

CLASSIC DRIVER

1980 Porsche 924 Turbo S1

- Lot sold
USD 24 529 - 29 435
GBP 20 000 - 24 000 (listed)
Year of manufacture 1979
- **Gearbox** Manual
- **Chassis number** WPOZZZ93 A01405524
- **Number of seats** 2
- **Drivetrain** 2wd
- **Lot number** 233
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- **Drive** RHD
- **Condition** Used
- **Location** 
- **Fuel type** Petrol
- **Exterior colour** Other
- **Car type** Other
- **Engine number** 31012549
- **Exterior brand colour** WHITE
- **Interior brand colour** BLACK/WHITE PASHA
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Description

Guide price: £20000 - £24000.

- Total ground-up restoration by marque specialists to factory standards
- Just 45,000 miles showing, huge history folder with lots of invoices and all work documented
- Complete rebuild including, engine, turbo, transaxle, suspension, brakes, fuel system, interior.
- Magazine featured. A rare car in superb condition

Porsche was commissioned by Volkswagen to develop the 924 project - originally conceived as a replacement for the VW-Porsche 914 - but bought the rights to the car back when VW changed tack. Build quality was to the usual superb Porsche standards, and from 1976 the 924 was an instant sales success. In production terms, the 924 was the first Porsche model powered by a water-cooled, front-mounted engine. This arrangement, coupled with rear wheel drive was normal for most other manufacturers, but it was unusual for Porsche having previously only used mid or rear-mounted engines all of which had been air-cooled. With Porsche at the forefront of turbo technology, and the 924 chassis ripe for exploitation with more power, the 924 Turbo's development was inevitable. With a 45bhp power boost that raised top speed by nearly 20 mph, a five-speed gearbox, and uprated suspension, the car was very well received and more than 12,000 were sold over a five year

period. Introduced in 1978, the 924 Turbo featured a distinctive row of four extra air-intakes in the nose panel and a NACA duct in the bonnet. Other unique features included aluminium 15-inch spoke-style alloy wheels, four-wheel disc brakes, 5-stud hubs, and a discreet but effective rear lip spoiler. Today, the 924 Turbo is a rare car, with Phillip Watson of the 924 Owners' Club stating "We reckon that there are only about 60 left in the UK." Their appeal is widening, especially in mainland Europe, says fellow club member Steven Cooper and prices are on the march. Steven also points out that Porsche Centre Bolton chose a 924 Turbo to demonstrate its restoration skills in an inter-dealer restoration competition. Phillip claims that an independent classic Porsche dealer is quietly buying all models of 924 because he sees them as the 'next big thing'. Another 924 Turbo fan is high-profile Porsche enthusiast, Magnus Walker of the USA, who has treated himself to a 924 Turbo. VUY 546V was despatched from the Porsche factory on the 7th October 1979 having been ordered in Alpine White. First registered on the 1st May 1980, the original service booklet shows this car returned to the supplying dealer for its initial service just two weeks later with a recorded mileage of 811 miles. Now displaying 45,000 miles with a clean HPI certificate showing 5 previous keepers and the current owner since 2015. The current owner happens to be a Porsche specialist who acquired the car to add to his collection and decided to set about a complete ground up 'nut and bolt' restoration which has been finished to an extremely high standard. The car was stripped to the bare chassis and totally rebuilt using mostly genuine Porsche parts where necessary. The engine and transaxle were removed and sent to a known specialist for a total overhaul, the retrim of the interior in the correct 'Pasha' was also outsourced, but all other work was completed in-house. All work has been photographed, documented and a CD will accompany the car within the history file along with the V5, current MoT, umpteen invoices, the original book-pack, spare keys, tool roll, and lightweight jack. What we have here is a super opportunity to purchase a rare 924 variant that has been restored to an exacting standard. The cost of restoration would far exceed the high estimate on this genuine, matching-numbers 924 Turbo, and with the market for unusual 924s continuing to bubble, this could well be an excellent long-term investment.

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