

EUROPEAN CAR

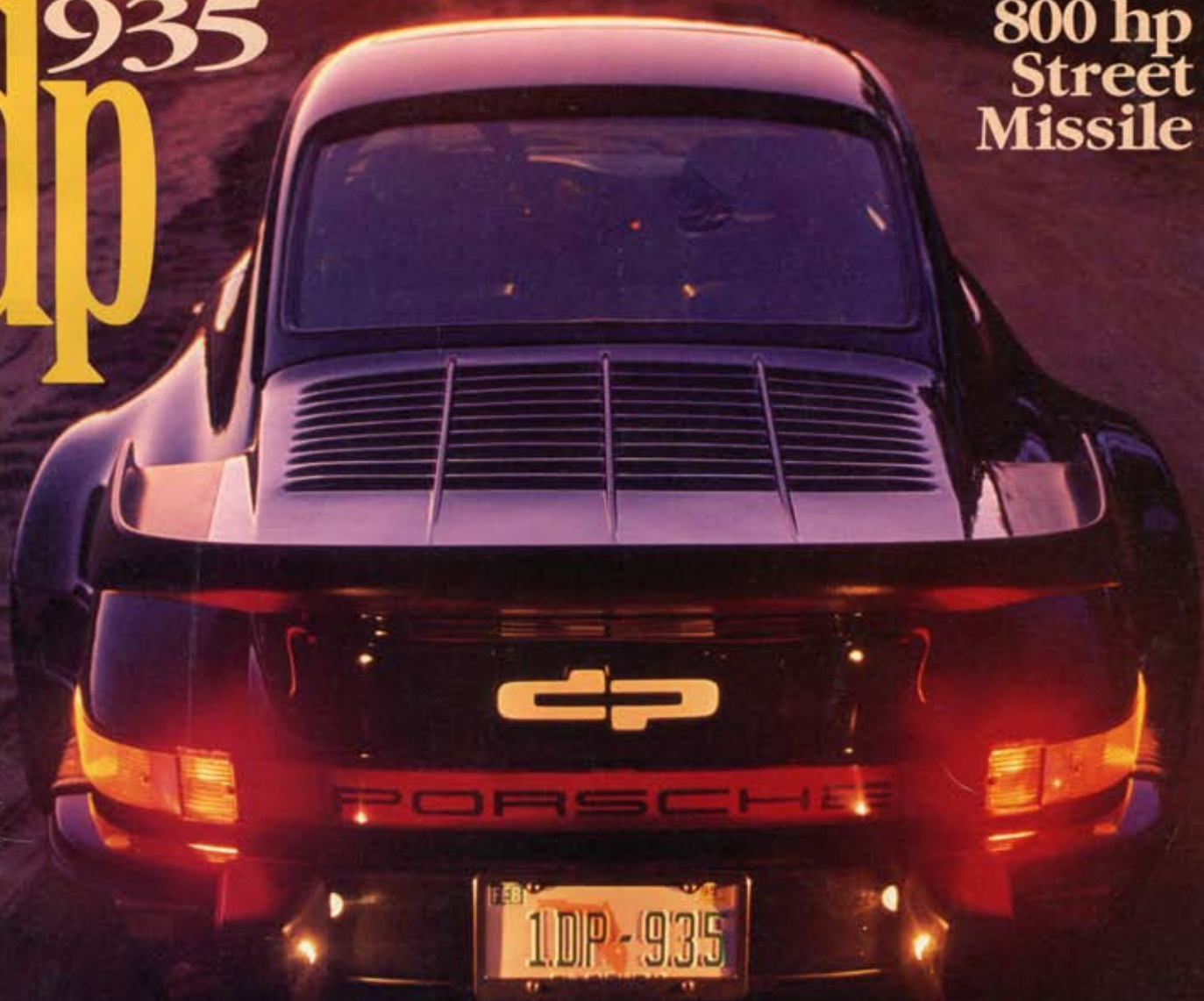
# EUROPEAN CAR

37414

Retailer: Display until 7/23/94

1935  
dp

800 hp  
Street  
Missile



## Impressions

VW Jetta GLX  
Saab 900 Convertible  
Porsche 911 Cabriolet  
Land Rover Discovery





