

1981

Porsche 930 3.3 TURBO

Price on request



- Iconic Turbo
- Gearbox rebuilt
- New clutch & flywheel
- Sports exhaust

Much of the Porsche 911's development had resulted from the factory's racing programme, which spurred the development of 'Project 930': the legendary 911 Turbo. In production from April 1975, the Turbo married a KKK turbocharger to the 3.0-litre Carrera RSR engine, in road trim a combination that delivered 260bhp for a top speed of 155mph. But the Turbo wasn't just about top speed, it was also the best-equipped 911 and amazingly flexible - hence only four speeds in the gearbox - being capable of racing from a standstill to 100mph (161km/h) in 14 seconds.

What set the 911 Turbo apart from its peers was the relaxed way this performance was delivered. Comparing the Turbo to similarly quick 'he-man' cars such as the Holman & Moody-tuned Cobra 427 and the Ford GT40, Motor's Roger Bell reckoned what made the Porsche so different was that it "hurls you forward with similar velocity but in an uncannily quiet and effortless way. To be shoved

so hard in the back that you need high-back seats to keep your head on, yet neither to feel nor hear anything more than a muffled hum, is a very odd sensation indeed in a car".

The Turbo's characteristic flared wheel arches and 'tea tray' rear spoiler had already been seen on the Carrera model, while the interior was the most luxurious yet seen in a 911, featuring leather upholstery, air conditioning and electric windows. For 1978 the Turbo's engine was enlarged to 3.3 litres, gaining an inter-cooler in the process; power increased to 300bhp and the top speed of what was the fastest-accelerating road car of its day went up to 257km/h. The Porsche 911 Turbo sold in the thousands, becoming the definitive sports car of its age.

THIS 930 TURBO

This handsome & accident free 930 was finished at the Zuffenhausen factory in 1981. Not much is known about the early history of the car , but it was sold new in Japan. Finished in Indisch Rot over black and outfitted with an optional double sports exhaust, the current owner acquired the car in 2014 with 60,833 kilometers.

Since acquisition, an additional 5.000 kilometers are now showing. After a period of use, the 930 has benefited from a full recommissioning by a specialist with a sum of over 20.000€ with a detailed invoice on file. The car is part of classic car & Porsche collection and has been sparingly used since purchase and largely been in the garage. The car still has its original unused spare wheel and original tool kit.

One of the most raw and unbridled cars available on the market in its day, the 930 3.3 Turbo has rightfully earned its place as a legend. Today it has a Belgian registration and recently passed technical inspection. The engine is dry and shifting is fast and very smooth! The paint has a uniform deep gloss and overall this turbo is in largely original condition and drives great with a formidable sound on top! Pure joy!

CAR PASS : Public.car-pass.be/

HISTORY

- 13 / 07 / 2011 - 59.190km : Japanese MOT
- 06 / 07 / 2013 - 60.200km : Japanese MOT
- 11 / 05 / 2014 - : Japanese Export
- 28 / 11 / 2014 - 60.833km : Belgian Registration

MAJOR PARTS / SERVICING

- Engine removed + major service + engine gaskets
- New oil radiator + lines + thermostat
- New lights / lenses
- New lower front bumper
- New rubbers & joints for bodywork
- New clutch
- Hydraulic chain tensioners
- New brakes & tires
- Aircon radiator

Specifications

Mark	Porsche
Model	930 3.3 TURBO
First use	15/09/1981
Chassis	93A0070824
Engine	3,299 cc flat-6
Transmission	Manual gearbox
Mileage	65755 km
Color	Indisch Rot
Interior	Black
Power	300 hp
Fuel	Gas/Petrol (normal)











Simon Desmarez

+32 (0)56 20 68 88

simon@rscautomobile.com

Christophe Piette

+32 (0)56 20 68 88

christophe@rscautomobile.com

Aalbeeksesteenweg 2, 8930 Lauwe — <https://rscautomobile.com/>