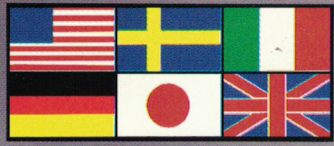


SPORTS CAR ILLUSTRATED

September 1987
\$3.00 (Canada \$3.50)



KREMER PORSCHE

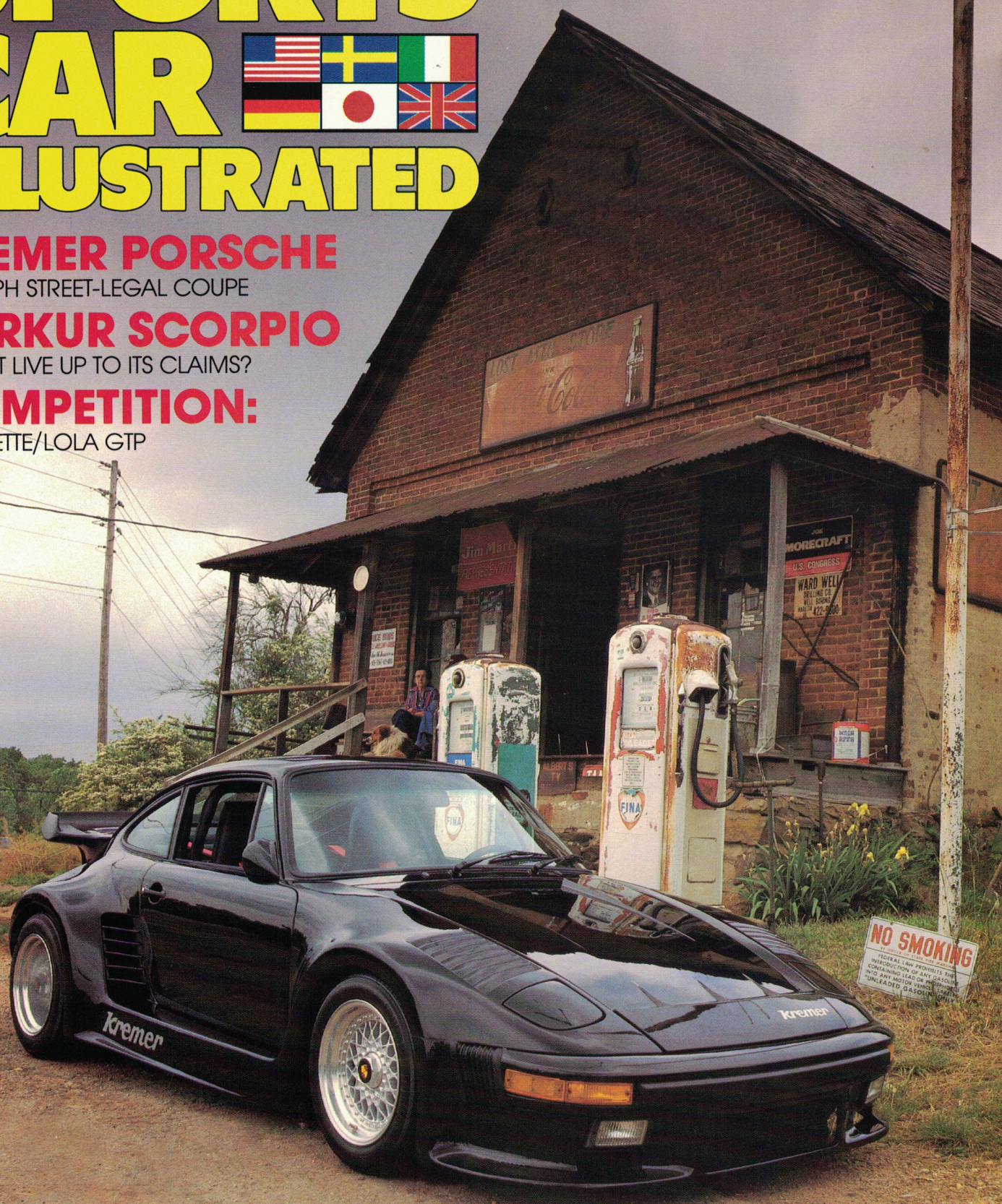
190 MPH STREET-LEGAL COUPE

MERKUR SCORPIO

DOES IT LIVE UP TO ITS CLAIMS?

COMPETITION:

CORVETTE/LOLA GTP



**Driving Impressions: Cadillac Allante',
Toyota Celica GT-S, Dodge Daytona Shelby Z,
Classic Roadster's Sebring 5000, and more.**



Few American auto enthusiasts have ever heard of Kremer. Most would conclude it's some German manufacturer of precision scales, coffee grinders, or electric razors. The name has that industrial ring to it.

