


CLASSIC DRIVER

1979 Porsche 911 (930) Turbo

- Lot sold
USD 79 719 - 91 984
GBP 65 000 - 75 000 (listed)
Year of manufacture 1979
- **Gearbox** Manual
- **Chassis number** 9309700792
- **Number of seats** 2
- **Drivetrain** 2wd
- **Lot number** 224
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- **Drive** RHD
- **Condition** Used
- **Location** 
- **Fuel type** Petrol
- **Exterior colour** Other
- **Car type** Other
- **Engine number** 6790796
- **Exterior brand colour** Silver
- **Interior brand colour** Tartan
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Description

Guide price: £65000 - £75000.

- Finished in Porsche Silver Metallic over black leather with Tartan Dress red/blue seat inserts
- Comprehensive restoration work including engine and gearbox rebuild
- Full repaint in the early 2000s
- First registered in the UK on 1st August 1979. Great history file and a UK V5c

The Porsche 930 Turbo was a genuine 'Supercar' that defined the seventies and eighties and was one of the fastest production cars available at the time. It was first seen at the 1973 Paris Auto Show and full production commenced two years later. The basic engine underpinnings came from the Carrera 2.7 RS which was increased to 3.0 litres and, of course, turbocharged with technology gained from Porsche's 917/30 Can-Am program and the brakes came directly from the Porsche 917 race car. The bodywork received special treatment resulting in one of the most aggressive looking Porsches ever made with its wide arches and impressive rear whale-tail. The final evolution of the 930 Turbo saw the engine capacity increased to 3299cc, with improved upgrades on the intercooler and, for some, the fitment of the G50 transmission. Offered here is a right-hand drive Porsche 911 (930) Turbo first registered in the UK on 1st August 1979 and finished in Porsche Silver Metallic with a black leather interior with Tartan Dress Red/Blue seat inserts oozing 1970's cool! During its early life, the car was serviced at John Lambs Porsche, Lancaster and Autostrasse, with the maintenance book recording 11 stamps, the last of which was in July 1996 when the car had covered 70,109 miles. In August 2001, Autostrasse were commissioned to carry out some works to the car that included; removing the engine and transmission and stripping down the gearbox, replacing all the synchromesh rings, dog rings, sliding sleeve and earth strap. The clutch disc was also replaced and the transmission refitted to the engine before re-installation. Other work at this time included a major service, replacement front callipers and pads, and a replacement heater control unit, generating a £2,942 invoice. In 2003 at the aforementioned specialist, the engine was removed from the car and dismantled. The cylinder heads were stripped and the crankshaft sent away and re-ground. The bottom of the engine was assembled, replacing the con-rods, main, big end and intermediate shaft bearings. The engine was then fully reassembled and installed back in the car at a total cost of £4,566. There are also invoices in the file from marque specialists, Power Marques for remedial work in 2008 and 2010. Over the years, the car has also been the recipient of work in other areas, including the bodywork, suspension and steering rack. The car has been in long-term storage and not used in the intervening years. In August of this year, the car was sent to HP Porsche, where it had a new clutch and battery, triggering a £2,390 invoice. This car is now

showing an unwarranted 95,289 miles on the odometer and is supplied with a UK V5c, a large history file, and an MoT until 6th March 2019. This tidy, well-maintained, early 911 Turbo 3.3 is a great useable classic.

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