

EUROPEAN CAR

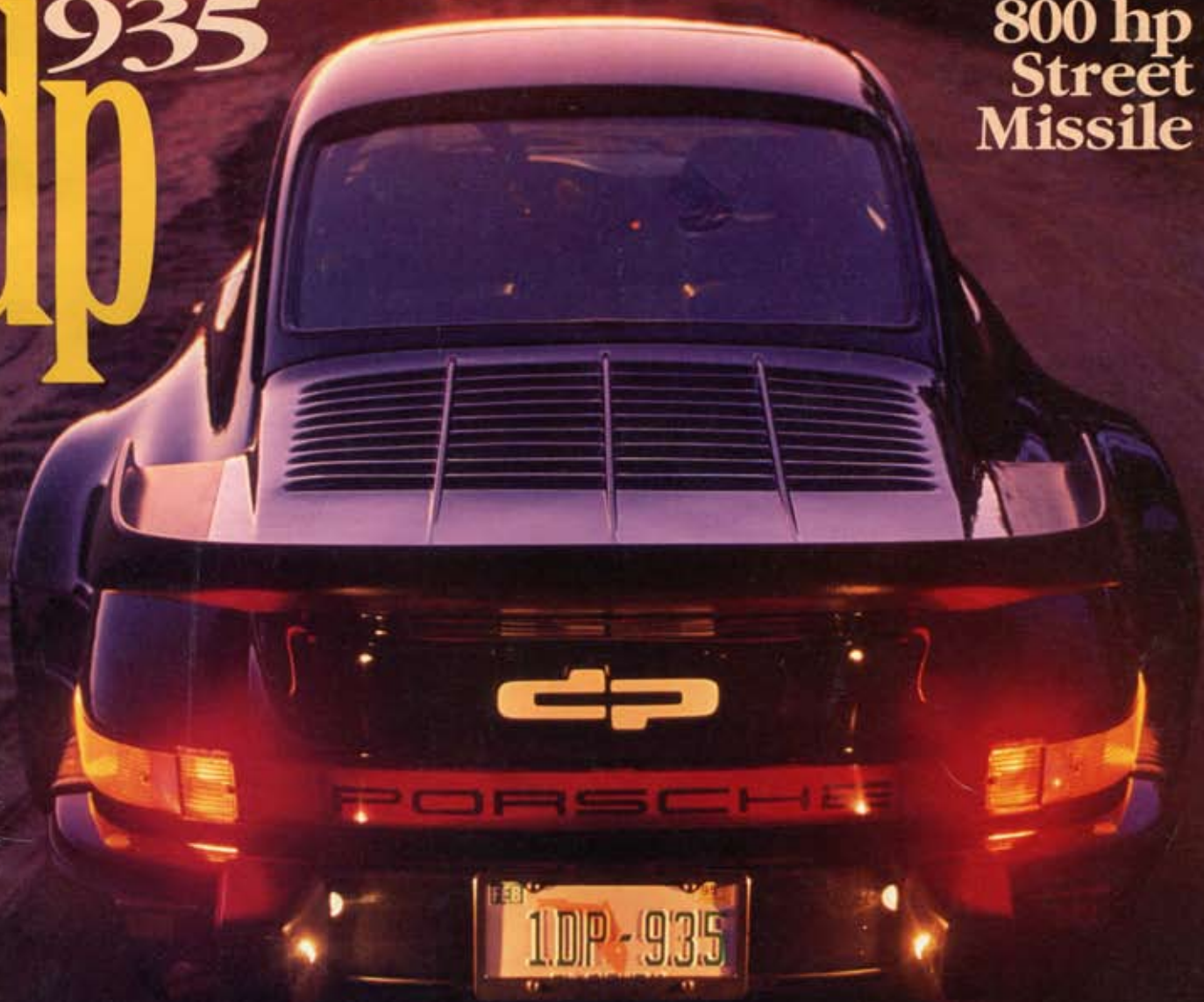
# EUROPEAN CAR

37414

Retailer: Display until 7/23/94

1935  
dp

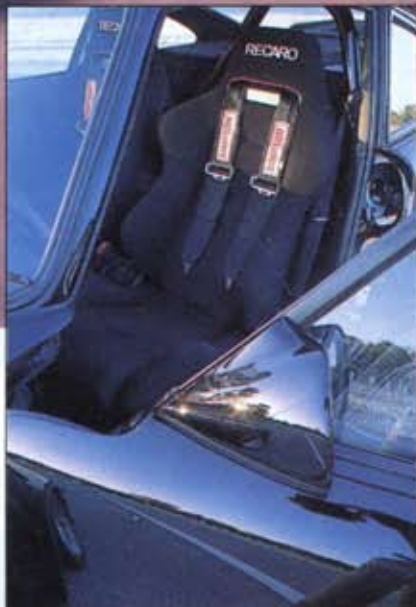
800 hp  
Street  
Missile



## Impressions

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





# RAGE IN THE

Few automobiles are more popular for aftermarket transformation than the Porsche 911. It's been a tuner favorite for the most obvious reason: It's fundamentally a great car.