But ask Le Mans winner Hurley Haywood about Kremer and you'll probably get another answer. In 1979 Haywood and his Alsatian co-driver Bob Wolleck shared a Group 6 Porsche 936 spider in one of the rainiest Le Mans 24 hour events in history. The factory effort for 1979 was an ill conceived, last minute affair and both factory cars failed to finish, the Wolleck-Haywood car losing its engine in the nineteenth hour.

The factory may have failed, but privateers raised the fallen banner and carried the rain-soaked day. The eventual winners were Klaus Ludwig and brothers Don and Bill Whittington, driving a 700 bhp 3.0 liter Porsche 935 fielded by Kremer Racing. The 935 K3s of the

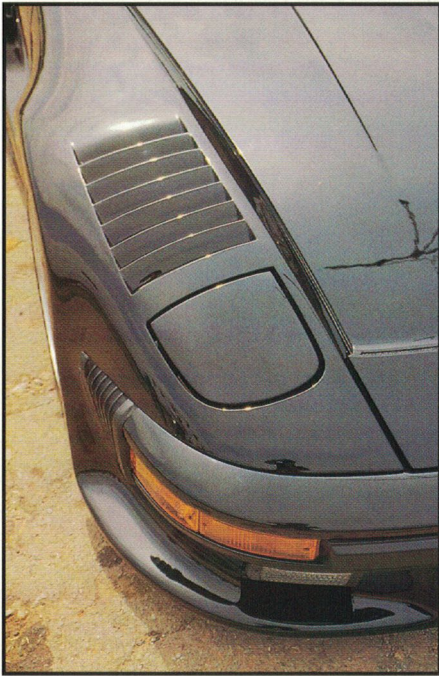
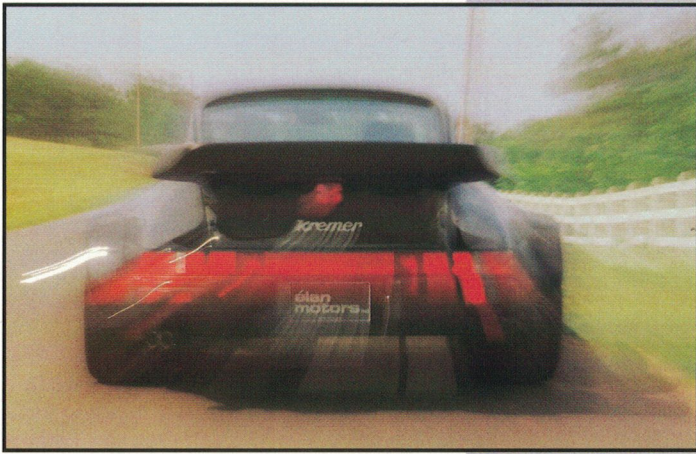


Kremers -- K3 for third generation Kremer -- went on to win 11 of 12 races in the German National Championship. Although they had taken thermal efficiency honors at Le Mans in 1973 and the elder brother, Erwin, had won the Porsche Cup in 1971, outlasting the factory cars and taking an overall victory in the world's most important sports car race is the Kremer's greatest achievement in 23 years of racing.

More recently the Kremers defended German and Porsche honor when a match race to find the world's fastest street car was held between Ferrari and Porsche. When the Italians came north with an extensively modified Ferrari GTO, they were met at the track with the Walter Wolf K3, which was nothing less than an air-conditioned 935 with a Blaupunkt stereo. The Wolf K3 is street legal only in Germany and Canada. Walter Wolf, an Austro-Canadian oil magnate, fielded his own

KREMER K2 PORSCHE TURBO

By Mark Ewing
Photography by Arni Katz





Formula One team in the late seventies and once considered buying the Lamborghini factory simply because he liked the Countach. Wolf loves cars and has the expendable income to indulge his fancies.

The Walter Wolf Special sent the Italians packing like Mussolini's army of Ethiopia. The GTO topped out in the mid-190s, the Kremer at 225 mph. As the Italians loaded up their car, Erwin Kremer told them to come back anytime. With a few gear changes, he had said, the K3 could pull 240 mph. The Kremers had not wanted to humiliate the Italians so badly, but the boys from Maranello have never come back for more.

The high performance credentials of this Cologne-based company are impeccable. Other than the factory, the Kremer works is the only authorized station house for 959 servicing. Best of all, the Kremers make their race-honed expertise available to customers who want 935 looks and performance in a street going Porsche.

Which brings us to the business at hand, a Kremer K2 Turbo with 395 bhp on tap, a top speed of nearly 190 mph, 0 to 100 times of less than eight seconds, and bodywork derived from the 1979 Le Mans car.

