

CLASSIC DRIVER

[Is this Ferrari-painted Porsche 911 the greatest car to ever leave Stuttgart?](#)

Lead

Just 195 were produced, and a mere 20 boasted the Club Sport name, which makes the 993-generation Porsche 911 GT2 one of the rarest models in the marque's history. This one from MCC Monaco takes it a step further, with paintwork taken from one of their biggest rivals...



In the car world, unicorns come in all shapes and sizes. A car can be made famous for its outrageous looks, unique specification, or rarity amongst its more mass-produced siblings. The Porsche stables are home to a few unicorns, but the [993-generation GT2](#) is a true poster car delight, and in the even-rarer Club Sport variant such as this one from [MCC Monaco](#), it's about as rare as a Porsche can get.



Initially built in order to meet homologation requirements for GT2 class racing, the differences between the everyday-driver's 993 and the GT2 was night and day, both visually and under the bombastic bodywork. The car boasted comically wide, bolt on fender flares, allowing the bigger wheels and a wider track for the race car, as well as a large rear wing, complete with integrated air scoops and adjustable mounts to aid downforce. Sat right above the rear wheels was a 3.6-litre flat-six with two turbos mounted to it, pushing out a blistering 430 horsepower sent directly to the rear wheels. One of the car's greatest assets was its incredibly low weight: Stuttgart's finest managed to shave a staggering 200 kilograms off the already lightweight sports car. Naturally, creature comforts weren't an option in a car like this. Boasting thinner glass and an aluminium front bonnet and doors, GT2 was a true featherweight. The rear cabin space was devoid of any seats or interior trim, while the removal of all non-essential systems was deemed unnecessary, such as air conditioning, four-wheel-drive, and even the radio. It allowed this lightweight track weapon to rocket from standing still to 62mph in just 4.4 seconds and onto a top speed of 184 mph, figures that still rival many modern Porsche models.



So how exactly do you make such a rare, enthralling and simply outrageous 911 stand out that little bit further over the rest? A trip to Porsche's Paint to Sample room is certainly a start. From new, this rarity was painted in PTS Ferrari Yellow, or Ferrarigelb in German, a shade that suits the race-ready lines of the GT2 perfectly. In a world of record-breaking PTS creations and celebrity-owned RS models, the 993-generation is arguably the one that started decades worth of hype and luster for lightweight Porsches. As the first of its kind, it was the founder of the GT series Porsches, while simultaneously being the last with air cooling, which has only heightened the reputation of this icon even further. Considering that this example is finished in a shade usually found on prancing horses, it might just make it one of the rarest of all unicorns!

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