

Readers may notice similarities between the Gemballa and Rinspeed Porsche conversions as they both place great emphasis on luxurious interiors and unusual exterior treatments as part of the overall modifications; however DP MOTORSPORT has followed a different route. Whilst their cars are designed for high-speed hauling on the highways they could also participate in the Le Mans 24 Hour race without being disgraced.

As is so often the case with such specialised companies, DP revolves around one man, Ekkehard Zimmermann. This 45-year-old is always smiling, his beard and full mane of hair framing a face whose eyes twinkle with mischief. But you should not be misled by his appearance. He is a man you listen to. He is a boss that commands respect. With his

# DP MOTORSPORT

## Ekkehard ZIMMERMANN'S "PORSCHE"



Lacoste sweatshirt and loud laugh, he hardly looks the part. But he keeps his employees under just the right amount of pressure. The atmosphere around him is very informal, wisecracks are exchanged but the work in hand carries on. The boss does not mind getting his hands dirty being happy to offer assistance on engines and bodywork besides over-

seeing the paperwork. Zimmermann appears to be everywhere, but you can never find him when you need him! DP MOTORSPORT, situated near Cologne, employs approximately twenty people. Each does only the work assigned to him and everything is carefully planned and organised. DP MOTORSPORT is a well-recognised organisation with a sole aim – building a better PORSCHE! In the offices, where we had met to conduct an interview, Mrs. Zimmermann serves about 5 gallons of coffee each day to visitors. She is aided in her general-factotum tasks by Irene who, besides being a skilled secretary, telephonist, clerk, hostess and translator is also a racing driver in her own right wheeling a Porsche 914. Ekkehard Zimmermann greeted us warmly. Irene translated our few sentences because Zimmermann knows neither the language of Shakespeare, not that of Moliere... only understanding the lingo of PORSCHE... and that is German!

## TOPWHEELS – E. ZIMMERMANN INTERVIEW

### The Master Explains

**TW:** Ekkehard Zimmermann, your Porsche 935s have become more popular than ever in Germany, the USA and Arab countries. It's obvious why they appeal to the home market, but what about the Americans who are stuck with a speed limit of 55 mph and Arab customers who have no suitable roads for cars of this type?

**EZ:** The reasons are quite logical and predictable. Despite the restrictive double nickel speed limit in the US, there are a large number of people over there who love fast cars. People who avidly follow the media coverage of the big races. They can judge the quality of the Porsche 935 better than anyone else, and don't forget that the Porsche moniker is well known across the pond, whether it is in the IMSA series or any other race, and also, remember in the US the Le Mans extravaganza is THE most popular race amongst those events that enjoy worldwide coverage. All of America has seen my 935 DP in the colours of the Kremer brothers. All aficionados, regardless of whether they are Porsche fans or not, know that it was a Porsche 935 K3 that won the 1979 race, and naturally when I show them a replica of the 935 which can be used on public roads, they are extremely impressed.

*The Arabs, as you rightly said, do not have roads long and smooth enough for them to put a Porsche through its proper paces, but it would be wrong to assume that all the cars which they buy from Germany and England lie as wrecks in the desert! Most of the cars I have sold to the Emirates have never left Europe. They are left in garages in large cities with an airport, like Geneva or Frankfurt, and are used when their owners come over to Europe on business. They lend them to friends, and give them away as presents... I don't know to whom... By the way, in case you are wondering why wealthy Arabs are interested in cars like these – although they like driving around in gold Rolls-Royces or bullet-proof Mercedes – think for a minute of the Arab sponsors of Formula 1 teams. They like to drive a racing car (again, the Le Mans factor!) and one of mine fits the bill very nicely.*

**TW:** If I understand you correctly, is it fair to say the popularity of the 935 DP depends more on the technical specification rather than appearance?

**EZ:** These two aspects cannot be considered separately. People who watch endurance racing know that a Porsche 935 has the same lines as mine. Maximum

*speed and the fuel consumption depend on the aerodynamics. This also affects braking, how efficiently the brakes are cooled, and therefore the overall performance. Even the car's cornering behaviour is affected. The appearance of my 935 is not governed by aesthetics, only by practical considerations, since it was designed solely as a racing car. The fans know that.*

**TW:** Ekkehard Zimmermann, you have been selling what you call a "road version" of a racing car since 1983. The extremely low spoilers, arched body and enormous tyres must surely make it difficult to drive this car on the street.

**EZ:** It's the opposite! At least for those who buy it. Imagine how you would enjoy getting the car out of the garage and jumping into it as if you were going to take part in a race: You have a racing car with 400 hp on tap and a boost-control valve for the turbo. Imagine zooming down the motorway at 180 mph, assuming, of course, an empty road at night. Only a professional racing driver knows that awesome feeling. Of course, it would be inappropriate to wear a cheap suit when driving this car, what with its shape, hip-hugging bucket seats and chic interior.

**But you don't drive to the office in my 935 DP! Anyway, most of my customers order a civilized DP, with a comfortable and practical interior. You have to watch out for the spoiler under the nose; it's very low and easily damaged.**

**TW:** You have recently produced plans for the Porsche 928. You obviously want to have a wider range of potential customers, since the 911 is perhaps too small for some people, having only two seats. Have you any other plans?

**E.Z.:** That's correct, that's our aim. The Porsche 928 will look similar to the 935. The styling will be the same. As you saw in the workshop, we are preparing modifications for this new model. Regarding the future, I am investigating the possibility of carrying out similar work on the 944.

**TW:** Will that involve less powerful cars than your 935 DP? Isn't that a step backwards?

**E.Z.:** You know, everything is relative. A 928 S standard model can reach 160 mph. Without modifications, simply improving the aerodynamics and incorporating suspension changes, it gains another 6 mph. It is possible to get it up to 180 mph with only minor engine alterations. That's hardly a step backwards... These changes will also be carried out on the 944.

