

WILD

Porsche dp 935 Daytona

The biggest ap

This car is currently driving around the streets of New York

by Hans-Jurgen Tucherer

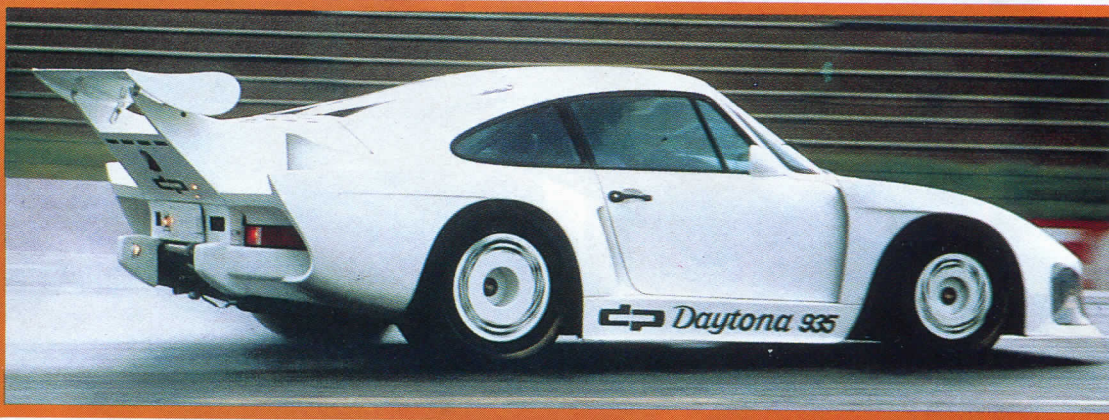
What's the fastest way to get from 57th Avenue to Wall Street? — In a racecar, of course!

The man who wants to prove it is John Rossatti, a New York businessman. Ever since a Kremer K3 won at Le Mans in 1979, he'd dreamed of owning such a car and driving it in the streets of Manhattan.

One day he came across an advertisement placed by a West German company called dp Motorsport, and he knew his dream could become a reality. Within minutes the 'phone was ringing in Overath, near Cologne, where Ekkehardt Zimmerman, head of dp Motorsport, has his office. It was Zimmerman, you see, who designed and built the body of the Le Mans-winning K3.



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Pretty soon, project 935 Daytona was off the ground.

The recipe was quite straightforward: take on brand new Porsche 911 turbo, totally dismantle it, add a lot of racing-style bodywork (but keep the road chassis), throw in a twin-turbo engine (around 500 bhp should do it) and a luxurious interior with electrically adjustable leather seats and air conditioning, stand back and marvel.



photography by Hans-Jürgen Tucherer



Before the car left West Germany for the States and its new owner I was with it on the small track at Hockenheim, where dp Motorsport was carrying out the final tuning on the chassis and the engine. Unfortunately showers prevented us from taking the car to its performance limits, but we gave it a good run nevertheless.

Make no mistakes, this car's handling is perfect, and it has sufficient power to induce wheelspin in fourth gear...

But let's start by looking at the bodywork, which is made from Kevlar and is exactly the same as the winning K3 of Klaus Ludwig and the Whittington brothers.

The front spoiler reduces ground clear-

ance to an academic size where perfect aerodynamics are considered more important than surviving the next kerb. Aerodynamics also determine the shape of the front fenders and the vertical wind splits on their ends, which have the effect of leading the air as directly as possible to the huge rear wing. The sideskirts perform a similar function for the airflow to the rear widenings, which make the over width of the car around two metres.

