

For Personal Use Only



CARFAX® Vehicle History Report™

An independent company established in 1986

US \$39.99

Vehicle Information:

VIN: WP0ZZZ93ZBS000480



No accident / damage reported to CARFAX



4 Service records available



15 Detailed records available



45,781 Last reported odometer reading



This CARFAX Vehicle History Report is based only on information supplied to CARFAX and available as of 6/9/15 at 9:14:05 AM (EDT). Other information about this vehicle, including problems, may not have been reported to CARFAX. Use this report as one important tool, along with a vehicle inspection and test drive, to make a better decision about your next used car.



Title History

CARFAX guarantees the information in this section

Summary

Salvage | Junk | Rebuilt | Fire | Flood | Hail | Lemon

Guaranteed
No Problem

Not Actual Mileage | Exceeds Mechanical Limits

Guaranteed
No Problem

GUARANTEED - None of these major title problems were reported by a state Department of Motor Vehicles (DMV). If you find that any of these title problems were reported by a DMV and not included in this report, CARFAX will buy this vehicle back. [Register](#) | [View Terms](#) | [View Certificate](#)



Additional History

Not all accidents / issues are reported to CARFAX

Summary

Total Loss

No total loss reported to CARFAX.

No Issues
Reported

Structural Damage

No structural damage reported to CARFAX.

No Issues
Reported

Airbag Deployment

No airbag deployment reported to CARFAX.

No Issues
Reported

Odometer Check

No indication of an odometer rollback.

No Issues
Indicated

Accident / Damage

No accidents or damage reported to CARFAX.

No Issues
Reported

Manufacturer Recall





PORSCHE

Certificate of Authenticity

The Porsche vehicle with the identification number listed below was manufactured with the following assembly specifications:

WP0ZZZ93ZBS000480

Model Year/Type

1981 911 Turbo Coupe

Production Completion Date

Information Not Available

**Manufacturer's Suggested
Retail Price (MSRP)**

Information Not Available

Engine Number/Type

6710475

Transmission Number/Type

7710567

Exterior Paint Color/Code

Pacific Blue Metallic/W7

Interior Material Color/Type

Dark Green Leather/91

Optional Equipment

Equipment for Germany
Plain Electric Mirror - Right
Alarm System

Air Conditioning
Pirelli Tires

Klaus Zellmer
President and Chief Executive Officer
Porsche Cars North America, Inc.

PORSCHE

911 Turbo

DRIVER'S MANUAL '81

PERFORMANCE RECORDS



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

SEP 18 1985

OFFICE OF
AIR AND RADIATION

EPA File# 38468

Mr. Edwin W. Harvey, Port Director
U.S. Customs Service
2831 Talleyrand Avenue
Jacksonville, Florida 32206

Dear District Director:

The vehicle described on the enclosed approved EPA "Test Report Form" has been tested and shown to be in conformity with Federal emission requirements. Therefore, approval is given for release of the EPA obligation on the bond for this vehicle.

We appreciate your cooperation in the enforcement of the joint Customs-EPA regulations.

Sincerely yours,

Barbara A. Grimm

Barbara A. Grimm, Chief
Investigation/Imports Section
Manufacturers Operations Division
(EN-340F)

Enclosure

cc: Importer

NOTE TO IMPORTER: This is an important document. please keep a copy with the vehicle registration at all times.

2-B

Prepared by *[Signature]*

Rev. 8/85



US Department
of Transportation

National Highway
Traffic Safety
Administration

400 Seventh Street, S.W.
Washington, D.C. 20590

1-13-89

NEF-30FL1

Importer : _____
PCI Number : 8406 - 3125
Customs Entry No.: 403109 13 JUN 89 JAC
Reference VIN : WPOZZ2932B500 0480

Dear Requester:

This is in reference to your request for information concerning the above referenced vehicle which was imported into the United States.

✓ This letter and any items enclosed are official documents from our agency. It replaces all other form letters and should be accepted by the U.S. Customs Service and all State Titling Agencies as an official document(s).

In an effort to expedite this process, the National Highway Traffic Safety Administration (NHTSA) has checked the items below that concern the vehicle.