**TW:** Power, racing, the most modern technology and the newest materials, how do you get to know about them? Have you always been interested in racing cars?

**E.Z.:** Oh, no. All that started when I designed the bodywork of the Porsche K1 for the KREMER racing team. That was in 1975.

**TW:** I remember the first K1 model very clearly. They were so well-built that everyone assumed they had been assembled at the factory and then handed over to private teams. So it was YOUR first K1 that was copied by the other teams in 1976?

**E.Z.:** That's quite right, but it coincided with the changes in the rules (in 1976) for manufacturers for the German championship. A greater degree of alteration to the body-work was permitted; I was the first to build a 911 with a flat nose, the ones called "Flachmann" in German.

**TW:** After the successful period with the Kremer-Porsche, you left the endurance races and used your new techniques on road-cars. But what did you do, before you built racing-cars?

**E.Z.:** That was a long time ago; I took my apprenticeship in technical drawing and model building. In the late '50s I had a

burning desire to build my own car - so I set about it using a VW chassis. It took two years to build the bodywork, and I was the first in Germany to get permission to drive a car on public roads that had a self-supporting body made from synthetic materials. That was in 1962. Then I went back to drawing; I know that 15 identical cars were produced. In 1964 I got a job at Ford in Cologne, designing and building models in the design department. By the way I met Peter Lorenz there. (For whom Zimmermann still manufactures the Ferrari Cabriolet 308, 512 and 400, Ed.) I learned enough at Ford to try my hand at running my own business. While I was still there, I designed my second prototype, which I called the "Study II". I received so many compliments for this design, that I decided to start up the company "DP Design and Plastic". I began by manufacturing the bodies for Formula VWs - small single seaters. This made me known amongst the racing public. Then I developed the spoilers for the Porsche 911, and then extended the wings on the Carrera. That is how I got to know the Kremer brothers. You know the rest!

**TW:** On your last design, the Porsche DP 935, the only parts of the body, which remained from the original were the roof and the doors. You made the bonnet, wings, lateral sections and spoilers out of polyester, carbon-fibre or Kevlar. What happens when there is an accident? What's the attitude of the insurance companies?

**E.Z.:** That's quite simple: there isn't any problem. My cars are tested by the TÜV so they can be used on public roads just like any other production car. The insurance companies have raised no objections. The way we build our 911's makes them much more durable than production models, because Kevlar is much lighter and more durable than sheet metal. My DPs are much more resistant on impact than 911's made of steel. That has been proved by countless

cars which have been involved in accidents, and where the driver would not have got out of a steel Porsche uninjured.

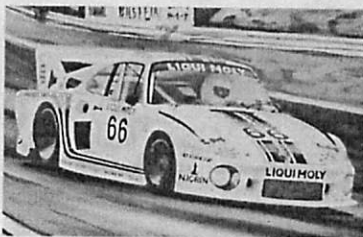
**TW:** A standard 911 Turbo has 300 hp DIN and weighs 3300 lbs with a full tank. Your 935 DP has 400 hp DIN and weighs only 2090 lbs. Do you think it is sensible to use such cars on normal roads?

**E.Z.:** That's really amusing. As far as being "sensible" is concerned, that is purely a question of how well the car is driven. Don't forget that my DPs have brakes designed for racing-cars, with corresponding suspension and numerous passive safety elements that standard cars don't have. If you leave the road, it's because of your own misjudgement. You can make that sort of mistake in a VW Beetle, but not when you're driving a DP. If I had the choice, I would rather sit on the roof of my DP than drive a VW Beetle.

**TW:** And now the last question. Which factor is the most important for your DPs: their safety, power, or their unique appearance?

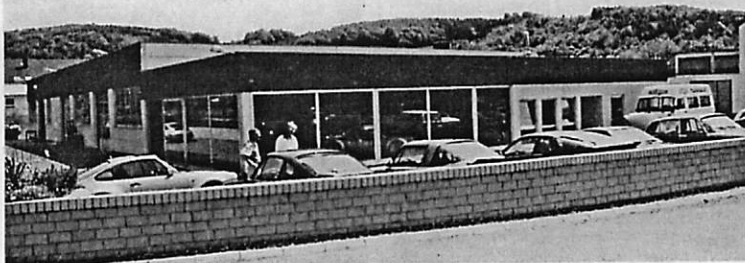
**E.Z.:** Their remarkable performance which is linked to the safety aspects. It is relatively simple to increase the horsepower of a Porsche engine but it is much more difficult to keep it on the road...

Interview by John McEvoy



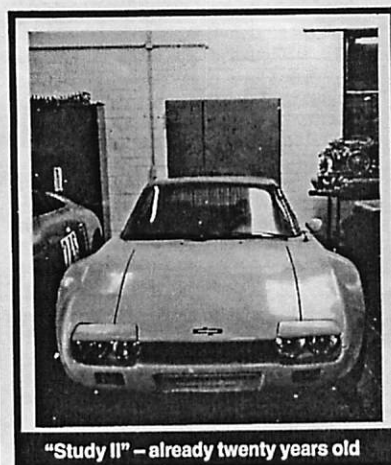
IT IS RELATIVELY SIMPLE TO SOUP UP THE  
ENGINE IN A 911 - IT IS MUCH MORE DIFFICULT  
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# DP MOTORSPORT'S WORKSHOP



