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SUPERAUTO

I L L U S T R A T E D

**dp's Fantastic Plastic
Porsches!**



**Plus! Fifties Bentley Continentals ■
Sixties Cobra Le Mans ■ Seventies Lancia
Stratos ■ Eighties BMW 7-Series**

Sept. 1986 issue of Superauto Illustrated Magazine

Article: *dp Motorsport and Its Fantastic Plastic Porsches, Ekkehard Zimmerman and his Design + Plastic company have taken Porsches to the limit.*

Credits: Mitch Frumkin, Sam Griffith, Doug Mitchel, Klaus Parr, Porsche West Germany.

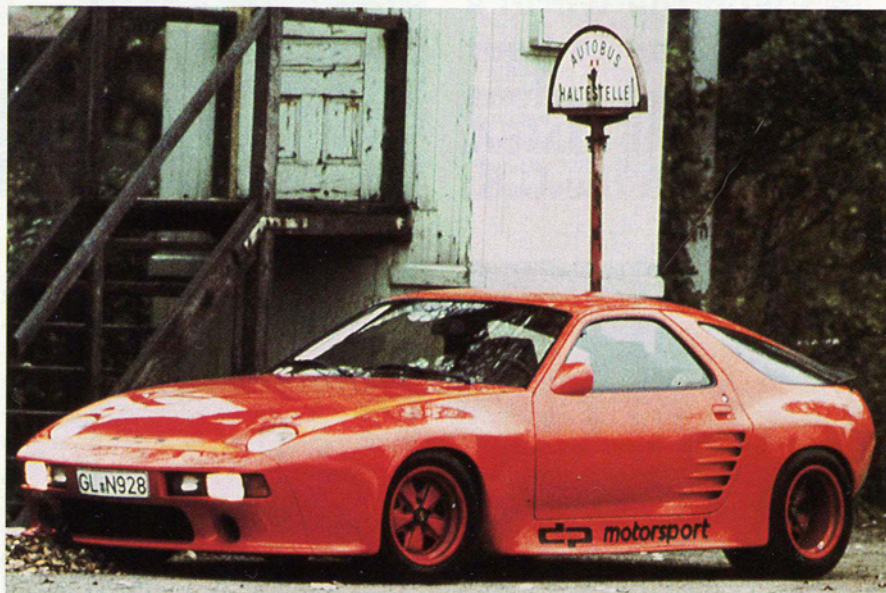


In the late Fifties, one young West German who, like many others, was very interested in sporty, fast automobiles was Ekkehard Zimmerman. As an apprentice model-maker, Zimmerman had in mind building a special car based on the shortened chassis of a Volkswagen Beetle. He wanted it to be a sporty convertible with two seats, like the Triumphs of the time. His development work over a period of years resulted in his first car—the Dingo. When Zimmerman had the Dingo inspected by the West German state agency to have its body approved, the authorities were impressed by its quality. That's been the trademark of Zimmerman's automobiles since.

The Dingo was ready to drive on public roads in 1962. The quality remarked by the registration authorities drew enough attention to itself that Zimmerman was able to sell the rights to manufacture the Dingo to another company, which proceeded to build 15 more examples of it.

A couple of years later, Ekkehard Zimmerman began working for the Ford Motor Company of Germany, where he served as a designer in the company's model-making branch in Cologne. With the experience he gained at Ford, he started toying with a second car for himself in 1968. Two years later, the project car—called *Studie II*—was ready: a two-seat sports car once again built on a Volkswagen chassis. As with the Dingo, quality design and workmanship were immediately recognizable. *Studie II* was received so enthusiastically that Zimmerman decided to go into business for himself in 1973. Calling his company Design + Plas-

dp Motorsport and Its Fantastic Plastic Porsches



tic, Ekkehard Zimmerman was ready to deliver quality design work on a range of vehicles. Not too much time went by before the company's name was abbreviated to dp.