Modifications were once limited by factory parameters. Then, in 1969, a fellow named Stan Townes cut the roof off a 911 coupe and, *voilà*, instant speedster. Almost fifteen years later, Porsche followed suit—in 1985 Werks I developed the factory's own version.

Design Plastic (DP MotorSport) and the Kremer brothers were also one step ahead of the factory when, in 1979, they jointly developed a 935 slope-nosed street turbo. A few years later, Porsche's "Sonderwunsche Programm," or Special Wishes Program, offered a slant-nosed car of its own.

Although DP and Kremer have since parted company, not so subtle reminders that these German tuners are still alive continue blasting down autobahn,

autoroute, carriageway and interstate alike. The DP 935 featured here is a powerful testament to the sound engineering and progressive versatility of DP's development program. In fact, this 1983 model again has been molded under a tuner's hand, creating a unique DP car and granting Don Flanagan's special wish to own an earth-scorching 800-bhp reality.

Flanagan found the car while working on a computer project in Europe. Its ad in the *Auto Trader* read like a winning lottery ticket: "DP 935, low miles, euro 4-spd., adj. boost, A.C., full leather int., AM/FM cassette, must sell..."

Flanagan made a mad dash back to the States, taking time to verify its authenticity, purchase price and acquisition terms. "I was so pumped up on adrenalin I didn't sleep for two days. The car was

complete and had a good interior, DP console, manual boost gauge, and roll bar. It had the custom four-piece DP wheels built by BBS and the DP 1 body style," explained Flanagan, which meant the front spoiler had integrated headlamps with wraparound plexiglass covers along the front oil cooler.

During the early '80s, DP MotorSport was on the leading edge of composite material techniques and employed carbon fiber and kevlar throughout their line of aerodynamic aids. This sunroof coupe's only original body pieces were its roof and doors, which shed some 400 lb. All this made Don very happy, and he put the car in storage, where it would sit for nearly a year until it began its journey through the technological mill.

The car was powered by a 3.3-liter 930 turbo motor (97mm bore and 74.4mm stroke) with 7.0:1 compression, and boost was typically set at 0.8 bar with a manually operated control that let the driver

by Les Bidrawn

PHOTOS BY THE AUTHOR

# MACHINE

AN ANGRIER DP 935 FROM RPM

# RAGE IN THE MACHINE

pump up the stock KKK turbo in times of need. Hotter cams, bigger intercooler and a shortened bell housing for better balance were also part of the package, which produced an estimated 430 bhp. Most buyers of DP cars were very happy with the results. Essentially, DP would build the car to whatever specifications the buyer wanted. And Flanagan was not satisfied with his "stock" DP.

After replacing many of the worn body components with new ones from the DP

catalog, he sought more power—a lot more power—and ended up at RPM in Port Orange, Florida.

Flanagan made his decision after driving an RPM-built car, consulting past RPM customers, and having several discussions with owner Jay Richardson. "I told Jay I wanted a reliable street machine that would run on pump gas that I could drive anywhere. Oh yeah, I also wanted it to produce 700 bhp or about double the factory's 930. That's what I wanted,"

Flanagan explained.

Jay said, "Okay."

Jay is a man of few words, so few in fact that his colleagues wish they could access his brain through a computer uplink. You see, Jay's mind usually works too fast for normal human beings like myself to keep up. Here is what Jay said about his approach (translated by a co-worker): "When you talk about drivability and reliability, the fuel system is the first place to start. We've used Haltech, Zytech, TEC and EFI but always come back to the factory Motronic. The challenge with this system is developing an effective program for changing the fuel and timing grids in the EPROM. After you figure this out, the system is really very simple. You still have all the characteristics of a stock 911 with a nice idle." (It would have taken me several years to have figured out Jay's rather more complex explanation of the process.)