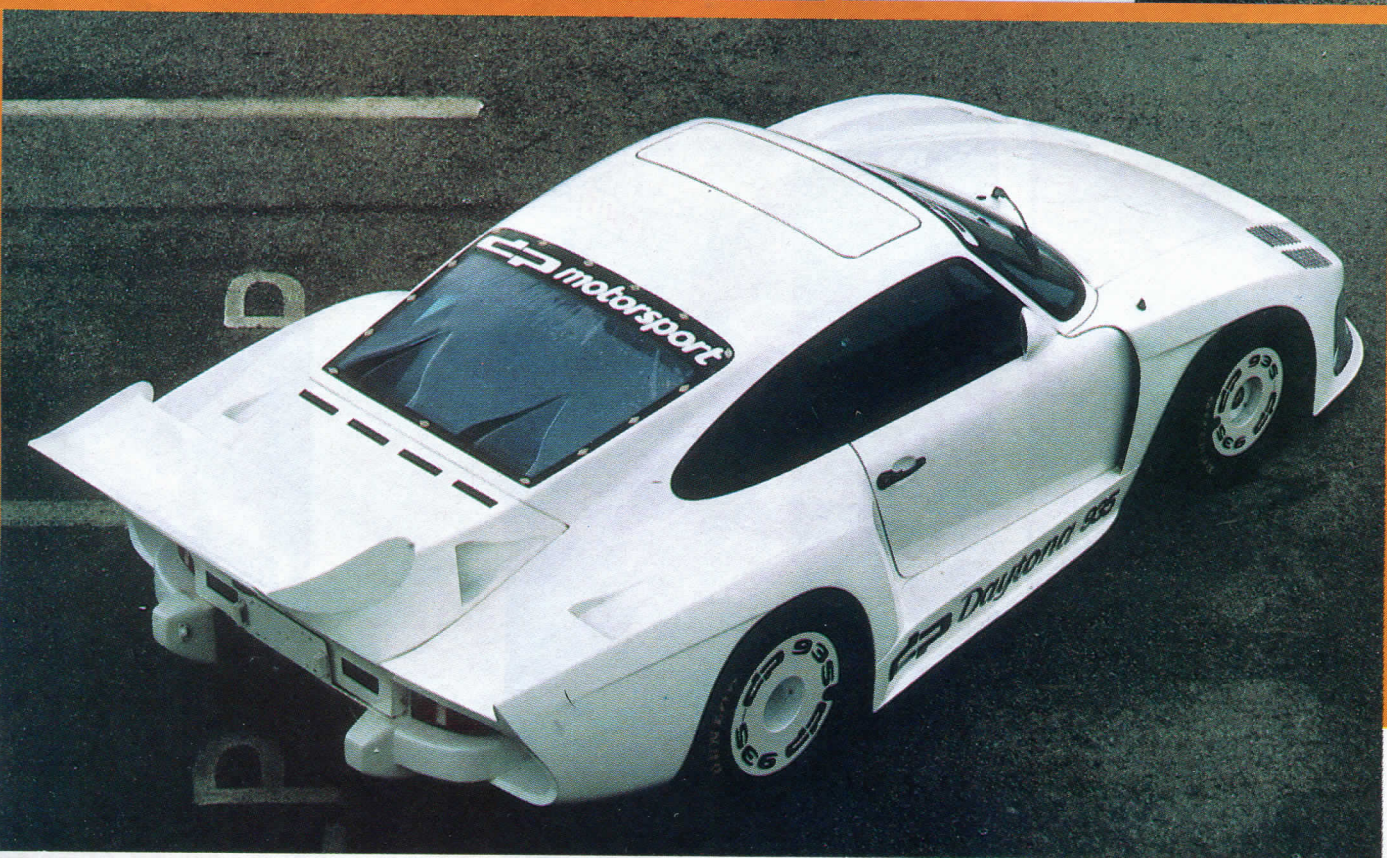
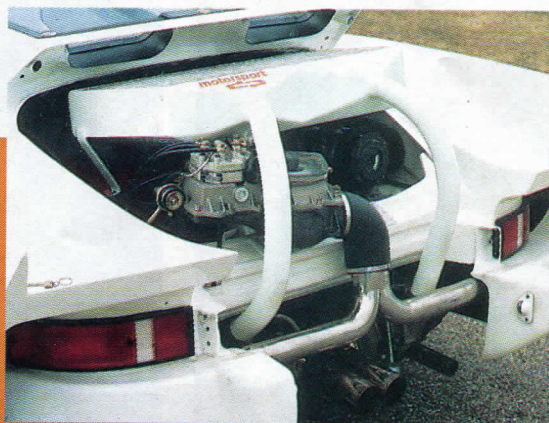
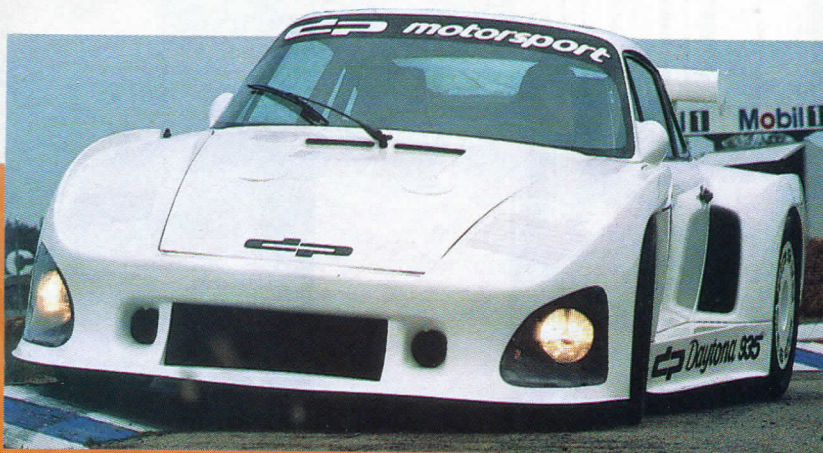
The wind-tunnel shows its influence in other areas. The rear roofline is flatter, thanks to a seamless rear window fitting, and the windscreen is also longer and flatter.