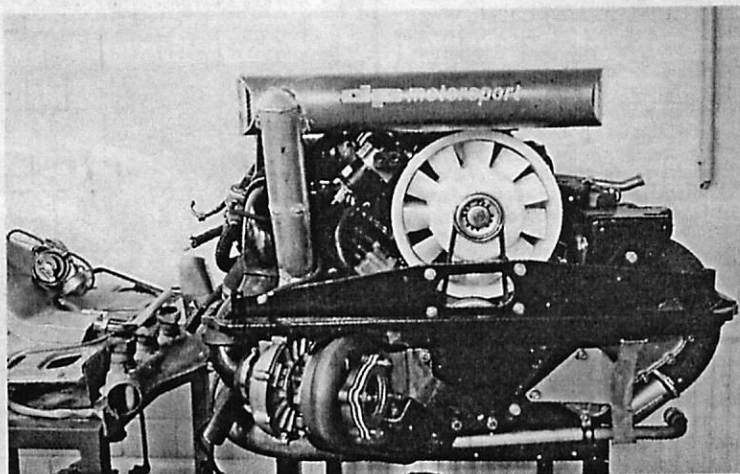
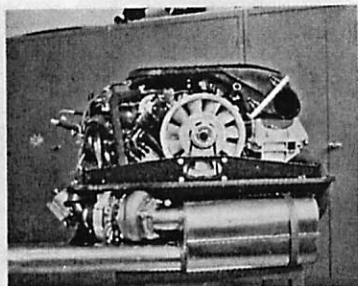
DP's large modern buildings contain two neighbouring workshops: one is used primarily for bodywork fabrication and the second houses the mechanical department, where the cars are stripped and reassembled as necessary . . .

## Mechanical engineering



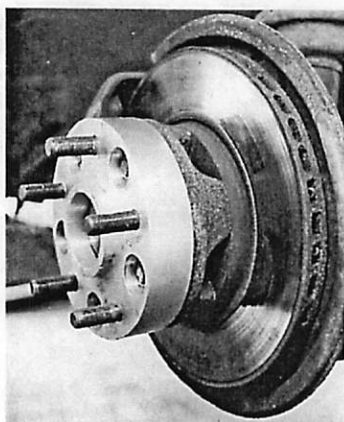
"Study II" – already twenty years old

When we visited the works, we found more than a dozen cars in sundry states of completion. We immediately noticed a 356 Speedster, often seen in historical car racing. On one side we spied a strange yellow car, a small racing model which reminds us of a BD model from Michel Vaillant. It is nothing less than the "Study II" built by DP's managing director Ekkehard Zimmermann more than 20 years ago. It stands symbolically amongst its younger sisters, a silent witness of humble beginnings. Without lingering, we opened the doors to a neighbouring room, a sort of sanctuary, in which the engines are assembled. In the shadows we noticed one of the Flat-Six 400 hp engines complete with twin turbo-chargers, standard four-speed gearbox and custom stainless steel exhaust system. Another engine was awaiting installation of the exhaust but was already fitted with its boost intercooling system (the ventilation system for the turbo-charger) which, like the exhaust, is made from stainless steel.

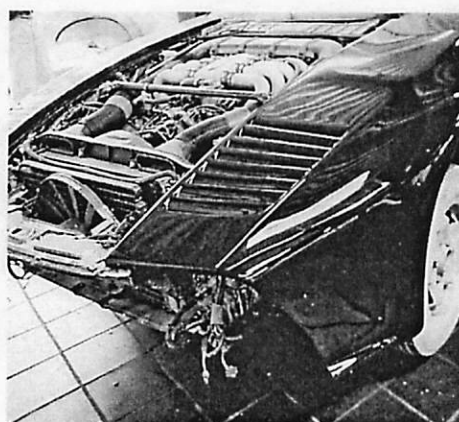


# NOT A SINGLE CAMSHAFT IN VIEW

Not a single camshaft is to be seen, not the smallest valve, no con-rod shows us the way to a highly polished piston, not a single cylinder head gasket or bolt is lying around. Everything is locked up in modern green cupboards. A wealth of secrets!! We shouldn't have told you we were coming, then we might have discovered how you construct a 3.3 liter engine to produce 400 hp... Pity! On the first car hoist, a 924 was having its track width increased. Zimmerman actually makes aluminium spacers with pins which increase the overall track width to allow extra-wide



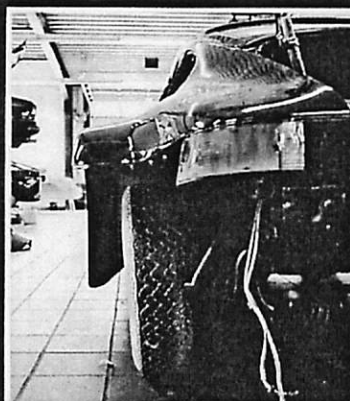
wheel rims to be mounted. These are 8" at the front (compared to the 6" standard rims of a 924) and 13" at the rear of a 935 DP model!!! Next to the 924 on another hoist is a 928 just in from the busy workshop where it has been



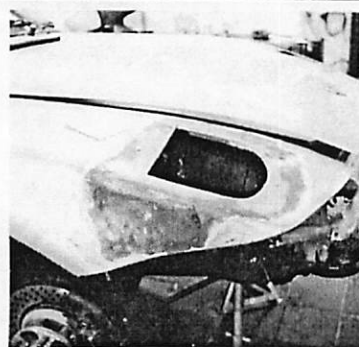
widened (overall, it is 78.6 in wide!!) This car was waiting to have its interior refitted. They took a little time to mount the suspension then, with the wide rubber in place, the squat black beast looked ready to pounce...

**In the middle, a marine-blue Porsche with a belge interior...**

**(By the time you read these lines the Porsche will have been delivered to Mario Andretti!!)**



There were two racing cars in the corner awaiting a complete overhaul. One of them was a Swedish K3 belonging to Lunghardh (with the "long tail" standard); the second is a Belgian Carrera which was beginning to show its age.



A further modification was being carried out in another corner; a silver 911 was having its front wings modified so that mechanical head-lamp covers could be fitted... not an ounce of filler... they set about their task in time-honoured tradition of the early coach-builders.