Dp's first project, and its first success, was to design and build bodies for formula cars powered by Volkswagen engines. But as much as his success seemed to have been based

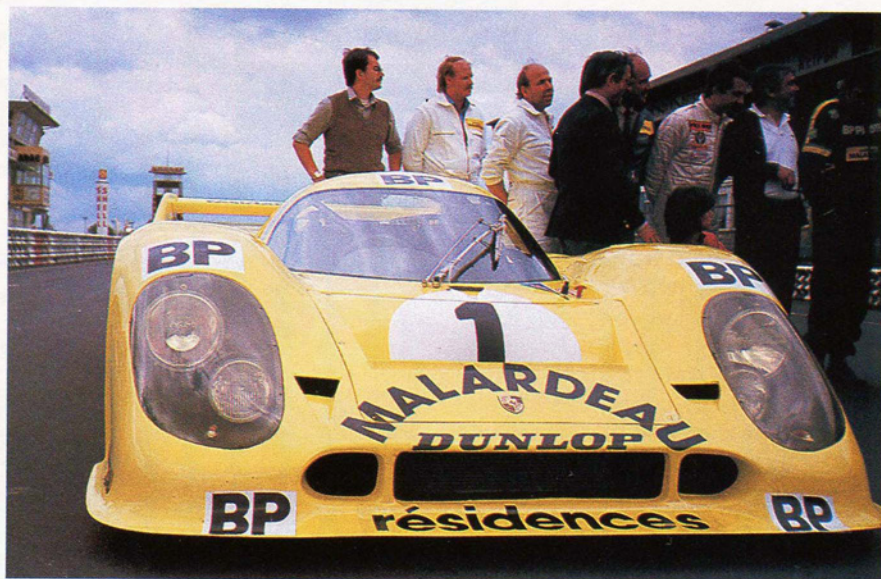
on his work with Volkswagen parts and equipment, Zimmerman had his sights set on the cars that interested him most—Porsches. While at work on the formula project, dp was also producing front spoilers, rear bumpers, and fender flares for Porsche Carreras. Dp's work caught the eye of Porsche-Shop Kremer, which was very active in racing.

The first work that Zimmerman and dp did for Kremer was the K1 endurance GT prototype in 1975. The K1 did so well that rumors had the car being a Porsche factory entry in disguise. It had fine aerodynamic properties and, of course, workman-



Opposite page: The front air dam, sloped nose, and lights of a European dp 935 cabriolet show its competition heritage. Upper left: The boost control is between the seats. Upper right: Wide rubber and flared body. (Owner: Jean Banchet) Above: Porsche 928S models are also converted by dp. Left: An American version.

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ship. Kremer and dp went on to build other cars that were successful, with victories ranging all the way to Le Mans. In 1979, the Kremer K3 won the world's prestigious 24-hour race and various events of the IMSA series in the United States.

Meanwhile, road-going Porsches could be found wearing dp parts. Dp offered aftermarket conversion kits for Porsche Carreras and then its RSR street Porsche. Then, when design opportunities opened up in German sports car racing for more

creative bodywork on "production" cars, dp built Porsches with large front air dams and integrated headlights.

The current conversions offered by Ekkehard Zimmerman's dp motorsport evolved out of the company's background in racing and building track-inspired road versions of 911-based Porsches. The dp Porsches currently available are the dp 928, dp 935 I, and dp 935 II. The roofs and doors are about the only things still considered original Porsche parts.

Huge tires and sloped-nosed, air-dammed front ends are characteristic of the cars.

The latest dp 928s are based on the Porsche 928S, with the original pop-up headlight units replaced by lighting integrated into the front spoiler of the car. The dams, sills, and spoilers around the car direct air for the important work of cooling water, oil, and brakes, making the styling revisions of some import. With the aerodynamic improvements over the original design, top speed