The next thing you notice are the huge

wheels, which are the same as those used on the Le Mans car. Mind you, you'd probably need upper arms like Arnold Schwarzenegger's to handle the 11-inch wide, three-piece BBS racing wheels with their 12-inch Dunlop rain-racing tyres around town. The rears are even more spectacular, with 19-inch high and 15-inch wide wheels shod with 16-inch tyres.

You can only get better traction from a set of slicks, but unfortunately they're illegal in New York...

The view of the suspension components is hindered by the aerodynamic wheel covers, but I can tell you some interesting details. The 911's anti-roll bars have been replaced by a spring strut system, which



allows a rather more sensible tuning for safety reasons. In addition, the adjustable shock absorbers are not tuned as hard as they were for Le Mans, and the springs are slightly longer to provide a fraction more clearance.

And so to the engine. The brief from John Rossatti was that he wanted maximum possible power, but not at the cost of an engine that would give out in every New York traffic jam.

So Zimmerman sat down with Reinhold Schmirler, who runs a small company in Kirchhaslach called RS-Tuning. "The guys there are constructing the most powerful and reliable engines for Porsches, and my customers the best is just good enough,"

says Zimmerman of RS-Tuning.

The 3.3-litre engine was bored out to 3.4 litres, and the cylinder heads and camshafts underwent intensive modifications. Two KKK turbochargers were fitted, building boost up to one bar and operating very well in conjunction with the huge intercooler. "The engine produces 520 bhp (388 kW) at 6400 rpm and 560 Nm at 5000 rpm," says Reinhold Schmirler. Maximum speed is set at 305 km/h by a rev limiter.

From standstill, the needle rushes towards 7000 rpm without a flat spot, although some pretty slick gear shifting is needed to keep the boost up. In the process the wonderful exhaust note is released

to the world via glittering pipes that give the car a touch of the hot rod feel.

The interior of the Daytona couldn't be much more different from that of a racing car, although it does have a roll bar cage. Electrically adjustable leather seats are not ideal in terms of lateral support, but they are certainly comfortable around the streets of New York. And I don't think they had air conditioning in the Le Mans Car...

This beauty cost around 300,000 DM (\$350,000). But it's not simply a show piece: Zimmerman has shown how good a customised Porsche can really be when quality and function are as important as looks.