# DP MOTORSPORT'S WORKSHOPS

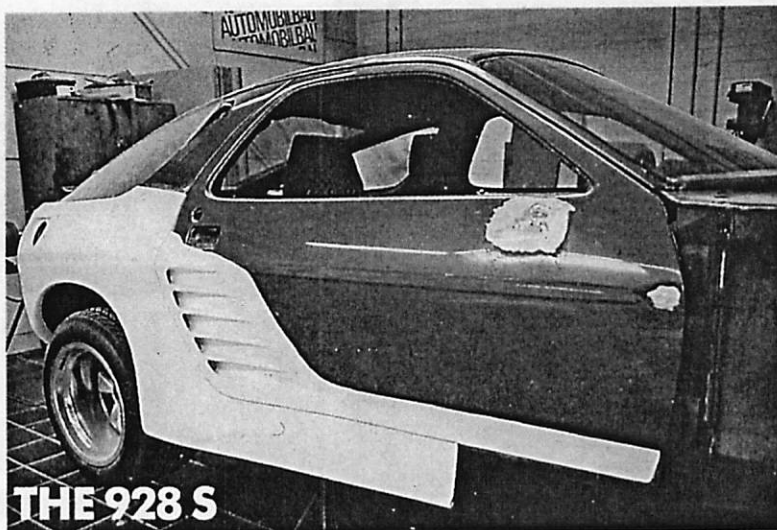
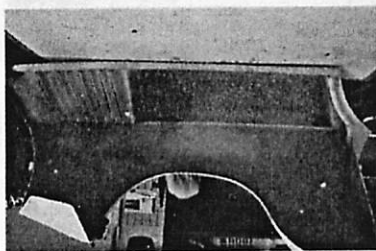
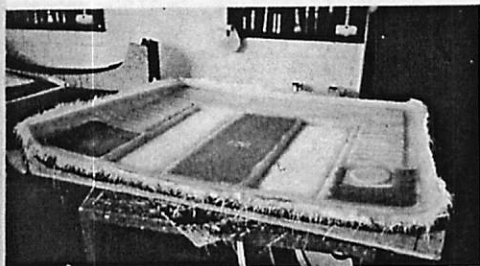


## THE BODYWORK

This workshop is just next door, and the air is filled with the smell of resin. Four cars are being worked on: a Porsche 944 being measured for its special 'cut' as carefully as a good tailor measures a suit, a Ferrari 308 GTBi, a Porsche 928 S and a 935, which was

just being covered . . . And right here we had the opportunity to check whether DP models really only keep their steel doors and roofs. The rear wings, being integral parts of the steel body, are cut off at the height of the rear roof supports; rather than being covered with

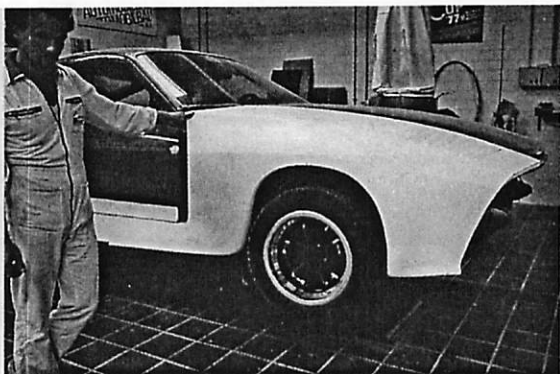
profiles made of synthetic materials, they are replaced with new sections made of carbon-fibre/Kevlar – as are the front wings, the trunk and the hood. The front and rear spoilers are replaced using the same procedure. This whole process is laborious, requiring accuracy to the last millimetre; it's just like building a 1:1 model using full-sized tools.



**THE 928 S**

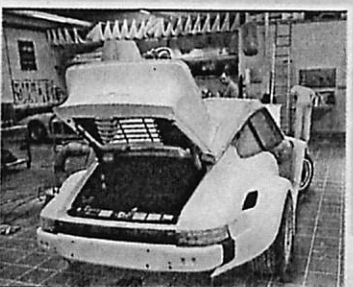
Every part of the body required when refitting a DP is made here, in sequence. Lamination is manually executed using the same moulds about 100 times before they are thrown away. Some flat parts, for instance the front wing of a 928 DP, are made of polyester, but are reinforced by carbon fibre/Kevlar strips. The same is true of the bonnets and hatches, whose strengthened flat areas stop any bending or surface vibration.

**LIGHTER BUT  
MORE DURABLE  
BODIES**

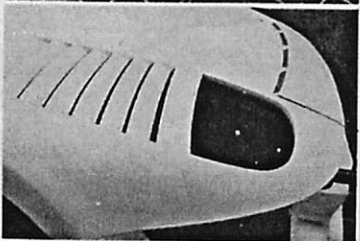
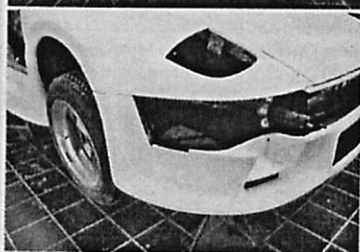


The body of a 928 is simpler than that of a 935 because it is made from fewer parts. The front and rear panels are one-piece construction. The side-panel is part of the front and rear wings which meet at the centre of the door, only leaving the ventilation grilles which, with the doors, bring the total number of sections to EIGHT! The puzzle is more complicated on the 935. The four wings meet at the middle of the doors, and are also combined with the side-panels. Except for mirrors and mountings, the doors are left stock. The front and rear parts of the car are considerably more complex. The trunk and hood identify with DP's 935, whereas the 928 keeps its original hood and hatch (the hood can be replaced with an identical section made of polyester, thus decreasing the weight of the front of the car by a few pounds). But the most detailed work is involved on the front and rear panels. The front spoiler meets the front wings quite high up in order to complete the curve of the wheel-arch. The bumper is inserted between the bonnet, wheel-arch and the spoiler, rather like a letter being slotted into a letter-box. It is even more complicated at the rear. The rear wing is also cut horizontally and a corner piece added to complete the curve of the wheel-arch. When all this has been completed, the bumpers and headlamps are mounted, and a panel is attached beneath the car to cover the engine and the muffler. It is patently obvious that the design of all these panels takes into consideration the fact that they have to be removed whenever a Porsche Turbo (911 and related models) undergoes a major service!