- ✓ 1. A bond release letter was sent by NHTSA to U.S. Customs Service on AUGUST 1985. It should be noted that the letter does not constitute agreement by the agency that the vehicle conforms with all applicable Federal Motor Vehicle Safety Standards. Actual conformance is determinable only by testing.
- 2. The importer has failed to submit 2.1 any or 2.2 sufficient documentation establishing compliance with all applicable Federal Motor Vehicle Safety Standards. Therefore, NHTSA has not issued a bond release letter.
- 3. A search has been conducted for records under the importer's name, Customs entry number, or the Vehicle Identification Number (VIN). We have no records concerning this vehicle.
- 4. We cannot process your request as submitted. There is conflicting information with respect to our records. The following items do not match:
 - ___ a. Customs entry number
 - ___ b. Importer of record
 - ___ c. Vehicle type
 - ___ d. VIN number



AUTO SAFETY HOTLINE
(800) 424-9393
Wash. D.C. Area (202) 455-0121

MOTOR VEHICLE EMISSION TEST REPORT FORM

Form Approved
OMB No. 2000-0228
Exp. 05/31/85

WARNING: Any person who knowingly makes a false statement on this form is in violation of Federal law and may be fined not more than \$10,000 or imprisoned not more than five years, or both. 18 USC 1001.

The Following Items Are To Be Filled In By Importer (Or Consignee) From EPA Form 3520-1

Name and Address of Importer (Or Consignee)	Port of Entry
Bill Bullard C/O International Leasing 3901 41th street South St. Pete, Florida 33711	Jacksonville, Florida
	Date of Entry
	6-19-84
	Customs Entry No.
	84-405109

The Following Items Are To Be Filled In By Test Laboratory E.P.A. FILE NO. 38468

Name of Test Laboratory	Address of Test Laboratory	Date of Test
Emission Analyzing Center	2700 N.W. 55 Court Ft. Lauderdale, FL 33321	6-18-85
Make of Vehicle	Model of Vehicle	Model Year of Vehicle
Porsche	930 Turbo	1981
Mileage at Time of Test		
3522		
Vehicle or Chassis Identification No.	Engine Serial No.	Vehicle Curb Weight
WP0zzz93ZBS000480	6710475	2830
Test Procedure	Inertia Weight Class	Transmission Type
40 CFR 86.14	3000	Auto/Manual
Equipped with PCV System	Equipped with Air Conditioning	Equipped with Fuel Filler Neck Restrictor
Yes/No	Yes/No	Yes/No
Description of Emission Control Modifications	Photographs of Modifications Enclosed	Modifications Performed by:
Lambda/Catalytic Convertor	Yes/No	Frank Eibell

TEST RESULTS		ALTERNATIVE STANDARDS (See Chart on Back)
HC =	.33 GPM	.41
NOX =	.66 GPM	1.0
CO =	1.73 GPM	3.4
Evap =	1.99 GFT	2.0
Parts =	GPM	

GPM = Grams per Mile

GFT = Grams per Test

APPROVED

I CERTIFY THAT THE ABOVE VEHICLE HAS BEEN TESTED IN ACCORDANCE WITH TEST PROCEDURES OUTLINED IN 40 CFR 85.075-9 THROUGH 28 (FOR 1968 THROUGH 1977 MODELS) OR 40 CFR, PART 86 (FOR 1978 AND LATER MODELS) AND THAT THE ITEMS FILLED IN BY THE TEST LABORATORY AND THE OFFICIAL FEDERAL TEST PROCEDURE RESULTS SHOWN ABOVE ARE CORRECT.

J. A. A. A. A.
Signature of Corporate Officer

Subscribed and Sworn To Before Me
This 14th Day of August, 1985

Notary Public

My Commission Expires

Notary Public, State of Florida at Large
My Commission Expires May 29, 1989
Bonded thru Florida Notary Service, Inc.

James Lynn Swatten

THE DRIVE TO SAVE THE MANUAL TRANSMISSION IN AMERICA

Barrett-Jackson has a history replete with great cars, an admirable heritage and a culture of driving enthusiasts. A large proportion of those enthusiasts won't hesitate to tell you that a vehicle with a manual transmission is often preferred for the driving experience, increasing safety and awareness – not to mention sheer fun.

Many of us learned how to drive on a stick shift, grinding and stalling our way along back roads. With a little practice, we learned to harness the power and control a manual can provide, as well as (in many cases) the increased performance. Many a driving enthusiast was born through the frustrations of learning to drive this way.