# YOU'RE

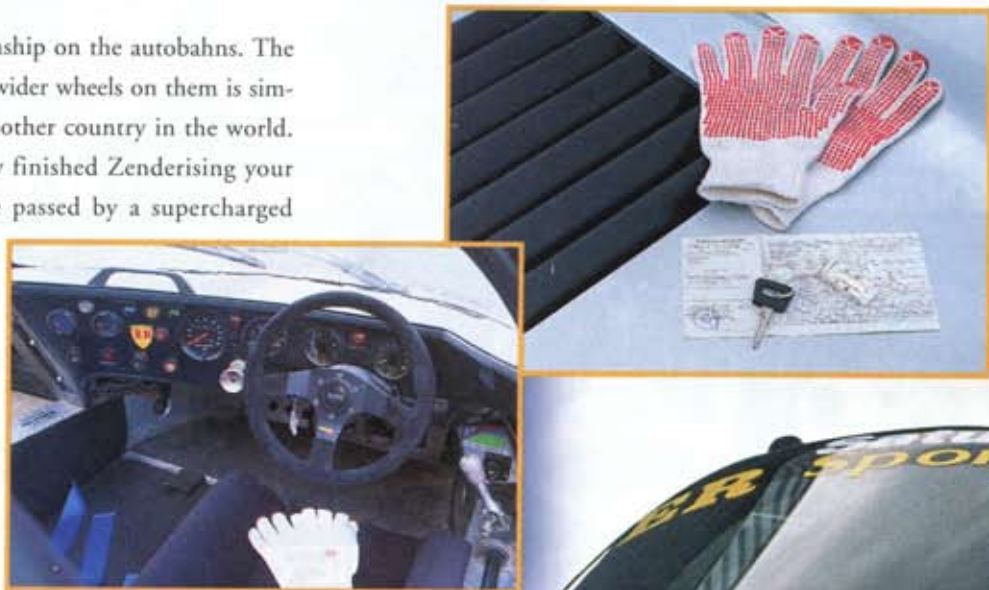
flat out on the autobahn at 155 mph in your BMW M5 when the silver apparition appears in your rear view mirror, its left turn signal insisting you move aside. You look again in sheer disbelief as this UFO hauls you in as surely as a GTI would a Fiat Panda. Moving into the middle lane, you're treated to the sight of what appears to be a Group C Porsche 962C in plain wrapper streaking by. Now the most prominent feature is the twin exhausts poking out of its ground effects tunnel as this flying machine rapidly becomes a speck in the distance.

It is hard to achieve one-upmanship on the autobahns. The number of cars with spoilers and wider wheels on them is simply astonishing compared to any other country in the world. And no sooner have you proudly finished Zenderising your BMW or Mercedes when you're passed by a supercharged Koenig version. Life at the top is tough in Germany.

But no matter what you do to a road car, it can never begin to approach the performance envelope of a purebred racing car. No wonder then that as the classic car madness of the last decade drew to a close, people began to contem-

plate converting Group C racers to out-muscle the Ferrari and Lamborghini type supercars—and attach even more ludicrous price stickers to them.

The Porsche 962C was a prime candidate for this treatment for several reasons—primarily because it was a Porsche, which in itself carries a lot of street cred. Also, the 956/962 cars won countless races and dominated long distance sports car events like Le Mans for many years in the early to late 1980s. The third reason was that with the change in Group C rules in 1990, which threatened to outlaw turbocharged cars like the 962C, there were suddenly a lot of 962Cs on the market at relatively reasonable money.