The fact that such alterations involve so many processes, and that the manual work carried out by the DP MOTORSPORT employees is done with such attention to detail, is obviously reflected in the price. Later, when you have read the report of our test-drive, you will understand that it would be suicidal to drive at 174 mph in a Porsche 935 which did not have this modified bodywork. DP bodies are much lighter than steel ones, and also more durable.



## The 935



# 935 DP-I

## A 400 hp test drive



### Fasten your seat-belts

I saw the car for the first time on a Saturday morning in one of Peter Lorenz's workshops in Wollratshausen. Ekkehard Zimmermann (an old friend and colleague of Lorenz) had just installed a new test rig, the most advanced in Germany apart from those used by Mercedes and Porsche for measuring engine power. The car which he had brought with him

was the white "Monster" belonging to his friend Peter, who manufactures bodywork and carries out the painting of all DP cars. Peter had driven his 935 into the chamber of the test rig and switched off the engine. One of Lorenz's employees used belts to tie the car down onto two rings set in the concrete floor. It was silent in the workshop. The ten people waiting impatiently for the test were rather tense. It would be something special to see the red indicator of the dynamometer move up to 400 hp DIN for the first time.

After about ten minutes, the mechanic got up from the floor, checked the belts, wiped his hands on his overalls and gave the sign that everything was ready... the 935 was anchored firmly and ready for the assembled audience.

Peter got into the car and pressed the ignition. The angry roar of a 6 cylinder turbocharged motor vibrated throughout the building, and I got a shiver in the spine. As if an invisible order had been given, we all instinctively moved back 10 yards. Peter selected first gear, and stabbed the throttle pedal. The wheels spun increasingly faster. Peter changed up to second, then into third and fourth: the belts holding the car stationary became taut upon each gear change. The engine screamed and whistled as if it were about to explode and some people moved back another 10 yards, as if afraid of getting a piston in the face. Then, suddenly every-

thing happened very quickly...

The shrill of the engine, which was turning at 6,500 rpm, drowned the sound of the restraint belts tearing assunder but, fortunately, in the next split second Peter did the right thing: he jammed the clutch onto the floor... and the scream of the motor slowly died away, down to an idling speed of 1,200 rpm! An indicator showed 186 mph, the dynamometer's rollers were free-wheeling, and all that remained to do was apply cautious braking, so that the 935 wouldn't smash into the concrete wall!!! Peter switched the engine off and stepped out of the car as if nothing had happened. He looked as if he didn't understand our sudden relief: everyone was stunned - some wiped sweat from their brows, others turned away to hide their fear... we all knew that we had been very close to a catastrophe, and Peter had only just escaped from a terrible and perhaps fatal accident.

It is superfluous to say that the experiment was not continued after this excitement. While we waited for the technician to attach stronger tie-down belts, we were all happy to accept that Peter Lorenz's engine had 400 hp! I in particular remember every second of this drama since one week later I was to drive a Lorenz 935...

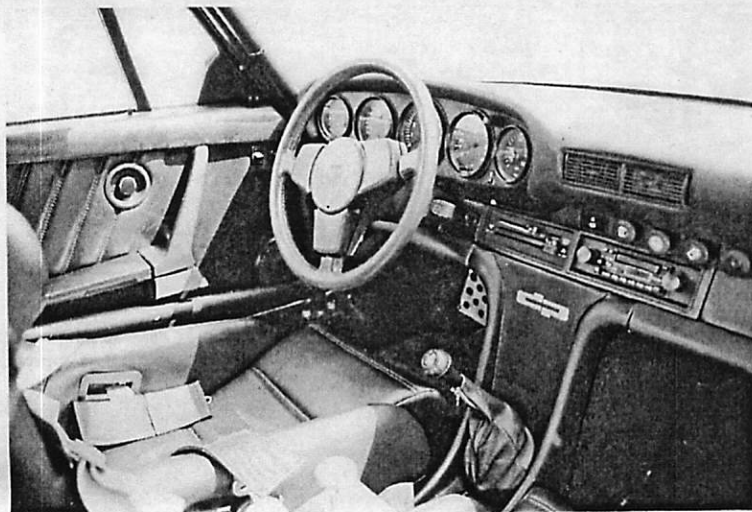
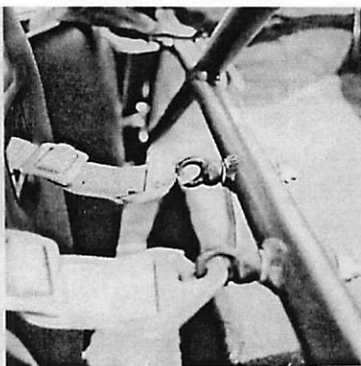
It was after midnight. We emerged from one of the few pubs which was still open in the heart of Cologne, near the cathedral... half a dozen freshly-pulled Kolsch beers, a lively



## CONTACT!

discussion (about cars – what else?) and we were ready to drive to our hotel in Herkenrath, about 30 miles away.

Our photographer didn't suspect anything when we got into a 928 DP with Ekkehard



Zimmermann behind the wheel. I realised immediately . . . Peter opened the door of his 935 and helped me find the seat-belt . . . Excitement . . . noise . . . ! The whole city was woken by the noise of our "indiscrete" exhaust note; (Zimmermann said that it had been tested by the TÜV, but did I really believe him?) We left Cologne through a maze of side streets. Our course seemed aimless – I had the feeling we were driving in a circle, until I realised that Peter had chosen well surfaced roads that were good to drive on. Sometimes he braked fiercely; he continually drove in zig-zag fashion, but I finally worked out that he was dodging any rough spots in the road, and that he approached crossroads at a crawl, so as not to bottom the front spoiler. Even so, it still scraped the road surface on occasions.