Devotees will tell you that piloting a manual also makes for increased awareness and safety, since the driver is actively involved in the process. After all, it's not easy to text, drink a coffee, find your tunes and shift all at the same time. Here's another bonus: a manual transmission seems to be one of the better anti-carjacking measures. Case in point: the brave young woman who, in July 2017, thwarted her would-be kidnappers by tossing her 2009 Scion into neutral and diving out when they drove through a crowded intersection. The car, traveling at about 35 mph, rolled into some bushes and the kidnappers fled on foot because they weren't able to operate the stick shift. Not surprisingly, that woman says she'll be driving a manual transmission for the rest of her life.

Back in the day, manual transmissions were so much the norm they were called "standard" transmissions. Today, they're anything but standard. While remaining tremendously popular in Europe, the stick shift in America has been experiencing a serious decline in recent years. According to a study by Edmunds.com, 47 percent of new models offered in the U.S. in 2006 were available with both automatic and manual transmissions. By 2011, the number decreased to 37 percent, and by 2016, it had dropped to 27 percent. Actual sales figures were even lower, with reportedly only some 3 percent being manual vehicles.

The reason why this is happening is fairly simple. Automatics are nearly as easy to drive as a golf cart, and fewer people than ever before are capable of driving the challenging alternative.

Alarmed by this turn of events, American automotive journalists began a crusade. In 2012, for example, Car and Driver started a "Save The Manuals" campaign. Motor Authority initiated a #GiveAShift effort, accompanied by a tongue-in-cheek emotional video urging us to save the stick shift – a parody of those imploring us to save endangered animals.

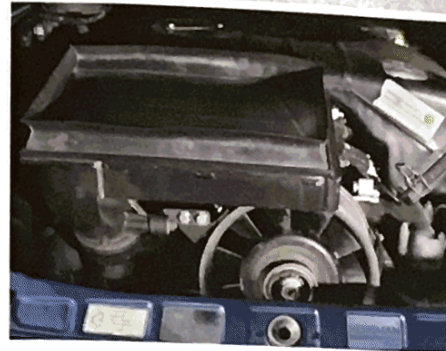
There is hope on this horizon. The "power wars" – the new high-performance cars – seem to be bridging the gap, creating a fantastic opportunity for younger drivers to discover a love for the manual driving experience, as well as encouraging enthusiasts to remember and return to their first love.

...while...
...the new...
...equally impressive.
...Consider the 2018 Camaro ZL1 1LE...
...its good ol' American manual...
...which smashed Nürburgring...
...in June 2017 with a blistering 7:16.04...
...time, besting some pretty stiff...
...competition and placing the Chevy at...
...the 14th spot on the 'Ring's Top 100...
...leaderboard. Porsche, which had been...
...pushing out manuals, caved to pressure...
...from its customers and decided to offer...
...a 7-speed manual gearbox option for the...
...2018 911 Carrera GTS (as well as a dual-...
...clutch automatic).

In the collector car world, cars with manual transmissions – because of their rarity and high-performance – can bring added value. "The last year of any car with a stick shift in it is going to be a future collectible," Barrett-Jackson Chairman and CEO Craig Jackson said recently. "So many high-performance automakers phase out the sticks and go to F1-style, double-clutch transmission – which are a joy to drive – there's still a certain segment that misses the three pedals and wanting the Ferrari through the gates." His tip? "Buy the last year of the cars with a stick."

As a group of car enthusiasts ourselves, we at Barrett-Jackson firmly stand behind the movement to save the manual transmission. You can do your part by buying them, driving them and teaching the younger generations the unbridled fun and feeling of mastery that comes with driving a stick.

To see more vehicles with manual transmissions on the docket for the Las Vegas auction, visit Barrett-Jackson.com



On The Block In Las Vegas: 1981 PORSCHE 930 TURBO
With 47,917 original miles and fully documented, this 930 Turbo was imported to the United States in 1985. It's powered by a 3.3-liter engine and 4-speed manual transmission. Soft upgrades include the headlights, exhaust, ebony-crested shift knob, RENNline perforated aluminum pedal set, Pioneer stereo with Alpine speakers and Coco floormats. It's also equipped with dual-plug heads and electromotive direct ignition. No Reserve.