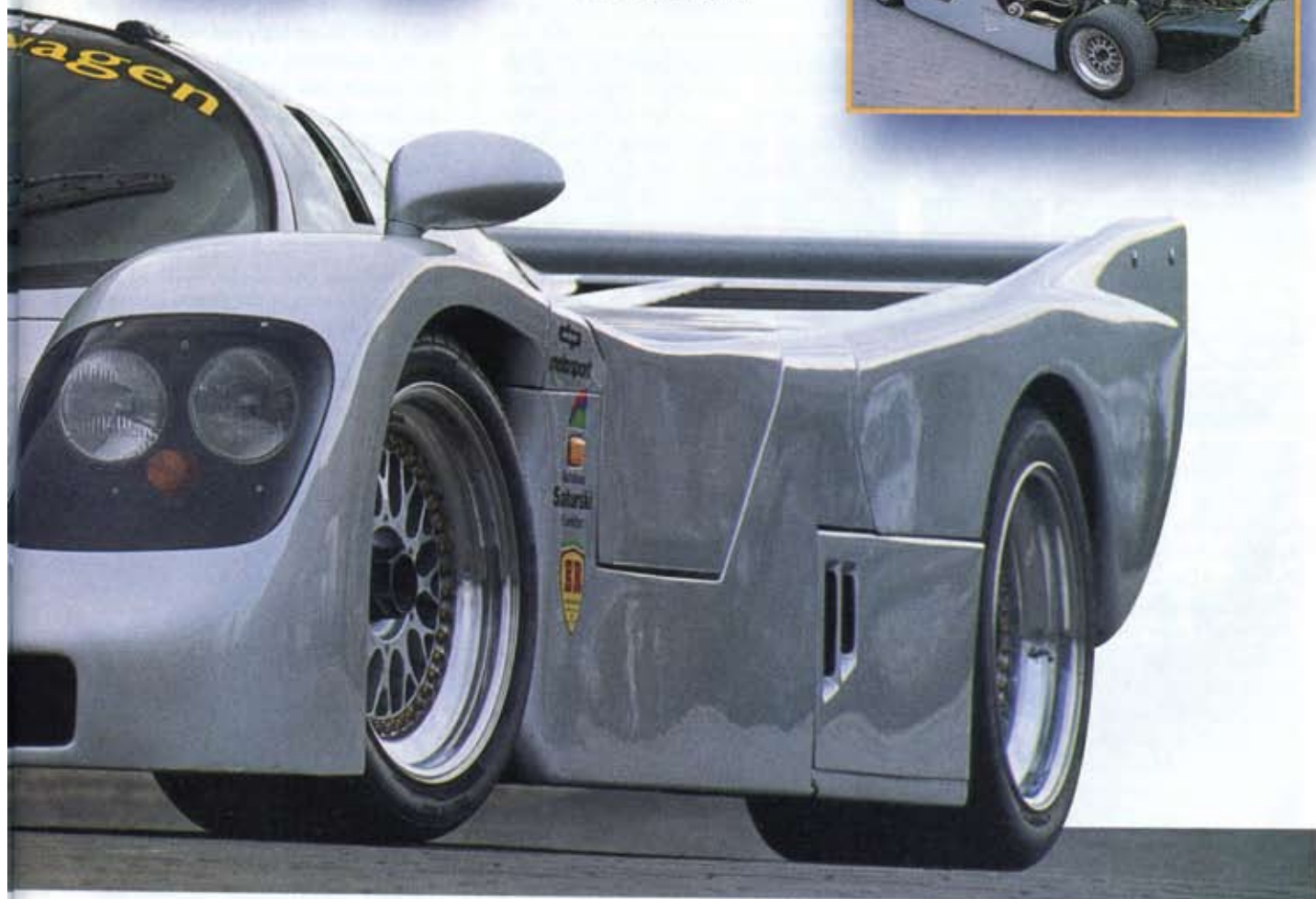


# DP62

An old  
Porsche  
becomes the  
stud of the  
autobahn

by Ian Kua

PHOTOS BY THE AUTHOR





And so while new supercars like the Bugatti, McLaren and Yamaha were still crawling off their respective drawing boards, Koenig, Schuppan and DP Motorsport were busy converting "one owner" 962Cs into serious fun machines for the super rich. Of course, the approach of each company was quite different. Schuppan chose to give their 962CR a completely new shape (*ec*, 2-92) with styling that combined strong elements of 962C, 959 and even Ford RS200. The Koenig C62 also involved restyled bodywork with two-piece doors and new front and rear sections, but the car still looked like a Group C 962C.

The DP Motorsport approach has been the purest of the lot. Leave well alone, and change only what is needed to get the car through the German TÜV road approval system. Thus, the most visually significant bodywork modification has been a lowering of the rear spoiler and fins to about half their original height to comply with TÜV requirements. Apart from that, fitment of special BBS 10Jx17 and 13Jx17-in. alloy wheels, shod with big 275/35ZR17 and 335/35ZR17 Bridgestone RE71s, and Porsche 911 Turbo wing mirrors, the DP62's lines remain faithful to the original.

