

How About A... 911 3.3 TURBO?

Can you make your childhood dreams a reality with the original 930 911 Turbo?



Rough guide

It's difficult to say or write anything about the 930 without sounding hopelessly hackneyed. Like it being an icon, the dream car of red-braced yuppydom – the definitive 911. It's all perfectly true, of course, but don't let all that overworked blathering of the last three decades detract from its appeal because it's still quick and an incredibly rewarding car to own.

Okay, even by 993 standards it's a dinosaur. That torsion bar suspension jolts and jars, the clutch is heavy, there's lots of road noise, and unless you know what you're doing it's easy to come unstuck on the limit. But who cares, because actually that's all part of the appeal as this is adrenalin-pumping, filling-rattling Porsche ownership at its finest.

Despite being launched at the 1974 Paris Motorshow the definitive 930 didn't emerge until 1978 with the arrival of the 300bhp 3.3-litre engine, which provided a 5.1-second 0-60mph time and a white-knuckle 162mph top speed. Otherwise there were few changes during production – the most significant being the introduction of the C50 five-speed 'box in 1989. Air conditioning, electric windows, leather and tinted glass were all standard, while options included a sliding sunroof and limited slip differential.

Now there's good and bad news awaiting potential buyers. Being so tough, the good news is that it very rarely breaks or goes wrong. Simon Corbett from Coventry-based specialist PCT told us that compared to new cars it's very reliable and the only real problems with the first-generation Turbo relate to age, cylinder head studs that break and valve guide wear. "Even the newest examples are getting on a bit so there will be things like rusty oil pipes and heat exchangers to contend with. The studs break due to fatigue and lack of use, while valve guide wear can affect any Turbo that's done over 60,000 miles." Simon says replacement studs and new guides will cost £2,500 and £3,000 respectively to get sorted.

Further good news is that because they are usually considered too old to use as an everyday car, the majority of examples will have been cosseted, and any neglect during the heady Nineties will probably have been put right by now. And this was very much evident with the three cars we found for sale.

Now for the bad news: good cars with good history seldom come up for sale, and as we were going to press some of the cars here had already been snapped up, so you will need to move fast.

What's it like?

It's fabulous – possibly one of the best ones out there – and the mileage currently stands at a miserly 55,000. It was originally supplied by Charles Follet of Mayfair and has a full history which includes a variety of main dealer stamps, including Merlin in Chesterfield. There have been five former keepers.

Among a vast array of options, including gold-finish wheel nuts, the most fascinating aspect of the interior is the 'Dr Fuhrmann' leather seats which look like they're straight from the set of *Blake's 7*. Meanwhile, under the bonnet there's an original tool kit and tyre inflator which all goes to suggest that this car's been cared for.

Why should you buy it?

Guards red paint, Fuchs, red leather and a huge whale tail out back: it's the perfect combination. At this mileage it's barely run in, so grab something appropriate for the CD player, like Michael Jackson's *Thriller*, and pretend it's the early Eighties all over again. Seriously, a 930 with this pedigree and documentation doesn't come up for sale very often, and even at this money it's good value considering it cost £32k new.



1983 – GUARDS RED 3.3 TURBO

Price: £24,995

Year: 1983/Y

Mileage: 57,000 miles recorded

Transmission: Four-speed manual

Interior: Full red leather, Dr Fuhrmann seats, original tool kit

Spec: Pearlescent Fuchs, gold-finish caps

Location: Autobahn, Coventry OB456 444993; www.autobahn.co.uk



What's it like?

Supplied in December 1988, it has full-leather electric sports seats – in red, of course – and gleaming Guards red paintwork, which all looks to be original.

There's a bulging history file with it, including a wad of old MoTs going back to 1991 and invoices showing that new front discs were fitted in 2003.

Being one of the last, it has the much stronger G50

five-speed 'box, so for many it's the ultimate 930.

Why should you buy it?

We've been assured by many specialists that owners of five-speed first-generation Turbos rarely give them up, so this is a chance to buy one in pristine condition. Everything's right, including the price and pedigree of the vendor.



1989 – GUARDS RED 3.3 TURBO

Price: £21,995

Year: 1989

Mileage: 70,000 miles recorded

Transmission: Five-speed manual

Interior: Red full leather

Spec: Electric sports seats

Location: Paul Stephens, Suffolk, 01440 714884,

www.paul-stephens.com



What's it like?

There's a complete service history with this car and the previous owner probably used up his retirement fund because there are receipts from Autofarm with telephone directory sums at the bottom. However, the condition and integrity of this example, both inside and out, speaks for itself.

Grey leather electric sports seats with red piping set the agenda for the interior, and there's climate control and an electric sunroof on the options list.

Mileage is a measly 63,000.

Why should you buy it?

It's the cheapest of the three cars here and the low mileage, exhaustive history and excellent overall condition all bode well for prospective buyers. What's more it's all original, and hasn't been messed about with which is a real blessing for a car that's now almost 20 years old. Perfect.

1986 – GRAND PRIX WHITE 3.3 TURBO

Price: £19,995

Year: 1987

Mileage: 63,000 miles recorded

Transmission: Four-speed manual

Interior: Grey leather, red piping

Spec: Sports, electric seats

Location: Shirleys, Coventry

01676 522242

www.shirleys-garage.co.uk