The Bosch fuel injected 3.3 flat six receives extensive modifications at the Kremer works. The go-fast parts begin with an oversized intercooler feeding a KKK K27 turbocharger, which replaces the stock car's smaller K26 blower. A Group B racing cam and variable boost pressure that can run to 1.3 bar add even more power. This car uses a European spec turbo muffler, but a stainless steel four pipe exhaust is available. The engine is assembled with balanced parts and the care given a racing engine. If the 395 bhp Stage II engine in our test car isn't enough, a twin plug Stage III engine like Wolf's can be had to up horsepower to 410-415. We drove another Kremer car fitted with this twin plug engine, and if it won't satisfy, one might consider going IMSA GTP racing.

The suspension is also reworked. Stiffer struts, Bilstein shocks, and thicker sway bars front and rear give the car sharper reflexes. A shock tower cross brace minimizes front suspension flex in hard cornering. The torsion bars remain unchanged. If a customer so desires, the 934 coil-over suspension used on the Walter Wolf car can be fitted to further improve handling.

Kremer K2 bodywork replaces every body panel but the roof and doors. The long hood has sleeping headlights and functional vents for cooling. The front air dam skims the road surface and sweeps upwards to the giant front fenders. In the crotch of the A-pillar are aerodynamic rearview mirrors about the size of 32B cups. A rocker panel skirt runs back to the rear fenders, which swell like the haunches of an animal. The rear deck is entirely different from stock with an enormous tail to clear the oversized intercooler. The fiberglass is thick and well made, but Germans are not known for excellent paint and detail work and this car has its share of blemishes. In the future the importers intend to do much of the finishing work in this country where high standards can be insured.

The huge wheel wells are filled to the brim with Pirelli P7 rubber. The tires -- 285/15s up front, 335/15s at the rear -- are mounted on three-piece BBS wheels with magnesium honeycomb centers. The fronts are 11 inches wide, the rears 13 inches. The K2 does not lack for contact patch.

Tucked behind these wheels are standard 911 Turbo brakes, the simplified and street-going versions of the 917's discs. The dual piston discs (12.0 in. front, 12.2 in. rear) were designed to haul 917's down from 200+ mph as they entered Mulsanne at the end of the Hippodrome straight. In conjunction with the huge tires, braking is superb. Pulling the car down from 150 mph is accomplished with little trauma, the brakes making just the faintest singing all the way. ABS, of course, is long overdue for the 911 and this car would benefit greatly from it.

The interior holds few surprises for those familiar with Porsche's most famous car. A sturdy leather-wrapped roll cage and four point harness make driving the car at high speed less frightening. The only other significant difference is the anodized boost handle that pops through the floorpan's central hump just behind the front seats.

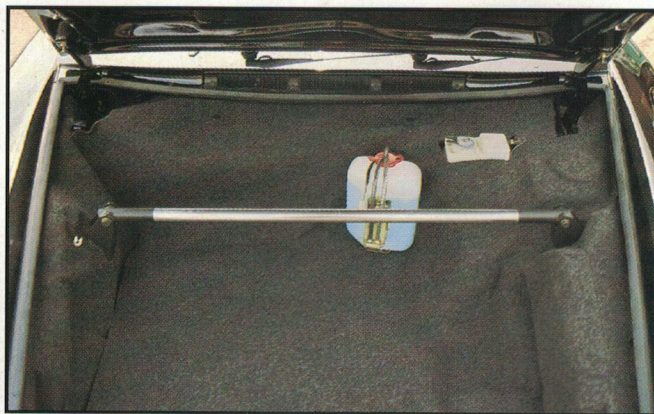
Give that handle a good twist, bringing maximum boost up to 1.3 bar, and this car performs like no factory 911 ever could. Take a deep stab at the throttle while bringing the heavy clutch plates together with sudden impact and the Kremer launches forward with great haste. A full throttle shift into second puts rubber hieroglyphics on the road even with the slow shifting of the Porsche 4-speed.



The shift into third gear comes at 92 mph and 7000 rpm, although an aggressive driver might push the revs higher. We, of course, advise the conservative shift at 90 mph. In third gear the Kremer stands up and moves, the shriek of the flat six filling the cabin. The shift into fourth comes at 143. At this point all those horses are straining to push the wide body through the air. 911 steering is always light and twitchy, but at these speeds any lapse in concentration allowed the car to wander all over the road. A firm but sensitive grip keeps the car straight.

And in spite of the tremendous speeds, losing concentration is a possibility because of the view through the windshield. With the slope nose there is no bodywork visible while driving and the windshield takes on the nature of a movie screen as the world blurs at the edges.

