patrick Collection in Birmingham. The Porsche was subsequently enjoyed by a further three owners before becoming the property of our vendor, who has also used it lightly before placing it in storage where it has been relaxing for the last five years.

A fabulous example of one of these very rare Flachbau Porsches.

Silverstone Auctions Ltd



Title Mr

First name Guy

Last name Lees-Milne

Silverstone House

Kineton Road
Gaydon
Warwickshire
CV35 0EP
United Kingdom
Phone +44-01926691141
<http://www.silverstoneauctions.com>

<https://www.classicdriver.com/en/car/porsche/911-turbo/1986/542294>

© Classic Driver. All rights reserved.