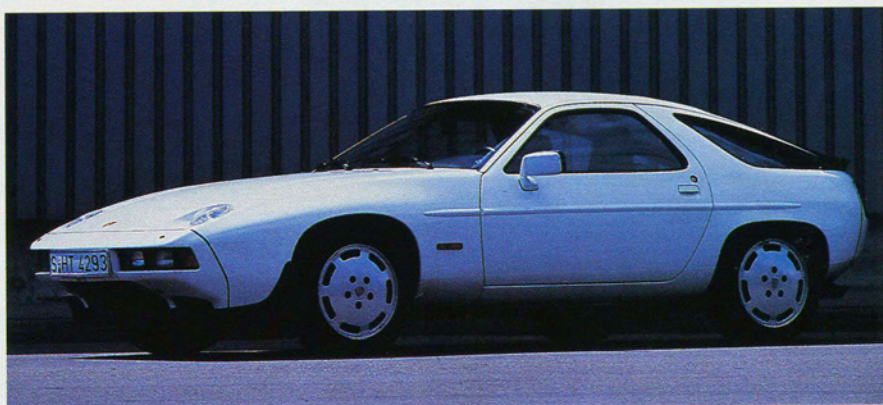


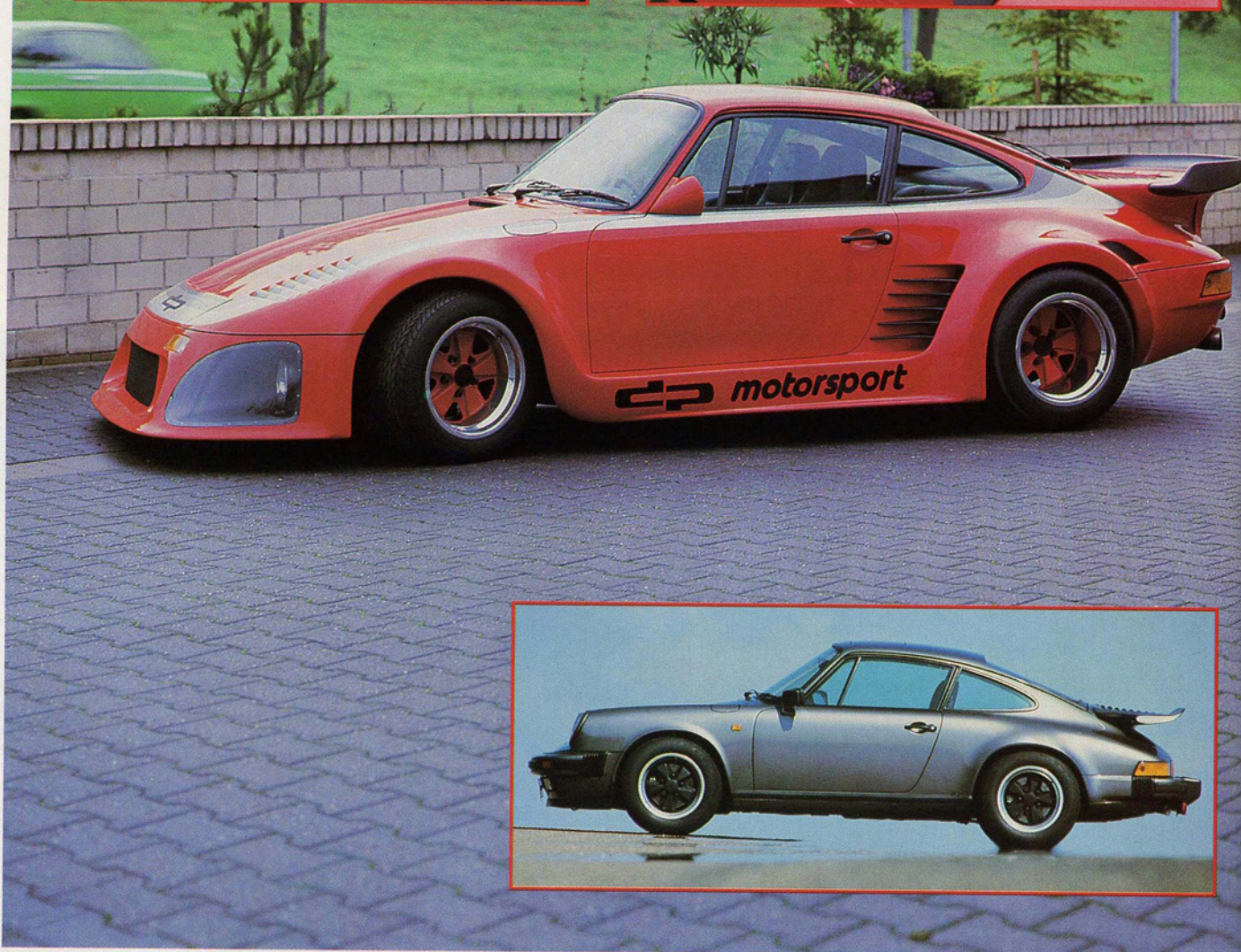