Zimmermann had no trouble following us, since his steed was not similarly encumbered. He tailed us onto the motorway and after a couple of miles we lost him. This is the story of why that happened . . . !

It was pitch black as I glanced around to see the headlamps of the 928 disappearing. I looked at the speedo; 180 mph. Less than 5 minutes later we were in our hotel. I should have been bathed in sweat and close to terminal apoplexy, but I felt elated. When the 928 DP arrived a few moments later, Zimmermann excused himself by saying

that his 928 "only" had a standard engine which couldn't take the car above 166 mph . . . His passenger, our gung-ho photographer, was nonplussed by the experience. We'd both put our lives in the hands of very experienced drivers, but as they knew that stretch of road like the backs of their hands they merely treated the high speed haul as nothing more than a rapid reconnaissance.

The next day, Peter explained that he had some business to attend to in Cologne, and left me with his car . . .

I thought I'd learnt everything I needed to know about this car the previous evening whilst occupying the passenger seat. I had discovered that Peter brakes 50 yards before a motorway exit, whereas I would have braked 300 yards earlier.

I'd felt the car gliding around curves, as if guided by invisible tracks. I'd experienced its incredible acceleration . . . and realised that Peter was familiar with every nuance. Even though the headlamps had seemed no brighter than candles, the car had shot through the night like a wild rocket. And I could hardly see 100 yards ahead! But I could never have learnt everything the previous evening that I was to learn today! The front spoiler is so low it could squash a matchbox . . . that is an enormous advantage as far as the aerodynamics are concerned, essential when you want to drive at speeds exceeding 125 mph,

but it's really annoying at other times to keep scraping the appendage.

Another thing that I hadn't noticed the previous evening was that this DP 935 has a special windscreen. It has a green tint, which is not unusual in itself, but it's also 6" taller and inclined to a greater degree. It is a "racing" windscreen, designed by Zimmermann for the 935 racing cars . . . and which was given the OK by the TÜV for street application. The advantages are obvious: the windscreen is flush-fitted, has no protruding rubber seals and the glass thus provides continuous form with the body. As it is also at a greater rake the streamlined effect is increased, allowing the car greater speed . . .

This type of detail is what makes the 935 DP so attractive to the real specialist.

With the speedo indicating 150 mph, I was in a left-hand curve on the motorway between Cologne and Wiesbaden when the spoiler twice made contact with the tarmac; a barely-discernible deformity in the road that is hardly noticeable at 110 mph – and not at all at 90 – but which seemed to be a pothole at the speed I was going. Thank God this spoiler is made from Kevlar. If it were made of fibreglass it would break into a thousand pieces after a mere half an hour's driving.

The door opens wide, you step over the curved side skirt and sit down in a narrow seat. Like the seats, the seatbelts are themselves anchored to the crossmember, and since I am the same size as Peter, they fit like a glove.

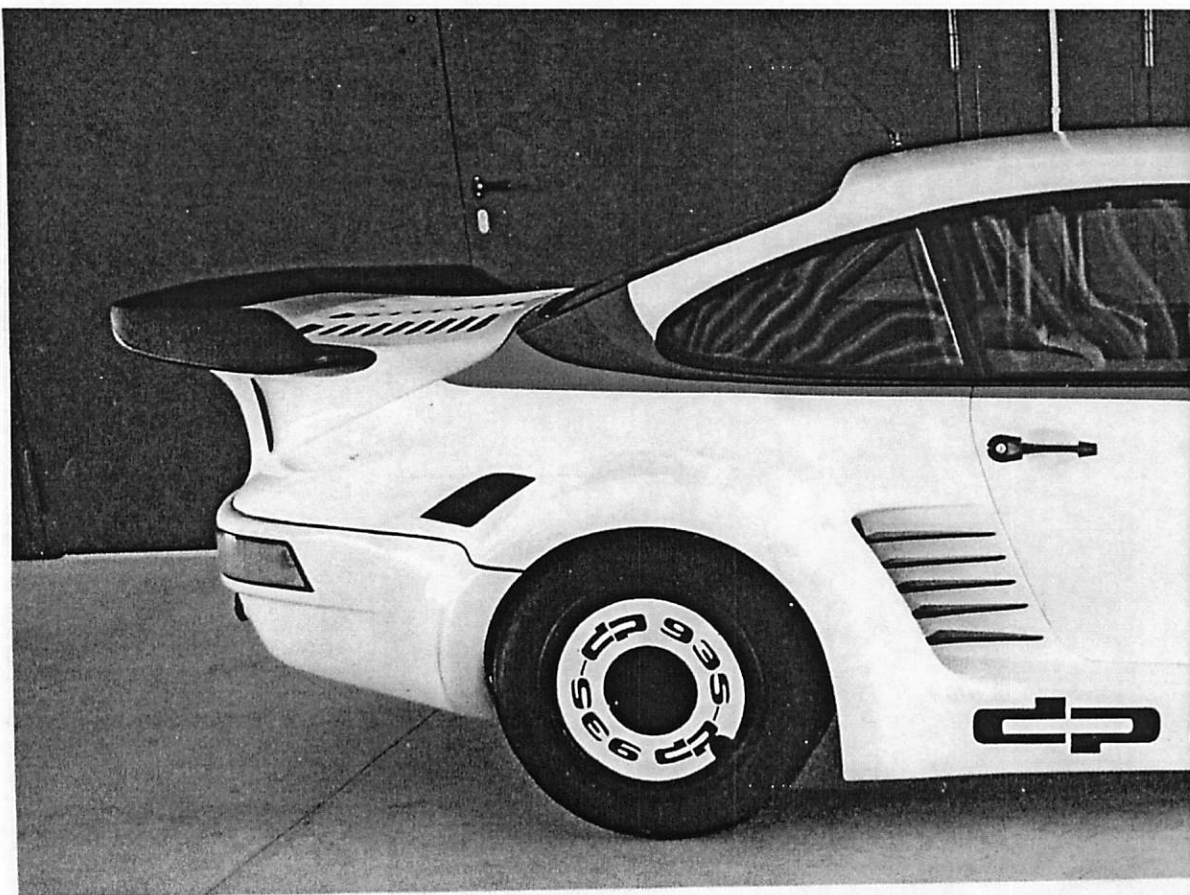
## THE PARTY CAN BEGIN

The perforated aluminium pedals are perfectly positioned, the instruments are where I expect them. I adjust the rear-view mirror . . . we're ready!

