

Porsche 993 GT2 Clubsport



Odometer:	18425 km
Displacement:	3600 cm³
Power:	377 KW (513 HP)
Fuel type:	gasoline
Number of doors:	2/3 doors
Transmission type:	manual transmission
Initial registration:	06/1996
General/exhaust inspection:	new
Color:	black
Interior:	cloth
Interior color:	black/yellow

Optional extras:

Clubsport version is "one" of only 20 vehicles built
Central locking rims
Porsche 9Jx18 and 11Jx18 "Speedline" rims
Michelin Pilot Sport 235/40 ZR 18 and 285/30 ZR 18
Recaro bucket seats with FRP backrest, yellow
Schroth 6-point seat belt
Dials with yellow background
Driver airbag
Immobilizer
92 liter tank
Special welded roll cage no. 483, matt
Original GT2 fender extensions
Original Porsche GT2 rear wing
Clubsport front spoiler

Vehicle description:

This Porsche 911 GT2 is the sport version of the Porsche 911 Turbo, similar to the sport version of the 911 Carrera, referred to as the 993 GT2. Compared to the 993 Turbo, the GT2 is strictly rear-wheel drive instead of all-wheel drive and is equipped with greater power and torque.

The comfort accessories are largely lacking in this very rare model version, resulting in an improved power-to-weight ratio, and thus the GT2 Clubsport concept provides better driving dynamics than the Turbo.

The indirect predecessor of the first 911 GT2 (type 993) was the Porsche 911 Turbo S-Le Mans GT (type 964). As with the GT2, the Turbo S-LM GT was also a motorsport version of the Turbo that provided better driving performance through a lower power-to-weight ratio thanks to fewer accessories, weight optimization, an overhaul of the chassis, and a more powerful engine.

In contrast, the Porsche GT2 models of type 993 are road, or homologation versions of racing cars. Characteristic of this Porsche 911 model are the attached fender extensions and the rear wing borrowed from the Porsche 993 Carrera RS Clubsport.

The first version of the 993 GT2 came out in 1995, based on the type 993 Porsche 911 Turbo that was current at the time. With the overhauled 911 Turbo M64/60 engine, then renamed M 64/60 R, it had maximum power of 316 kW (430 HP) at 5750 rpm and a maximum torque of 540 Nm at 4500 rpm. This version was only manufactured a total of 172 times, which was enough for a homologation of the Porsche 911 GT2. It was built from 1995 to 1997 and sold at a base price of DEM 268,000 for the 1995 model year and

DEM 278,875 for the 1997 model year. The racing version offered as of 1995 with 330 kW (450 HP) of power – which, starting in 1998, was able to be increased to 345 kW (485 HP) at 5750 rpm, with a maximum torque of 665 Nm, and bore the name 911 GT2 R – was offered to customer teams at the then base price of DEM 506,000.

Quantities specified by Porsche

Porsche GT2

- Normal version 171 vehicles
- Clubsport version 20 vehicles
- Racing version 80 vehicles

Special features of the vehicle:

The car had one previous owner and has been in our possession since 3/7/2003.

All maintenance and repair work has been carried out by Porsche, Manthey Racing.

Manthey undertook conversion work, including optimization of the engine.

The turbocharger was modified.

There is additional programming for engine output delivery in two stages.

Stage "1" (switch green) is uniform output delivery from below with 474 Nm at 5370 rpm and 280 kW (381 HP) of power.

Stage "2" (switch up) is designed for the maximum power stage, with a "turbo punch" of 699 Nm at 5030 rpm and 377 kW (513 HP) of power.

See the power diagrams for the tuning work.

We have documentation and calculations for the entire period.