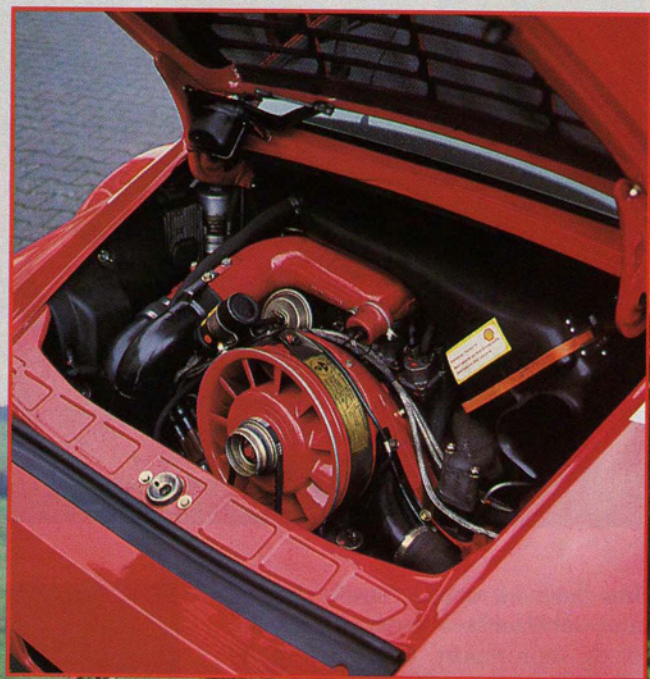
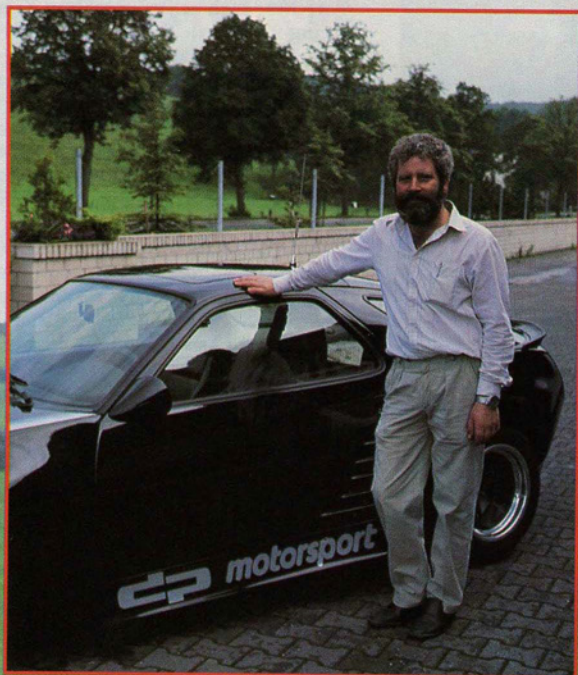


