

CLASSIC DRIVER

[The Porsche Slantnose proves the method behind the 1980s madness](#)

Lead

Given the sheer dominance of the Porsche 935 on the racetracks of the world in the 1970s and '80s, we suppose it was inevitable that 911 owners would want to mimic the look of the silhouette sports-racing car on their own cars. Thankfully, Porsche obliged with the Slantnose...

Tuning houses including Ruf and Kremer were the first to bring the 935's aerodynamic 'Slantnose' to the street, though before long Porsche joined the party and offered the conversion as an official option for the 930 Turbo via its Special Order Programme.



The complexity and labour-intensive nature of the Slantnose conversion process went some way to explain the price, which equated to almost half of the standard 930's value. It might not have proved as popular as Porsche would have liked, but some 930 owners still stumped up the cash to differentiate their 911s from the rest.

Unsurprisingly, factory-built 930 Slantnoses now command hefty premiums over their 'regular' counterparts, especially those with audacious specifications (this was the 1980s, after all, when excess was as rife as cocaine) and in original condition. We scoured the Classic Driver Market to bring you a plethora of examples in which we'd have no problems prowling along Ocean Drive in Miami, A Flock of Seagulls blasting from the stereo and pop-up headlights firmly in the up position.

Porsche 930 Slantnoses in the Classic Driver Market

Gallery

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