Ignition . . . sss . . . roar Wuuuumm! The 6-cylinder idles at 1,200 rpm. Dab the throttle a couple of times for feel. Depress clutch, first gear, and off we go!

The suspension is really hard – indicate to the right to get onto the main road and we're in business!

Making an awesome racket, the DP 935 fairly storms along the road. (It's worth mentioning that the cockpit is fairly spartan: apart from a stereo system and electric windows, there aren't many other extras.) The enormously powerful turbocharger seems to be saving itself, then it slams you back into your seat. In second, a good run-up, curve to the left . . . 4,000 rpm, I take my foot off the accelerator as I enter the curve . . . I shouldn't have done that. I should have changed to third at 4,000 rpm. The rear sticks to the road, the DP hugs the curve beautifully . . . third gear . . . more power . . . 3,000 rpm . . . a good stretch on a straight line . . . and I floor the accelerator.



Oh, wow! What a kick! Unbelievable! The revs are climbing too fast . . . 3,500/5,500/6,500. I am jetting along; I only see the road ahead of me. The trees zoom past me on either side at breakneck speed.

It's incredible!

I don't know what speed I reached on that straight stretch, but suddenly there is a bend approaching alarmingly fast, so I braked . . . I shouldn't have done that, or at least not so early.

The racing brakes slow the car down as though it only weighed 1100 lbs. I would have been catapulted from my seat if I hadn't been strapped in so firmly . . .

The 935 DP really lets rip in third, the P-7 tires seem glued to the road. I put my foot down as soon as the end of the bend is in sight; the car continues on course with no trouble at all. On the road, the ample power converts to a feeling of flexibility, the differential does its job well, there's no drifting and the car remains firmly on the road.

This road has a number of curves over the next 10 miles — every one was taken like a dream on wheels and I get the feeling that the only thing the car had not forgiven me for is the fact that I am not driving it fast enough! On the motorway at 150 mph, this car reminds

me of the TV games where the road is whizzing past beneath you, and all you have is a steering wheel and accelerator with which to avoid the various hazards on the screen.

It is an unforgettable experience, to drive on the motorway, and to know that nothing (well, almost nothing) can happen to you.

Your only problem seems to be that, the overtaking lane is sometimes blocked by a sluggish Porsche who is overtaking a 500 SEC at 140 mph . . . a flick of the lights indicate that you want to overtake (horns are disapproved of in Germany), it moves over to let you pass!

The 935 DP's brakes are incredibly effective and you do not wander off-course upon high speed application.



## CONCLUSIONS

Anyone could drive a 935 DP. You only have to watch out for the infernal front spoiler bottoming out. If you want to drive fast, it does require a certain amount of experimentation: in no way is it comparable to a 911 Turbo. If anti-social speeds are your forte, you really need racetrack competition experience. You ought to possess perfect reactions and a great deal of self-control . . . even Pirelli P-7 tyres have their limitations . . . ! Peter said that he averages only 1,800 miles on one set of tyres. I'm not surprised.

John McEvoy



# 935 DP-II

## THE MEETING

Although the shape is aggressive and the front wings have a similar line, this car has a more respectable, less provocative appearance than Peter's 935 DP. Its anthracite-coloured body looks chic, the triple rally stripes on the bodywork add a neat touch, as indeed do the colour-keyed wheels. The accessories on the two cars are quite different.

No special frame, no bucket seats for this one: it is for an American customer who prefers the comforts of a standard 911 Turbo: electrically-operated Recaro seats, sunroof, Blaupunkt stereo, wiper for the rear windscreen . . . etc . . . The cockpit is very civilised, comfortable and cocooned. It has the original green-tinted windscreen

complete sunstrip with the stock dual wipers. But the bodywork has been modified by Zimmermann for use on public roads. The front and rear bumpers are the standard models for US export, the front spoiler is not as low and contains twin air intakes for the front brakes, two main-beam driving lamps and an opening for the oil-cooler. The front wings contain a pair of mechanically-raised halogen headlamps, established for high-speed nocturnal motoring. As on the other DP 935, the roof and doors are the only parts of the bodywork made of steel apart from the American bumpers. Wings and hood are made of a Kevlar-carbon combination and produced to a faultless finish.



### THE TEST DRIVE

After first sampling the racing version 935 DP I we were no longer afraid and driving this 935 DP II proved to be a real pleasure.