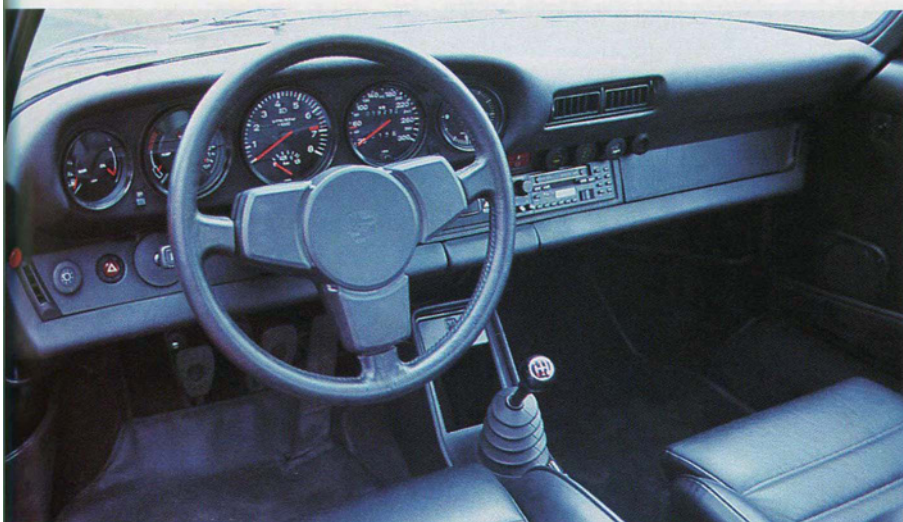
Opposite page, top: The work of dp motorsport has been applied to racing Porsches, such as Porsche-Shop Kremer's racing 917s. Left: Racing 911-based Porsches have also been fitted with appropriate bodywork by dp for Kremer. Note that the nose of the racing car is what is carried over onto the street cars by dp motorsport. Opposite page, bottom: The dp 928 is based on Porsche's 928S, with a new nose, side panels, and fender parts departing from the styling of Porsche's factory effort, designed to be functional. Bottom left: The bodywork on the car has increased top speed. High-performance tires, shocks, and stabilizer bars, as well as work on the engine, also demonstrate dp's hand in the car. Bottom right: The interior of dp's 928 remains essentially Porsche, with some added touches. Middle: Here is what dp motorsport uses as a base for its 928—a Porsche 928S. By comparison, it looks almost tame.

has been increased. Tires, shocks, and stabilizer bars also bear the mark of dp motorsport, as the company fine-tunes the 928's suspension. The 310-brake-horsepower factory Porsche engine powers the car to about a 166-mile-per-hour top speed, with 0-60 times at about six seconds. New for this year is a 420-bhp version of the dp 928, which is twin-turbocharged.

More classically Porsche are the dp 935 I and II, versions that again have large air dams, side sills, and







Opposite page, upper left: Ekkehard Zimmerman is the man responsible for dp motorsport. Since his first project car based on Volkswagen running gear, his work in plastic has earned a reputation for quality. Middle: A dp motorsport 935 II has spoilers, scoops, tires, and other parts that were at first developed for use on the track. Zimmerman's dp motorsport brought the equipment to the road. Note the difference between the 935 II and the factory 911 Turbo (bottom). Upper right: The turbocharging on the dp cars has an optional adjustable boost. Left: Interiors of the dp 935 II are essentially stock. Below: Vents and spoilers of the dp motorsport conversions are all functional. Many optional parts are available, leaving the conversion details of the Porsches to the customer's discretion.

