

1985

# Porsche 911 3.2 WTL TARGA

Price on request



- Desirable M491 WTL Targa
- 1 of 107 EU WTL Targa's
- Custom paint and interior
- Germany delivered
- Full mileage history

## **THIS 3.2 WTL TARGA**

We are very proud to offer this stunningly original and highly-desirable M491 option Carrera 3.2 Targa. Many Porsches from this era are available for sale these days, but it is indeed very few of them that can match this cars pedigree. The story of this Porsche starts in 1985, when the car was special-ordered by a enthusiast from Germany.

The Porsche Certificate on file attests to a custom ordered car, loaded with options, including paint to sample, blue full leather interior, radio , rear windshield wiper, automatic speed control, and last but not least, the desirable (and very expensive) M491 'Turbo Look' option. It was indeed his

perfect Porsche.

The special-order color chosen was Meteor Metallic, a lovely grey metallic shade. The new Porsche was built during the 1985, and finally delivered in June of 1985.

The car has seen a repaint in the past and paint measurements are very good all around the car. A connoisseur will see that the rear reflective bar was replaced with a later one. This was done by its first Belgian owner after the original one was cracked. With just over 160,000 kilometers recorded from new, this rare 911 is documented by the original warranty book, owner's manual and comes with the Porsche Certificate, spare wheel and jack.

Leaving the Stuttgart factory in 1985 with this extremely rare M491 Turbolook option, this particular 911 Targa was one of only 10 German cars for 1985, and only 1 of 107 left hand drive European WTL Targa's ever. So a rare breed indeed!

The car remained in Germany until 1992, at which time it went to Belgium for its second owner ! Today, the 911 remains in original and well-preserved condition, retaining its original interior and drivetrain. A desirably optioned 911 from this era will be very hard to find - this is indeed an opportunity not to be missed.

## OPTIONS

- C00: delivered in Germany
- L999: Custom paint code
- 197 : Stronger battery
- 261 : electric passenger mirror
- 327 : Blaupunkt radio
- 425 : Rear wiper
- 454 : Automatic Speed Control
- **491 : Turbo Look**

## THE PORSCHE 911 CARRERA 3.2

One of the most evocative in motoring history, the 'Carrera' name was revived by Porsche for its top-of-the-range 911 'homologation special' in 1973, having previously been applied to the 'hottest' of the preceding 356 range. From the start of the 1984 model year, this title - dormant since 1977 - was applied to all 911 variants, co-incidentally with the introduction of the 3.2-liter engine. The revived name was part of a major revamp of the long-running 911-development of which had slowed while Porsche concentrated on meeting the ever-increasing sales demands.

Although it remained an air-cooled 'flat six', the '3.2' motor was 80% new. The increased capacity of 3,164cc was achieved using the 95mm bore from the previous SC model and the 74.4mm-stroke crankshaft from the 1978 3.3-liter Turbo. There was a raised compression ratio while new induction and exhaust systems were employed. In addition, the '3.2' incorporated an effective cam chain tensioner and associated lubrication system, which at last addressed a perennial 911 shortcoming. There was also a 'proper' oil cooler, further improved in 1987 with the addition of a thermostatically controlled fan. A Bosch LE-Jetronic ECU controlled the fuel and ignition systems for the first time on a 911, enabling the engine to be at the same time both more powerful and less thirsty. As a result, this enlarged and extensively revised power plant now produced 27 horsepower up on its predecessor, endowing the Carrera with a level of performance approaching that of the original 911 Turbo of 1974. The bald statistics being a 0-60mph time of 5.3 seconds and a top speed of 152mph. The existing Type 915 five-speed was carried over from the SC series, and then in 1987, the Carrera received a new five-speed Getrag 'box (the G50) and an hydraulically operated clutch.

As is always the case with the many Porsche 911 series, the limited-edition variants are by far the most sought after by collectors. In the case of the Carrera 3.2, the first of these was the M491 option - officially called the 'Supersport' but commonly known as the 'Turbo Look'. Introduced in 1984, it was a style that resembled the Type 930 911 Turbo with its flared wheelarches, large rear wing, and deeper front spoiler. The M491 package also included the Turbo's stiffer suspension, superior brakes, and wider wheels.

## Specifications

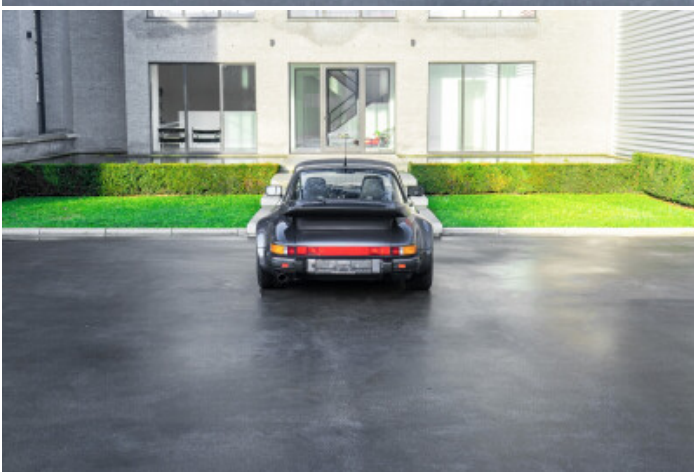
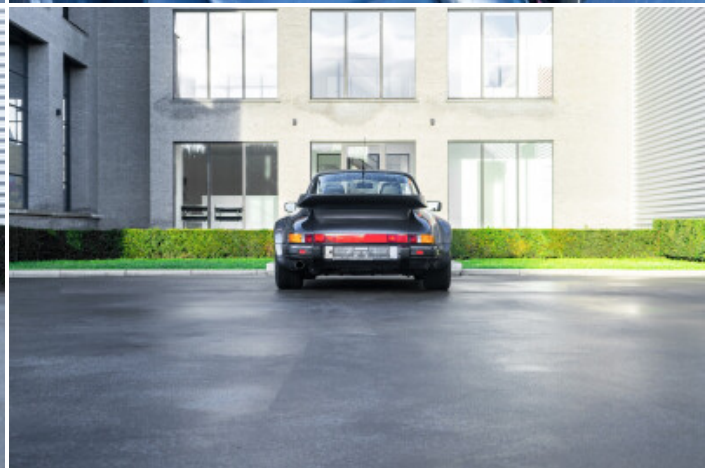
<b>Mark</b>	Porsche
<b>Model</b>	911 3.2 WTL TARGA
<b>First use</b>	26/06/1985
<b>Chassis</b>	WP0ZZZ91ZFS14120*7
<b>Engine</b>	3,164 cc flat-6
<b>Transmission</b>	Manual gearbox
<b>Mileage</b>	159.000 km
<b>Color</b>	Meteor Metallic (Y5)
<b>Interior</b>	Dark Blue Full Leather (VA)
<b>Power</b>	231 hp
<b>Fuel</b>	Gas/Petrol (normal)























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