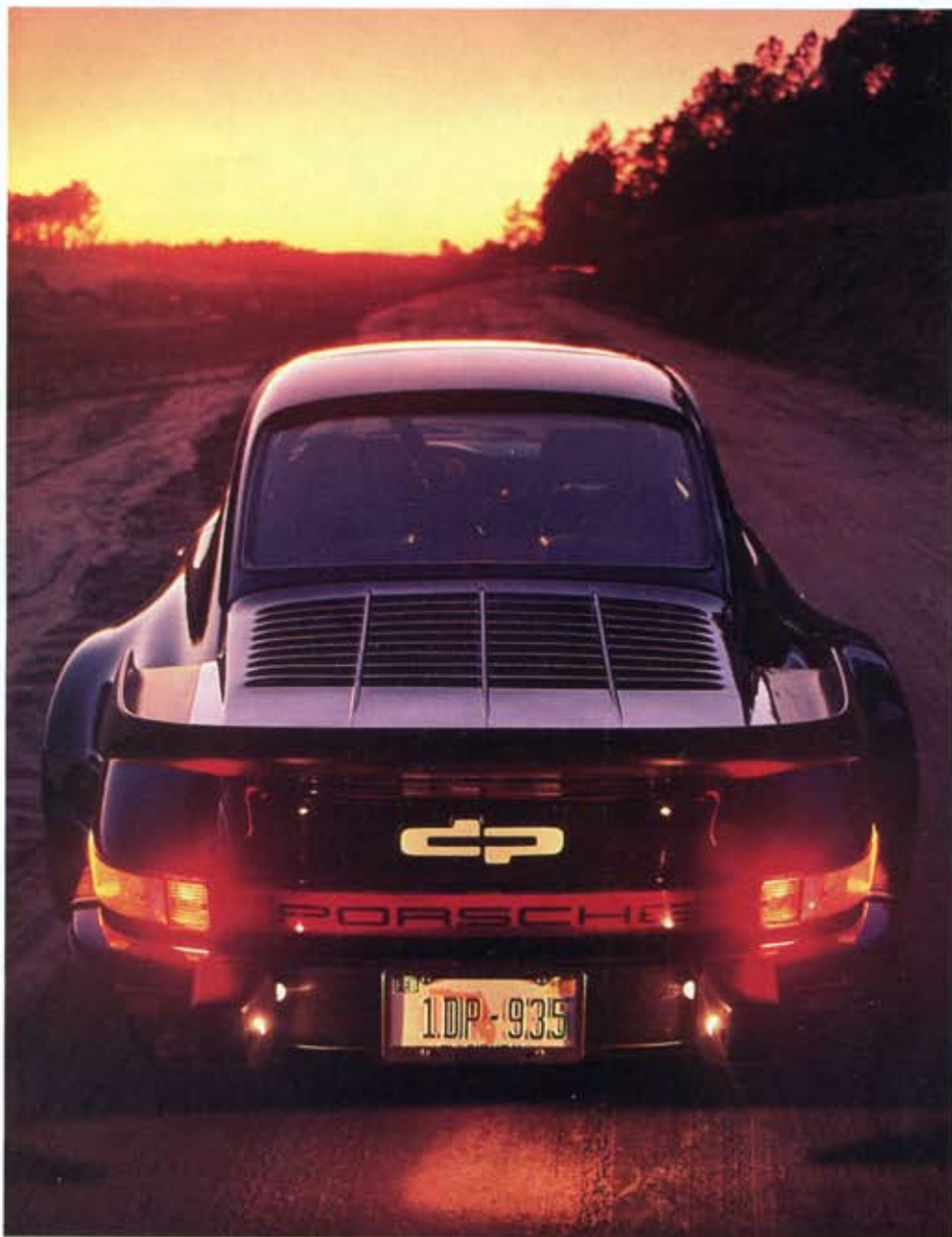
"To make Flanagan's motor a daily-driven reality, we retained the factory's bottom end with the exception of Carrillo rods and bolts. We also retain the stock 7.0:1 pistons but twin-plug the cylinder heads and add grooves to fit Nira sealing rings, which keep the cylinders and the heads from moving around.

"Next is the valvetrain. We use the stock valves, titanium retainers, and 125-lb valve springs, which are not too stiff for daily driving but still prevent valve float up to 8000 rpm. The camshaft we use is based on the SC grind but is more efficient at higher rpm, and it was not stifled by high exhaust back pressure."

For the induction side, RPM starts with the huge 67 series Garrett compressor. The air is then pushed through a custom-built RPM intercooler, which is able to keep intake air temperature no higher than 115 percent of the ambient temperature, even at 1.6 bar boost.

RPM used a stock 3.2-liter Carrera manifold coupled with rather large fuel injectors capable of flowing 70 lb/hr.

To ignite all this fuel, RPM uses the C4 distributor setup with early twin ignition boxes and coils topped off with a J & S knock





sensor, which retards any individual cylinder that threatens to knock.

RPM custom-fabricates 1-5/8 321 stainless steel "equal length headers and uses a .98 Pitrim turbine housing to control turbo lag."

Dyno testing revealed 650 lb-ft of torque at 5850 rpm and 786 bhp. RPM did some further mods to the chip and produced over 800 bhp.

This made Flanagan very happy.

As the engine was nearing completion, Flanagan had the car repainted in a stunning "oily black" by National Import Services in Orlando, Florida. The BBS wheels were also color matched and shod with Yokohama AVS rubber measuring 225/50ZR15 on 9-in. rims up front and 345/35ZR15 on 12-in. rims behind. Bilstein shocks and DP suspension components provide chassis control commensurate with its engine's power.

Inside, the passengers are gripped by Recaro seats and five-point Simpson belts while enclosed within an AutoPower cage. ADS and Sony provide sounds, and an upgraded rotary compressor air-conditioning unit keeps the cockpit cool through the sweltering Florida summer.

Flanagan claims 0-60 mph in the lower threes—3.2 sec is a commonly attained figure—which is not entirely unbelievable and which he demonstrates quite often while breaking loose the massive 13-in. rubber.

"The next step for this car is a dual sequential turbo setup and 1000 bhp," Flanagan explained, "but I've got to finish my wife's DP 2 935 Cabriolet first." At last check Bonnie's beast was sporting a healthy 650 bhp, but she wanted a car with "a fatter butt." ❧

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**RB**  
Robert Bentley