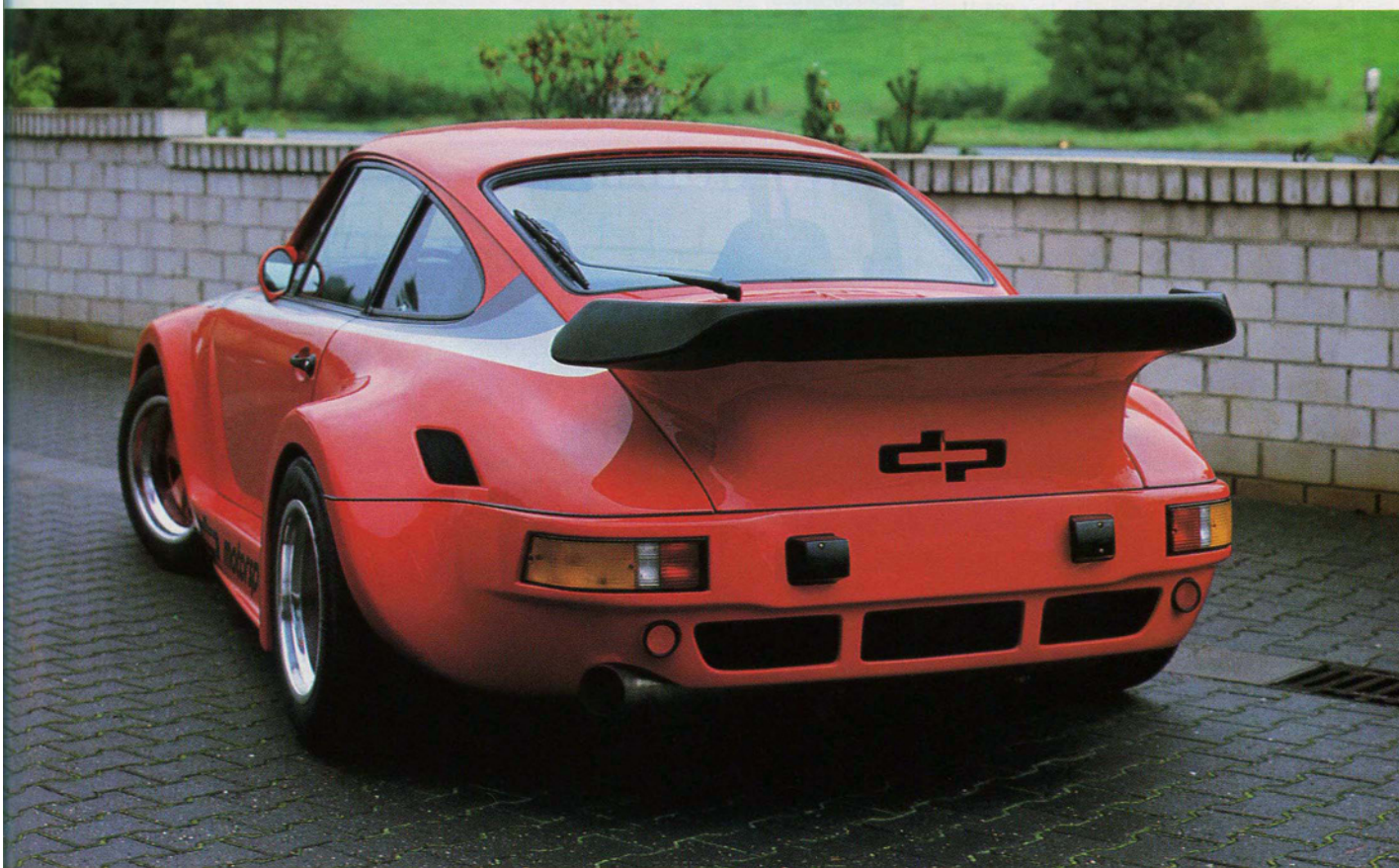
spoilers. The cabriolet model has a turbocharged engine with output of 380 bhp. Structurally reinforced, the convertible model can withstand the additional forces brought to bear by the increase in horsepower. Brakes and wheels have also undergone modifications. Of particular note is the adjustable boost pressure "powertwist" control in the interior

The dp 935s have been built for almost 10 years, the first of the street-legal 935 racing machines.

The cost of performance isn't cheap, with dp's body, engine, and suspension modifications running from almost a third again as much as the Porsches delivered from the factory to as much as doubling the price of the Porsche model of your choice.

