

CLASSIC DRIVER

Which of these 5 perfect Porsches would you drive home from Paris?

Lead
Headlining Aguttes' Tour Auto 2024 auction on April 22nd in Paris are these five fabulous Porsches from across the brand's illustrious history. Which would you pick?

[Aguttes' Tour Auto 2024](#) sale is right around the corner, so ahead of the auction in Paris on April 22nd, we took a closer look at five irresistible Porsches set to cross the auction stand. Spanning almost 50 years of the brand's star-studded history, there's a rear-engined wonder waiting for you, whatever your favourite vintage may be. Let's take a closer look below!



1963 Porsche 356 C 2000 GS

With production running from 1948 to 1965, the 356 is inarguably the model that helped cement Porsche as one of the greatest manufacturers of sports cars on the planet. It was only fitting, then, that it was given a suitably excellent end-of-production special in 1963 in the form of the 356 C 2000 GS. Equipped with a 130 horsepower, 2-litre engine derived from that of the 550 Spyder, the 2000 GS was not only the fastest 'civilian' 356 of them all, it was also one of the rarest, with just 126 examples ever rolling out of Stuttgart.

This stunning 1963 German-delivery example has covered an admirable 192,000 km from new, and can reportedly still dart along the back roads with the best of them, having been serviced annually by one of Spain's leading Porsche specialists since its current custodian took ownership in 2009. If you're looking for one of the most finely-honed versions of Porsche's original sports car, look no further!

[VIEW CAR](#)



1966 Porsche 911 2.0 SWB

This gorgeous Slate Grey 911 is one of the earliest examples of the now-iconic model, harking back to a time when Porsche was still using the 901 moniker, before Peugeot decided that was a little too similar to their own naming convention. Only produced from 1965 to 1966, these early 911s boasted a 2.0-litre flat-six mated to a short-wheelbase chassis, offering the purest driving experience of the 911's innumerable variations.

This example was delivered new to California in 1966, where it would remain until it was imported into Spain by its current owner in 2004. After returning to Europe, it was fitted with a 4-point roll bar in order to partake in regularity rallies. With around 20 of these events under its belt, this little 911 is a proven competitor and would make for an excellent companion if you decide to scratch that competitive itch in 2024.

[VIEW CAR](#)





1974 Porsche 911 Carrera 3.0 RS

Directly descended from the legendary Carrera 2.7 RS, the 3.0 RS built upon its predecessor by dropping weight and piling on the power. Built for only one year with the aim of dominating Group 3, just 54 of these ultra-rare beasts ever touched tarmac, each weighing a mere 1,060 kg and powered by a 3.0-litre 230hp flat-six.

This jaw-dropping matching-numbers Guards Red example was delivered to its first owner in July 1974, and was in fact the penultimate 3.0 RS ever produced. A veteran of new fewer than 30 races, this example took home 15 podium finishes, including a whopping 10 wins. In 2000 this 3.0 RS was bought by British Porsche specialist Edmond Harris, who treated this lovely 911 to a full restoration. In 2017, it was graced by F1 legend Derek Bell, who drove it at that year's Tour Auto, but now it's looking for its next driver and lucky custodian.

[VIEW CAR](#)



1995 Porsche 911 3.8 Cup Evo RSR

Few three-letter acronyms get Porscheholics as excited as a 'RSR' badge will, and this outrageous 993 3.8 Cup Evo RSR is no exception. Built between 1995 and 1998 to compete in Porsche's single-make racing series, dubbed the Carrera Cup, these RSRs represent some of the most visceral versions of the 911's final air-cooled incarnation. Wishing in at just 1,120 kg — some 250 kg less than the street-going RSs — and powered by a 300 hp fire-spitting 3.8-litre flat-six, these lightweight racers truly live up to the RSR name.

This example, chassis #98100, was built in 1995 and sold new in France to an experienced gentleman driver by the name of Jean-Luc Chéreau, who used it to compete in both the Carrera Cup and SuperCup in 1995 and 1996 under the Larbre Compétition team. In 1990, it was uprated to RSR specification before competing and winning its class in the Campeonato de España De GT with Luis Maurel and Javier Arenas behind the wheel. As a battle-hardened track veteran, this 993 would be an excellent way to get involved in historic motorsport this year.

[VIEW CAR](#)



2011 Porsche 911 GT2 RS

The final Porsche on our list is also both the newest and most powerful. The 997-generation GT2 RS needs no introduction, with each of the 500 examples produced occupying a special place in the hearts of enthusiasts worldwide. Rarer than the Carrera GT or 918 Spyder, this 620hp powerhouse swiftly broke the Nürburgring lap record upon its debut, cementing the 997 GT2 RS in the performance car hall of fame.

This manual-equipped example, number 47 of 500, was sold new by the Centre Porsche Saint-Germain in October 2010 and was configured with all the major options you could wish for, including the carbon pack, audio pack plus, chrono pack plus, and 6-point harnesses to name a few. Its current custodian treated this stunning GT2 RS to new tyres, PCCB carbon-ceramic brake discs, and brake pads at the start of this year, meaning its next owner can enjoy the final manual GT2 RS Porsche built to the fullest!

[VIEW CAR](#)

Gallery

