# **CLASSIC DRIVER**

## Porsche 911 Carrera CS: The lost gentleman

#### Lead

The Porsche 911 is the most popular sports car of all time, yet there are still variants that remain elusive, such as the rare 911 Carrera 3.2 Clubsport...

At <u>August Porsche Addiction</u> in Belgium, there's always something special to see, be it a 1973 2.7 RS or rare factory racing machines. But one 911 from the diverse collection is something rather unusual. At first glance it seems like an ordinary G-Series Carrera. However, that whale-tail Turbo spoiler and the unusual script emblazoned on the side have us sitting up and taking notice, as we realise it's one of the highly desirable Carrera Clubsport models...

## One of just...





Like the slightly later 968 Clubsport, the 911 CS was a more extreme yet affordable version of the G-Series. Rather than concentrating on maximising performance from the engine (the redline was raised ever so slightly), Porsche put the 3.2 Carrera on a crash diet. Electrical creature comforts were mainly culled: air-conditioning, electric windows and central locking, for example – if it wasn't absolutely necessary, it was gone. As a result, the standard car's 1210kg kerb weight was reduced by around 50kg. It's not officially known how many were produced between 1987 and 1989, but it's thought to be only a few hundred. Unlike today, stripped-out specials often (perhaps logically) used to cost less than their full-fat counterparts and the 911 CS was some £1200 cheaper.

### A pre-commercial pearl





Pierre Breda, owner of August Porsche Addiction, is one of the lucky few owners. His incredibly rare Guards Red car (most were Grand Prix White) is certainly not a museum piece, either, boasting a positively impressive 80,000km on the clock, not that you could tell from its pristine condition. The 3.2-litre six-cylinder engine purrs like a kitten, the manual 'box feels as precise as it did when it left the factory and the unique pin-striped velour seats look freshly trimmed. The Alcantara steering wheel is not original, confesses Pierre, claiming it was installed to improve the driver's grip. He kept the original, of course; not that it matters – we were already long convinced that this 911 Clubsport is something truly special.

Photos: Jan Richter

Gallery