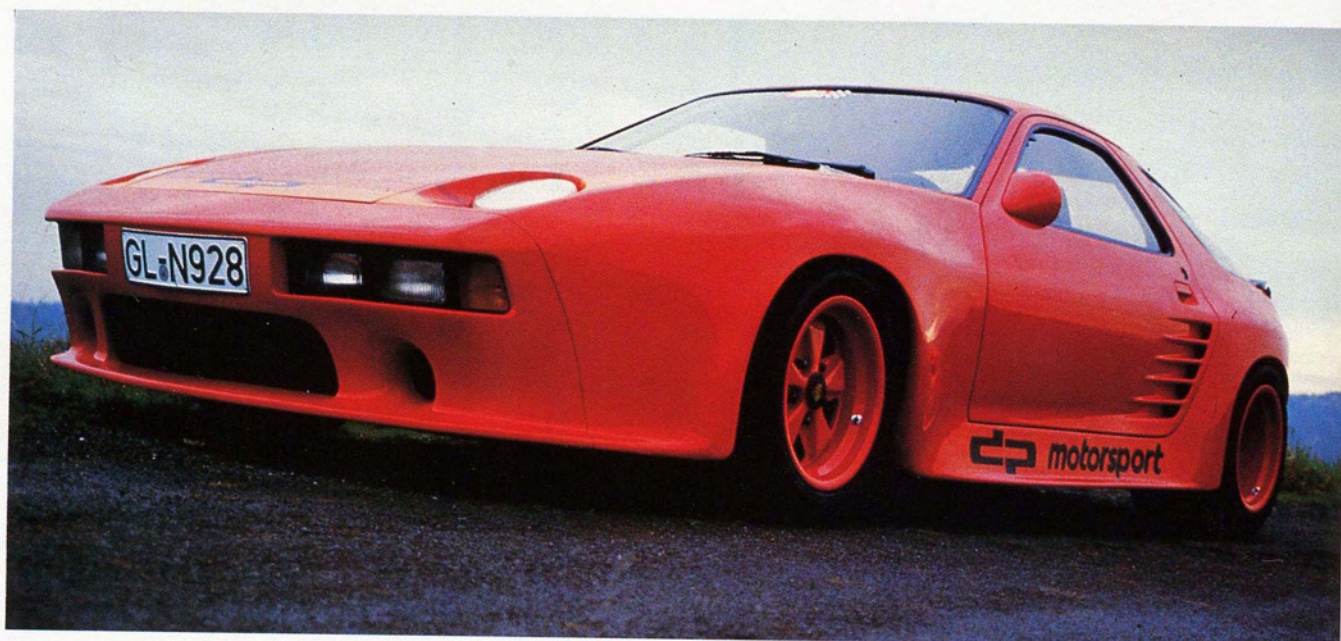
What the final cost will be depends on the amount of work you want to have done.

Even though Ekkehard Zimmerman and dp motorsport have also worked on Ferrari automobiles, Zimmerman's first love is Porsche. Without a doubt, as Porsche develops and improves its automobiles, a dp version won't be far behind.





Above: The dp 935 I, based on any of Porsche's 911s, includes spoilers, sills, coolers, special tires and wheels, and other parts, plus any of a number of additional options. Right: The same is true of the dp 935 II, which is a much more aggressive conversion of the base Porsche 911 automobiles. Up to 400 brake horsepower (DIN) is possible in a 935 II, increasing top speed by as much as 15 miles per hour. Below: The dp 928 has horsepower boosts of up to 420 bhp. A range of work similar to that done to develop the dp 935 I and II is possible on a Porsche 928S. Top speed can be increased as much as 10 miles per hour.



