



**Year** 1976

**Make** Porsche

**Model** 934

**Type** Turbo RSR FIA GR/4

**Chassis No** 930.670.0540

**Engine No** ☆6762031☆

**Engine Type** 930/71

**Gearbox Type** 930/32

**Gearbox No** 7762013

**Color** 107-9-1 (Continental Orange)

**Mileage** 16,133 kilometers

**Price P.O.A.**

**934 RSR Turbo No. 31 of 31, s/n 930.670.0540**

By producing 500 examples of the production 930 Turbo, the FIA granted homologation status of the model to Porsche in the Fall of 1975. Porsche took advantage of this and agreed to a limited production run of 30 GR/4 road/race GT variants for favored clients. While most of these were purchased for racing, more than a few also saw limited street use as well.

Favored factory client and gentleman racer, Wolfgang Kauwertz placed a special order or "SUNDERWUNSCH" for one example and the Porsche Factory Race department readily agreed to complete the final example of just 31 cars for his personal use on both the road and track. The vehicle we are offering here today is that particular example.

The "Kauwertz" car, number 31 of the 31 built was assigned chassis No. 930.670.0540. It was given engine number "31" of the 31 units built (☆6762031☆) and the car was finished in the striking color combination of "Continental Orange (Code 107-9-1) with the standard black interior.

Kauwertz entered and raced the car in several championship events with the assistance of co-drivers Klaus Drees and several others from 1976 on but by 1979, the car was no longer being actively raced.

At the end of the 1979 Race Season, Chassis 930 670 0540 was stored in Germany and later Austria, then again in Germany. It was then sold in 1991 to Checker Motors in Tokyo, Japan and

then immediately onto a private museum collection were except for use in several magazine articles and for routine services and maintenance, the car has remained un-used and as delivered by the Porsche Factory when sold and delivered new to Wolfgang Kauwertz.

Today, chassis 930.670,0540, the last of the 31 original 934 Porsches built has covered only 16,133 kilometers (9,990 miles) from new and still retains its original "Born With" engine as delivered new. As such, it is highly regarded as the single most original, correct and un-altered example left in the world.

This Porsche is currently road registered as well as eligible for a wide variety of racing and touring events including the 2012 running of the Le Mans Classic.

### **930.670.0540 Today**

On December 6th, 2012 we took formal delivery and acceptance of this Porsche after more than two years of negotiations to complete the purchase. Upon delivery to our Service, Race and Restoration Department, this Porsche was carefully inspected, evaluated, test-driven and comprehensively photographed in minute detail.

More than 200 high-resolution inspection and documentation photos were taken and have been carefully organized and sorted for permanent and future reference on this "time-warp" pristinely preserved example.

During the thorough inspection and examination of this vehicle, it was confirmed to be both completely accident and rust free. The original Porsche Factory Tub and all removable panels, doors, deck-lid, bonnet and trim are correct and day-one original to the car.

Every stamp, tag, date-code, chassis plate, chassis stamp, engine, gearbox number and feature as built and incorporated from new on this car remains so today.

The original Porsche Factory built, fitted and numbered engine and gearbox as delivered new with the car are still present with no signs of damage or abuse ever. The ultra-rare front mounted oil-cooler and twin "water-air" inter-coolers, there associated plumbing and bracketry are intact, original and un-altered from new.

The correct "pin-drive" front and rear axle/hub/suspension assemblies and vented and drilled "917" rotors and vented magnesium calipers are still fitted and un-altered from new.

The car retains 100% of the original un-altered interior, gauges, trim, staggered-seats, carpeting, headliner, "Repa" race belts and other various trim and fabric as fitted and delivered new. This includes all glass and even the original "power windows," and both the front and rear floor mats and "Coco" covering mats.

The front double fuel and dry sump tanks and even the original impossibly rare "Heinzmann" three-point fire-suppression system is intact, unaltered and functioning as new.

The car has no oil or fuel leaks and a spirited test drive confirmed the car is fully road-ready, sorted and extremely exciting to drive.

In addition to the original 18 inch BBS wheels and Porsche Factory wheel removal tool, this car comes with an extra set of Mahle Barrels and light alloy-liners. An extra muffler and other various spares are also included with the purchase of this Porsche.

Make no mistake, this is the "real-deal" the very last 934 Turbo RSR built and clearly the single most original, correct and pristine un-restored example left in the world.

#### **Background Porsche 934 (FIA GR/4 Road/Race Car)**

Replacing the enormously successful 3-litre RSR, the 934 was Porsche's latest Group 4 customer race car, the works team campaigning a pair of crack Martini-backed 935's in the more extreme Group 5 class in 1976, leaving the lower category open to the satellite Porsche teams.

Based around Porsche's production 930, the 934 weighed in at 1120kg, just 20kg less than the stock model. This was because the Type 930/50 3-litre motor that had been homologated in the H-series 911 Turbo was classed on the basis of its swept volume equivalency of more than 4-litres. Cars of between 4 and 4.5-litres had a minimum weight requirement of 1120kg, allowing Porsche to strip 934 right down and then strategically reposition the ballast to bring it back up to weight. Some parts inevitably stayed though and these often included stock door trim and even electric windows.