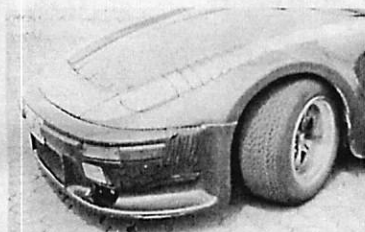
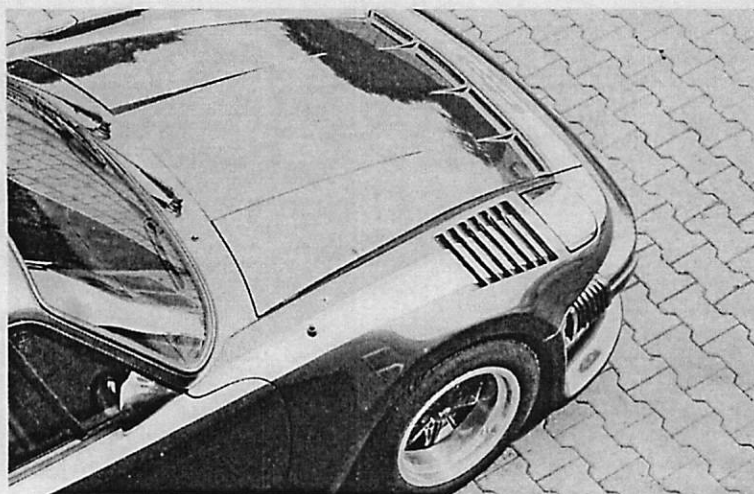
The suspension, including torsion bars of different strengths and uprated shock absorbers is a sensible compromise between ride and handling. As with all 911 models, the suspension improves as the speed increases—we tested this once again in 935 DP II. Above 100 mph the suspension is ideal for the weight

## A BEAUTIFUL DP II ... MADE FOR AMERICA



of the car. It remains fairly hard, but that is necessary if you expect sensible road-holding. The enormous Pirelli tyres make the steering wheel react even more sensitively to bumps in the road – in fact, this reaction makes it advisable to grip the steering-wheel firmly in both hands. As in a 935 DP I the car does not always travel in the direction you desire (although this does not imply that it suddenly sets off in an unexpected direction). It is better to give the steering wheel a degree of play than struggle to hold you direction down to the last quarter inch. Although the 935 DP II is satisfactorily sound-proofed, it is still a relatively noisy car at high speeds. It is road noise rather than whistling wind that dominates but, in fairness, even a production model 911 is pretty noisy at high speed.

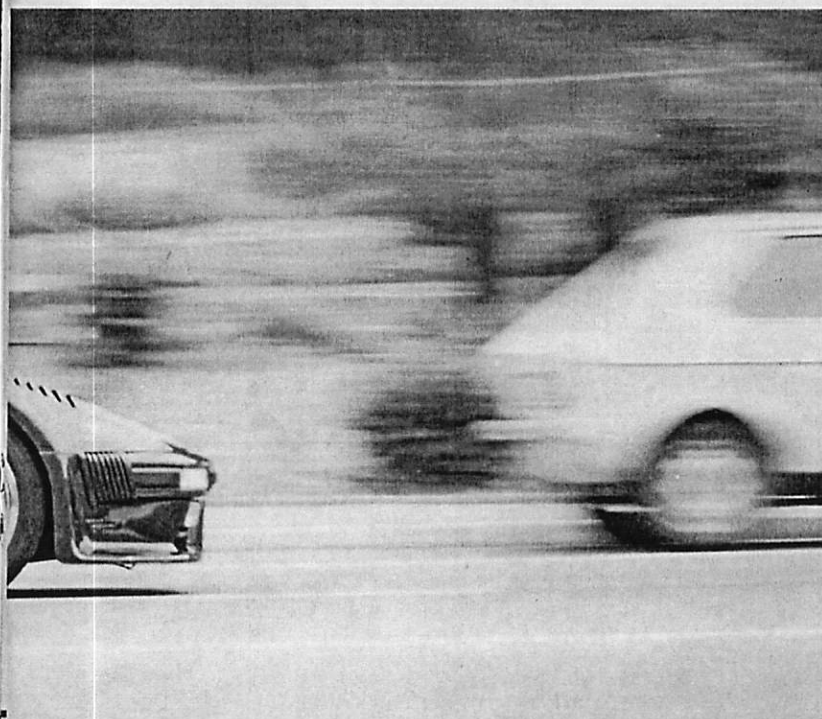
Mechanical discord is often excessive. The flat-six in the Turbo is undeniably a very strident



engine. In general the Porsche 935 DP II is a fascinating GT. Its brutal appearance does not hint at its actual qualities: it is a car for everyday use as long as you remember to watch out for the vulnerable front spoiler. Any criticism also applies to the standard 911 Turbo: the gearbox ratios are inappropriate to the engine power curve and the turbocharger has noticeable lag. The DP 935 II's incredible top speed and general performance more or less compensates for the negative aspects and it is no surprise to hear of its sales success... Ekke-

hard Zimmermann exports about 70 each year to the United States, without considering sales in the home market, the rest of Europe or the Arab world...!

A 400 hp DIN engine fits perfectly into a DP 935 II, just as the 360 hp DIN series would (which, by the way, is only available as a 3.3 liter version of a 911 Turbo) as would the 300 hp standard Turbo... and even the 231 hp DIN of a normal Carrera with a 3.2 liter engine! All 911 models can be modified by DP, including the Targa and convertible models...



## TECHNICAL DATA-935 DP-II

**Engine:** Porsche 911 Turbo 3.299 cc  
**Compression ratio:** 7.0 : 1

**Bore and Stroke:** 97 x 74.4 mm  
**Max. power:** 300 hp DIN at 5500 rpm  
**Max. torque:** 324 lb at 4000 rpm  
6 cylinder flat six engine, fuel injection  
Bosch K-Jetronic  
Turbocharger KKK 3LDZ with Intercooler,  
charging pressure 12 psi

**Transmission:** 4 speed gearbox

**Gear ratio:** 4.222 : 1  
**1st gear:** 2.25 : 1  
**2nd gear:** 1.304 : 1  
**3rd gear:** 0.893 : 1  
**4th gear:** 0.625 : 1  
**Reverse:** 2.437 : 1

**Chassis:** 4 wheel disc brakes, front 11.41 in, rear 11.41 in  
**Wheel control** with transverse and longitudinal control arms, reinforced suspension from DP with selective balancing by specific shock absorber.  
Fuchs wheel rims 9" and 11" with Pirelli tires P7 205/50/15 and 285/40/15

**Performance:** Top speed 165 mph  
Acceleration from 0 to 62 mph in 5.3 seconds.