Our passion is classic competition cars

1979 - Porsche 935 K3



Make:	Porsche
Model:	935 K3
Year:	1979
Location:	Germany
Type:	Coupé
Chassis Number:	009 00016
Drive:	LHD
Road Registered:	No
Competition Ready:	Yes
FIA HTP:	Yes
Interior Color:	Black
Exterior Color:	Red
Price:	P.O.A.

Key Features

- State-of-the-art recreation of Bob Akin's Porsche 935 K3
- Comes with its original, surviving stamped VIN Nr-section and original Wagenpass
- Full Kremer K3 specification with 3.2 litre air-to-air engine and upside-down gearbox
- In 100% race-ready condition with current FIA HTP and good spares
- A front-running entry to Peter Auto's CER2, Historic DRM, Le Mans Classic, HSR, Daytona 24hr Classic, etc.

Description

The Porsche 935 K3 is a legendary race car that was a dominant force in motorsports during the late 1970s and early 1980s. It was developed by Kremer Racing, a German racing team, based on the Porsche 935. The "K3" stands for "Kremer Version 3," as it was the third iteration of Kremer's modifications to the base 935.

Cologne based Erwin and Manfred Kremer aka “The Kremer Brothers” had extensive knowledge of upgrading Porsches and competing against factory- built cars starting in the early 70ies. Their K3 version of the Porsche 935 was a great success, winning the 1979 Le Mans 24 hours outright as well as the German Championship, followed by overall victories of the Sebring 12 hours and IMSA in 1980. Only 17 Porsche 935 K3 were built by the Kremer brothers.

Kremer Racing extensively re-engineered the 935, improving aerodynamics, weight distribution, and performance. The K3 introduced several innovations, including advanced bodywork and an intercooler for better turbo efficiency. Its key features were:

- Engine: a turbocharged flat-six engine with air-to-air intercoolers, with displacement typically around 3.0 liters, though variations existed. Output ranged from 740 to 800 horsepower depending on tuning.
- Aerodynamics: the K3 featured a heavily revised body, including a distinctive slanted nose, integrated rear wing, and optimized cooling vents.
- Chassis & Weight: Lightweight materials like Kevlar (made by DP Motorsport) were used extensively, reducing weight and improving handling.
- Performance: With an upside-down gearbox and improved braking, it was one of the fastest and most reliable cars in endurance racing, capable of incredible straight-line speeds and cornering performance.

Our car, with VIN # 009 00016, was delivered by the factory to Kremer in 1979 and transformed into a 935 K3 as per above. Its first race was at the 1980 Daytona 24hr and, from mid-year onwards, its regular driver was Bob Akin until a dramatic crash at the Nurburgring 1000km in May 1981 which destroyed the car (the detailed race history is listed in the History section below). In 1987, Kremer sold the remains of 009 00016, together with its original ONS Wagenpass and surviving VIN Nr section, to DP Motorsport who sold everything on to S&N Automobilzentrum (Aachen, Germany) in 2009. Their goal was to rebuild the car to its original and historic specification using the correct 930 FIA homologation body as basis. The essential reconstruction of chassis and bodywork was carried out at DP Motorsport, the same company who did this work for Kremer so as to maintain the original period-specification of the car as raced by Bob Akin 30 years ago.

S&N Automobilzentrum built the 3.2 litre engine, upside-down gearbox and drive train using new original parts and they also did the final assembly, again strictly respecting the correct period-specification of this 935 K3 culminating in its stunning red Coca-

Cola livery.

Once completed in 2010, the car was used by Ralf Heisig at various historic events, such as the German Oldtimer Grand Prix (OGP), where it ran in both heats of the German Rennsport-Meisterschaft. In 2016, 00900016 was bought by its current owner who has raced the car very successfully during the last 5+ years at various race events including Peter Auto's CER2 and the 2018, 2022 and 2023 Le Mans Classic.

The car is sold in race-ready condition with a new fuel cell and with current crack test, seat and belts. The engine and gearbox only have 4 hours running since rebuild in June 2023, and its FIA HTP is valid until the end of 2026. Spares consist of 2 spare wheel sets, multiple gear-ratios, turbo's and miscellaneous running spares.

This state-of-the-art and proven recreation of Bob Akin's "Coca- Cola" livered Porsche 935 K3 is now ready to continue its front running racing career in the hands of its new, lucky owner.

History

Race Results Porsche 935 K3 #009 00016

03.02.1980 (C. Mendez / B. Redman / P. Miller):	
24h Daytona	39th place
22.03.1980 (C. Mendez / B. Redman / P. Miller):	
12h Sebring	DNF
13.04.1980 (Bob Akin):	
100 Miles Road Atlanta	15th place
27.04.1980 (B. Akin / R. Woods / R. Kent-Cooke):	
5h Riverside	5th place
18.08.1980 (B. Akin / P. Miller / K. Nierop):	
6h Mosport	6th place
31.08.1980 (B. Akin / B. Redman / P. Miller):	
500 Miles Road America	5th place
21.09.1980 (Bob Akin):	
50 Miles Atlanta - run 1	6th place
21.09.1980 (Bob Akin):	
50 Miles Atlanta - run 2	17th place
30.11.1980 (Bob Akin):	
250 Miles Daytona - Filnale	56th place
01.02.1981 (B. Akin / C. Siebert / D. Bell):	
24h Daytona	2nd place
21.03.1981 (B. Akin / C. Siebert / D. Bell):	
12h Sebring	60th place
19.05.1981 (B. Akin / B. Rahal / P. Lovett):	
6h Silverstone	6th place
24.05.1981 (B. Akin / B. Rahal):	
1000km Nürburgring	DNF (accident, total loss)

Pictures (For size reasons, we have limited the PDF-file to 10 pictures)

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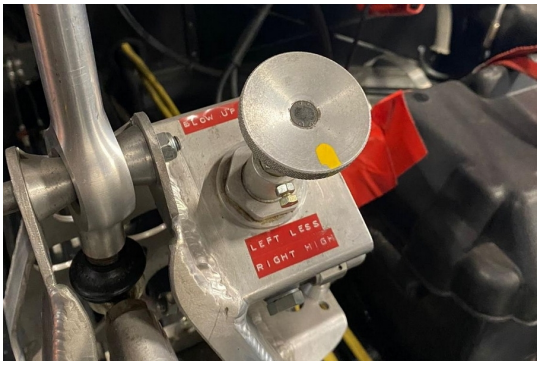


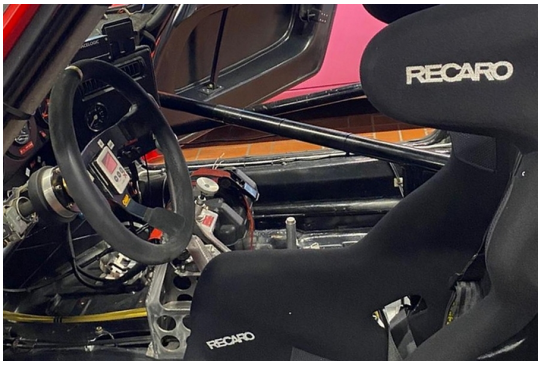









BLOW UP
LEFT LESS
RIGHT MORE


RECARO
RECARO