934's were equipped with fully-adjustable suspension and anti-roll bars plus cross-drilled and ventilated discs with finned calipers. 16-inch BBS alloys were fitted along with a 32-gallon fuel cell under the front lid. The new Type 930/71 turbocharged engine used a standard engine casing, crank, connecting rods and cylinder heads while at 2993cc, displacement was unchanged from the road car,

as was compression at 6.5:1. With new pistons and water cooling for the air passing between the KKK turbocharger to the induction, output rose to 530bhp at 7000rpm. Torque was equally impressive with more than 434 ft/lbs available at just 5,400rpm! This performance was obtained running at only 1.3bar of boost pressure. Nearly 600bhp was available with just a little more boost. A complex twin Behr intercooler arrangement was housed in the deep front spoiler and allowed the engine to run more efficiently and reliably, revised Bosch K-Jetronic injection, larger intake ports and a reinforced four-speed gearbox also being added.

All this equated to some awesome performance figures, 0-60 requiring just 3.9 seconds while a top speed approaching 190mph was possible. The largely standard steel shells were equipped with lightweight glassfibre wheelarch extensions, doors, engine covers and front lids. At the front a distinctive apron housed five gaping air intakes to feed the central oil cooler, twin Behr water radiators and brakes. This would be the last 911 racer to retain some semblance of the original shape for many years. Those curvaceous front wings and the exposed sloping tail were heavily modified for subsequent customer cars, namely the more aerodynamically extreme Flat-Nosed 935.

The prototype 934 was completed in September 1975 and tested extensively around Europe where it proved considerably faster than its predecessor. Only 31 934's were built, but even as early as spring 1976, the factory were providing owners with the opportunity to transform their vehicles into 934/5's. This could be done either by Porsche or the privateer teams themselves, the 934/5 upgrade pack including wider wheels and a split-level rear wing normally good for a couple of seconds per lap.

In 1976, 934's dominated most series they contested, the prestigious World Manufacturers and Trans Am Championship's both falling its way. Developments for 1977 saw the arrival of a new IMSA-spec 934, ten of which were produced with 934/5 wheels and wings. Also featuring new Type 930/73 flat six motors, output rose to 540bhp at 7000rpm thanks to the adoption of mechanical rather than electronic fuel injection. 1977 proved to be another good year and with IMSA now allowing turbocharged cars to race, Porsche added this series to their ever expanding resume. World Manufacturers and Trans Am titles were again secured in 1977 along with a class win at the Le Mans 24 Hours, this feat being repeated at the French classic in 1979.

Additional 934 Background Information:

In 1975 Porsche introduced the Turbo Carrera RSR, a race-tuned version of the 930 Turbo Street car. The race car was built to the FIA Group 4 specifications which meant that in many ways it was still a street Porsche.

The body was left intact except for fiberglass flares which were pop riveted to the existing fenders. A large front spoiler that also hid the engine's oil and water coolers replaced the stock front bumper. Inside the cockpit much of the production car interior was left intact. The power window lifts, the door-mounted map compartments and other items were left in place so the car could meet minimum weight requirements. A roll cage, turbo boost knob, racing seat, and other safety items were added.

The 934 retains the production suspension pick up points with coil over adjustable Bilstein shocks front and rear. Adjustable anti-rol bars are fitted along with BBS alloy wheels (10.5x16 front and 12.5x16 rear). The brakes are taken from the 917 with cross drilled rotors and 4-piston calipers.

The transmission is the standard street 930 four speed. The engine differs little from the production 930, except for boost control and altered cam timing.

**“Only 31 934s were built!”**

Porsche 934 FIA GR/4 Homologation Cars were all based on 1976 Model 930 Turbos.

31 were completed and the chassis range was:

1st car 930.670.0151

last car 930.670.0540

The final example was built as a "SONDERWUNSCH" or "Special Wish" car for favored client Kauwertz.

Factory List of cars and first owners:

Chassis Details

930 670 0151 Factory Prototype (1975)

930 670 0152 Miller (1976)

930 670 0153 Blaton (1976)

930 670 0154 Kiemele (1976)

930 670 0155 Evertz (1976-77)

930 670 0156 Almeras (1976-80)

930 670 0157 Bianco (1976-77)

930 670 0158 Holup (1976)

930 670 0159 Schickentanz (1976)

930 670 0160 Sindel (1976-77)

930 670 0161 Koob (1976)

930 670 0162 Pallavicini (1976-79)

930 670 0163 Evertz (1976)

930 670 0164 Striebig (1976)

930 670 0165 Hamilton (1976-78)

930 670 0166 Kremer (1976-77)

930 670 0167 Moritz (1976)

930 670 0168 Moritz (1976)

930 670 0169 Capra (1976-78)

930 670 0170 Lazcano

930 670 0171 Loos (TBC)

930 670 0172 Leder (1976)

930 670 0173 Dickinson (1976)

930 670 0174 Polak (1976-77)

930 670 0175 Loos (1976)  
930 670 0176 Polak  
930 670 0177 Cachia (1976)  
930 670 0178 Schiller (1976-77)  
930 670 0179 Polak (1976-77)  
930 670 0180 Field (1976-77)  
**930 670 0540 Kauwertz (1976)**