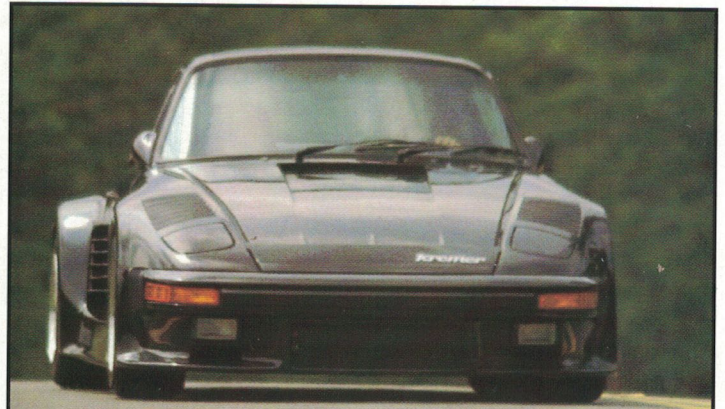
The speed and power of this car are easily handled in a straight line, where the car exhibited stability so long as the steering wheel was properly handled, but cornering is another matter when the rear wheels are doing their best to steer the car. The spinning-top handling of the 911 and its sister the 911 Turbo has been tamed in production models, but with so much horsepower and the uncompromising suspension, the Kremer K2 is a car only for those well versed in controlling oversteer. One cannot back off the throttle in a corner or *ever* hit the brakes once the tail starts to samba. If the throttle is kept open and the steering left to its own devices, the car will take care of itself. On occasion, especially when the gas tank is nearly empty or the speeds are high enough to lighten the front end, the car will initially



understeer, which necessitates backing off the throttle just enough to tuck the front end in. Back off too much or too suddenly and the tail comes around, in a hurry if the speeds are high. The car handles well enough to get from one straightaway to another, but one often feels like a Stuka bomber pilot diving over Ukrainian oil fields wondering all the time whether it's possible to pull out of the dive before crashing.

The Kremer's top speed was not found during our time with the car. Before shipment to America, however, 189 mph had been observed on German autobahns. With American road conditions and laws, the most fun will be had in third gear, with the acceleration between 90 and 140 proving phenomenal. Dogfights taking place in fourth gear will be rare because so few cars can challenge the Kremer and fewer owners will risk such high speeds over the highway. We saw the car to 167 mph and had plenty of speedometer and throttle travel left. We saw no reason to doubt the top speed of 189.

The Kremer brothers currently field a 962 in European endurance championship races, but their greatest successes were made in 935s. Manfred and Erwin's street cars benefit from the racing successes, and are some of the best thought out 911 Turbos available. With the bodywork and suspension modifications now being made here with Kremer parts, the cars should be as beautiful as they are fast. And for those who daydream about rocketing down the Hippodrome straight or sweeping through Arnage or Tetre Rouge, there are few cars more able to make daydreams into reality. **SCI**



Vehicle: Kremer K2 Porsche 911 Turbo
Manufacturer: Porsche AG, Kremer Racing

GENERAL DATA

Vehicle Type: rear engine, rear-wheel drive, two passenger two door coupe

Body/Chassis: unitized steel construction

List Price: \$140,000 (est.)

Fuel Economy: 16.0 mpg. (est.)

ENGINE

Type: turbocharged sohc flat six cylinder

Displacement: 3299 cu. in.

Bore/Stroke: 97.0 x 74.4 mm

Horsepower: 395 bhp @ 7000 rpm

Torque: 360 lbs. ft. @ 4200 rpm

Compression Ratio: 7.0:1

Fuel System: Bosch K-Jetronic

Fuel Required: 91 octane unleaded

DRIVETRAIN

Transmission: 4-speed manual

Gear Ratios: 1st:2.25; 2nd:1.30;

3rd:0.89; 4th:0.63

Final Drive Ratio: 4:22

DIMENSIONS/CAPACITIES

Wheelbase: 89.5 in.

Length: 170.2 in.

Width: 72.3 in.

Height: 51.6 in.

Curb Weight: 3150 lbs.

Fuel Capacity: 22.5 gal.

CHASSIS

Suspension: F: MacPherson struts, lower arms, torsion bars tubular shock absorbers, anti-roll bar

R: semi-trailing arms, torsion bars, tubular shock absorbers, anti-roll bar

Steering Type: rack and pinion

Brakes: F: 12.0 in. ventilated/cross drilled discs

R: 12.2 in. ventilated/cross drilled discs

Wheels: three-piece BBS F: 11x15 in.

R: 13x15 in.

Tires: Pirelli P7 F: 285/15;

R: 335/15

PERFORMANCE

0-60: 4.2 seconds

1/4 Mile: 12.9 seconds