MAJOR SPECIFICATIONS

<i>Porsche 911 Turbo and 928S, dp motorsport 928S and 935 I and II</i>				
Model:	Porsche 911 Turbo	dp 935 I/II Cabriolet	Porsche 928S	dp 928S
Body:	Unit, two-door, 2 + 2 coupe	Unit, two-door, 2 + 2 coupe/convertible	Unit, two-door, 2 + 2 coupe	Unit, two-door, 2 + 2 coupe
Engine/drive:	Rear/rear	Rear/rear	Front/rear	Front/rear
DIMENSIONS AND CAPACITIES				
Wheelbase (in.):	89.5	89.5	98.4	98.4
Overall length (in.):	168.9	na, *(1)	175.7	na, *(2)
Overall width (in.):	65.0	na, *(1)	72.3	na, *(2)
Overall height (in.):	51.6	na, *(1)	50.5	na, *(2)
Track front (in.):	53.9	53.9	61.1	61.1
Track rear (in.):	54.3	54.3	61.8	61.8
Curb weight (lbs):	2756	na	3351	na
Fuel tank (gal):	21.0	21.0	22.7	22.7
DRIVETRAIN				
Engine type:	Ohc horizontally opposed six-cylinder	Ohc horizontally opposed six-cylinder	Ohc V-8	Ohc V-8
Displacement (cc/ci):	3299/201	3299/201	4957/302	4957/302
Compression ratio:	7.0:1	na, *(3)	10.0:1	na, *(4)
Fuel delivery:	Port fuel injection, turbo	Port fuel injection, turbo	Port fuel injection	Port fuel injection
Net bhp @ rpm:	300 @ 5500	Up to 400 (DIN)	288 @ 5500	Up to 420
Net lbs/ft torque @ rpm:	318 @ 4000	na	302 @ 2700	na
Transmission type:	Five-speed overdrive manual	Four-speed close-ratio manual	Five-speed overdrive manual, four-speed overdrive automatic	Five-speed overdrive manual, four-speed overdrive automatic
CHASSIS				
Front suspension:	MacPherson struts, lower control arms, longitudinal torsion bars, stabilizer bar	Bilstein shocks, transverse control arm with torsion bars, strengthened stabilizer bar	MacPherson struts, upper and lower control arms, coil springs, stabilizer bar	Upper and lower transverse control arms, specially tuned Bilstein shocks, heavy-duty springs, strengthened stabilizer bar
Rear suspension:	Independent, semi-trailing arms, transverse torsion bars, stabilizer bar	Porsche 930 swing arms with Bilstein competition gas-filled shocks, torsion bar, strengthened stabilizer bar	Independent, upper and lower control arms, coil springs, stabilizer bar	Lower transverse control arm, rear axle radius rod, heavy-duty springs with specially tuned Bilstein shocks, strengthened stabilizer bar
Steering:	Rack-and-pinion	Rack-and-pinion	Rack-and-pinion, power-assisted	Rack-and-pinion, power-assisted
Turns lock-to-lock:	3.1	na	3.1	na
Turn diameter (ft):	34.0	na	31.5	na
Brake system:	Four-wheel, vented, cross-bored discs, servo; 11.1" front, 11.4" rear	Porsche 930 Turbo system, four-wheel vented discs	Four-wheel, vented discs, servo, ABS; 11.1" front, 11.4" rear	Four-wheel, vented, power discs
Wheels:	16" forged-alloy optional	9" x 15" front, 13" x 15" rear	16" alloy	9" x 15" front, 13" x 15" rear
Tires:	225/50VR-16 front, 245/45VR-16 rear	225/50VR-15 front 345/35VR-15 rear	225/50VR-16	225/50VR-15 front, 345/35VR-15 rear
PERFORMANCE				
0-62 mph (sec):	5.4	4.8	6.2	6.0
Top speed (mph):	160 +	175 +	155 +	165 +
<p>(1) Dp bodywork includes front spoilers with headlights, turn signals, glass covers, and oil cooler grid, rear bumpers with taillights, front fenders with wheel flares, grilles, and tank pit, rear wheel flares with brake ductwork, door sills, outside rearview mirrors, and various optional equipment that also affects overall length, width, and height.</p> <p>(2) Dp bodywork includes front fenders with wheel flares and louvers, integrated spoiler, headlights, spotlights, air ducts, side skirts, rear fenders with wheel flares and air ducts, integrated door-mounted air ducts, styled tail section, and various optional equipment that also affects overall length, width, and height.</p> <p>(3) Dp engine work includes special intercooler, cylinder heads, polished ports, special camshaft, Nerosit-rings, dp stainless-steel exhaust system, boost pressure adjustable from driving compartment.</p> <p>(4) Dp engine work includes optional twin-turbocharged version.</p>				