That originality is important to its owner, Herbert Engel, who owns an exclusive car sales operation literally across the road from Zender in Mulheim-Karlich. This is because his DP62 is a car with a competition history, which makes it arguably one of the most important 962Cs in existence.

This significant 962C left the factory in April 1983 as Porsche 956.101 with engine number 956.102, destined for Kremer Racing in Cologne. Driven by Alan Jones and Vern Schuppan, the GP International-sponsored car finished fifth in its first race a month later in the Silverstone 1000km.

By June, the car was flying the Kenwood flag at Le Mans where, piloted by Mario Andretti, Michael Andretti and Philippe Alliot, it finished third overall. The first victory came on the 24 of July 1983 when, now under Boss colors, Franz Konrad won the Diepholz round of the German Sportscar Championship.

After about a dozen other top ten placings in various races like Spa, Brands Hatch, Le Mans, Monza and Fuji, 956.101 was finally retired at the end of the 1984 season. Over winter, it was sold to Japan, where the car underwent an extensive rebuild with an extended cabin

and a new motor, number 112, updating it to Porsche 962 specification, whereupon it became 962.126. It achieved a number of top ten placings in 1985 with a best second place in the Fuji 1000km race in May.

In 1987 the car finished fourth overall in the All Japan Endurance Championship Series, winning the first round in April at Suzuka. The season ended in November, and the car was retired from racing and sold to a collector.

In late 1989 Herbert Engel and Peter Satureski decided they wanted to turn a 962 into the ultimate road racer. The Japanese collector was willing to sell 962.126 for around a million marks, and in the end they acquired the car for 950,000 DM.

Engel knew Ekkehard Zimmerman of DP Motorsport and approached him to carry out all the work needed to make the car road legal. Zimmerman was responsible for the famous flatnose, high-tailed Kremer 935 and K3 racers from the 1970s and later got involved in engine and suspension work. With his chief engine wizard Hermann Finette, Zimmerman set about turning the illustrious racer into a workable road car.

The suspension rates were changed to give more comfort on the road, the rear section remodelled to lower the rear spoiler to comply with TÜV requirements. Major modifications were made to the engine to not only make it tractable enough for street use but also it had been decided the car should be able to meet current exhaust emission laws.

Torque is largely a function of capacity and, of course, the bore and stroke dimensions. So the air-cooled flat-six engine has ended up being taken out from 2.8 liters (2969 cc with a bore and stroke of 95.0 mm x 74.4 mm) to 3.3 liters (3299 cc with a bore and stroke of 97.0x74.4). The two KKK K26 turbochargers are given a

maximum of 1.2 bar to play with, and the compression ratio is 7.5:1. Milder camshafts and a special electronic fuel-injection system based around a Bosch Motronic system modified by DP Motorsport and Holz-Electronic are used to improve tractability, and the exhaust is catalyzed. Where a 962C engine in race trim produces 680 bhp at 8300 rpm, in the DP62 it claims 600 bhp at 7000 rpm and 480 lb-ft of torque at 6500 rpm. Bear in mind also that the car weighs just 1040 kg dry, which is about two-thirds the weight of a Carrera 4 with more than double the power.

Needless to say, the performance is shattering for a road legal machine. Running on a diet of super lead-free fuel, the DP62 will pass 60 mph in under 3.0 sec, and with the short final drive will storm the autobahn at anything up to 213 mph. A longer ratio would allow the car to reach 240 mph, but the owner and DP Motorsport agreed that as this is highly impractical even in Germany, a shorter ratio for better low-speed response and acceleration made more sense.

Getting into the 962 makes you realize just how much concession to comfort is made by road-going supercars like the F40. The sills are high and wide, and it is more a matter of clambering over and climbing in than simply getting into the car. Once in, you are wedged in place by the figure-hugging racing seat, and once you have adjusted the webbing of the full race harness, you feel ready for anything. Well nearly. Having driven a full race 962C on a circuit, I was acutely aware that visibility out of the car is limited, except of course to the front, where the huge bubble windscreen offers a commanding view—and on a hot day an amazing greenhouse effect. On the road, vision to the side and to the rear is rather more important, so the big Porsche 911





