


1988 Porsche 911 "Turbo" - 911 Turbo 'Flat-Nose' Coupe

911 Turbo 'Flat-Nose' Coupe

- Lot sold USD 0
- **Year of manufacture** 1988
- **Lot number** 374
- **Drive** RHD
- **Condition** Used
- **Location** 
- **Exterior colour** Other
- **Car type** Other
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Description

- Factory-built 930 S 'flat-nose' Turbo
- Matching numbers throughout
- Highly original and showing 13,738 miles from new
- Documented three-owner car; acquired by Taj Ma Garaj in 1998
- Includes Porsche Certificate of Authenticity

Presented is a stunning, mint-condition 1988 Porsche 930 S that has been meticulously cared for by its three registered owners. First introduced to the U.S. market in model year 1987, the 930 S was the model name applied to all-steel Turbos built by Porsche Exclusive that had been ordered with the M506 factory 'flat-nose' or 'slant-nose' option.

The Turbo was Porsche's image builder, its top-of-the-line road rocket, steadily evolving from the three-liter, non-intercooled coupe with the "tea-tray" rear spoiler and flared fenders of 1975 to the sophisticated machines offered today. By the early 1980s, some customers requested special coachwork to replicate the look of Porsche's hugely successful 935 racers. Eventually the company decided to build a limited number of 911 Turbos with the 935's flattened front fenders, disappearing headlamps, and huge rear-quarter flares. These all-steel cars, designated the 930 S, were not only radical in appearance, but lavishly equipped—and very costly. Standard Turbo equipment included air-conditioning with rotary compressor, tinted glass, electric windows, 16-inch-diameter Fuchs forged alloy wheels (seven inches wide in front and nine inches wide in the rear), wheel locks, a Blaupunkt Reno stereo with eight speakers, heated rear window and headlamp washers, a rear window wiper, integrated fog lamps, multi-adjustable power driver and passenger seats, and a rear spoiler.

All that was included in the Turbo's base retail price of more than \$66,000, but few were delivered with just the basics. According to its original window sticker, this 911 Turbo coupe was ordered with the optional and expensive (\$29,559) all-steel 930 S "Slant Nose" package with its vented front fenders, disappearing headlamps, boxed rockers, and slatted rear quarter vents, but also the Turbo's electric sliding sunroof, heated seats, limited-slip differential, security system, a Blaupunkt Reno stereo entertainment package with six speakers (two in each door and a pair on the rear package shelf), a raised-hub steering wheel, tinted windows, a gradient-tinted windshield, and Goodyear Eagle tires, all of which pushed the MSRP to over \$97,000.

Many of these rare and very desirable 930 S Turbos were snapped up by collectors and driven sparingly, if at all. First offered to U.S. customers in 1987, about 589 factory-built flat-nose Turbos were manufactured in 1988. This beautiful example was shipped from the factory to Charleston, South Carolina, and thence to Bill Jacobs Motorsports Inc. in Naperville, Illinois. It was sold to its first owners, Bill and Cheryl Sullivan of Naperville, on 20 July 1988 with 45 delivery miles on the odometer. It had been ordered with optional electrically adjustable Sport seats, velour carpeting in the front trunk compartment, and a stick of factory touch-up paint, which brought the sticker price to \$99,785, plus vehicle prep and delivery charges.

Over the next nine years, Mr. and Mrs. Sullivan maintained the car fastidiously, adding about 12,735 miles before it was offered for sale. The European Toy Store sold this 930 S to its second registered owner, M.O. Dixon (no relation) of Knoxville, on 15 July 1997. The odometer then read 12,780 miles. At some point the car was fitted with a set of 17-

inch three-piece modular alloy wheels, but the original stock Fuchs with their centers painted to match the body color were saved and have since been re-installed. This 930 S joined the Taj Ma Garaj in 1998.

This fine Guards Red Turbo appears to be in perfect cosmetic condition, with unmarked paint and wonderful Champagne leather upholstery. It was most recently serviced at P3Autokrafte in Dayton, Ohio. The CARFAX report shows that on 29 March 2019, several air-conditioning lines were replaced, the valves were adjusted, and a new battery and new hood support struts were installed. After recent inspection, the paint meter readings were found to be consistent throughout, and it is believed that the car retains its original paintwork throughout.

Supplied with the Porsche Certificate of Authenticity, its correct, original space-saver spare tire and wheel, jack, and tools, as well as an original maroon slipcase with an owner's manual and other documents, this is one of the nicest factory-built flat-nose Turbos available, perfect for any Porsche collection. To view this car and others currently consigned to this auction, please visit the RM website at [rmsothebys.com/en/auctions/tg19](https://www.rmsothebys.com/en/auctions/tg19).

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