

SPECIAL PORSCHE SPOTTERS' GUIDE!



PETERSEN'S

# PORSCHE

## *Classics* NO. 2

\$2.95 IN CANADA \$3.50

### WILD IN THE STREETS!

Happiness is a 935 RSR Turbo Street Machine!

**FAST 'GLASS!**

**356C &  
SPEEDSTER  
REPLICARS**

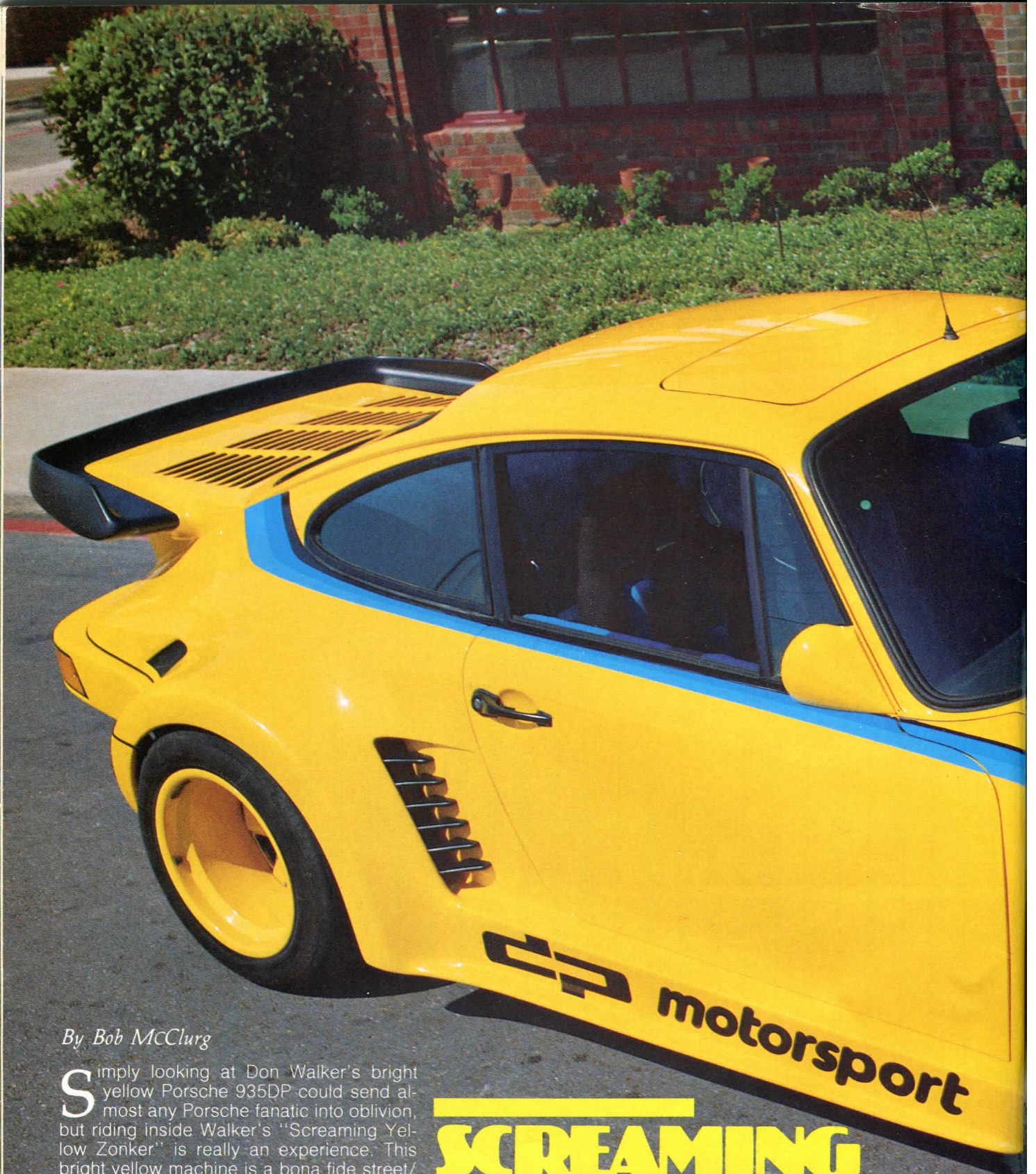


**DRIVING  
IMPRESSIONS:**

**911 CABRIOLET, 928, 944**

**911-914-924 STYLING UPDATES**





By Bob McClurg

Simply looking at Don Walker's bright yellow Porsche 935DP could send almost any Porsche fanatic into oblivion, but riding inside Walker's "Screaming Yellow Zonker" is really an experience. This bright yellow machine is a bona fide street/race car; and it's one of the Dallas, Texas' favorite cruising machines.

The "Zonker" was built by renowned Porsche builder Ekkerhard Zimmerman in Germany. The car is a one of a kind machine on this side of the world. Walker's "Screaming Yellow Zonker" features a fully race-prepped body which means that all heat-and-noise insulation has been removed. The engine compartment has also been strengthened like the Carrera RSR group IV cars to accommodate the 3.0-liter,

# SCREAMING YELLOW ZONKER

**DON WALKER'S  
ZIMMERMAN-BUILT  
935DP IS A REAL  
SCREAMER**

**CP motorsport**



# SCREAMING YELLOW ZONKER

turbo-charged engine.

The suspension on the yellow Porsche features aluminum adjustable-frame struts on both front and rear like those parts used on the Group IV Carreras. Progressively-wound titanium springs and titanium adjustable Porsche racing shocks are also employed, as well as a beefier sway bar in the rear. Needless to say, this is one street Porsche that doesn't have to worry about any competition. There really shouldn't be any!

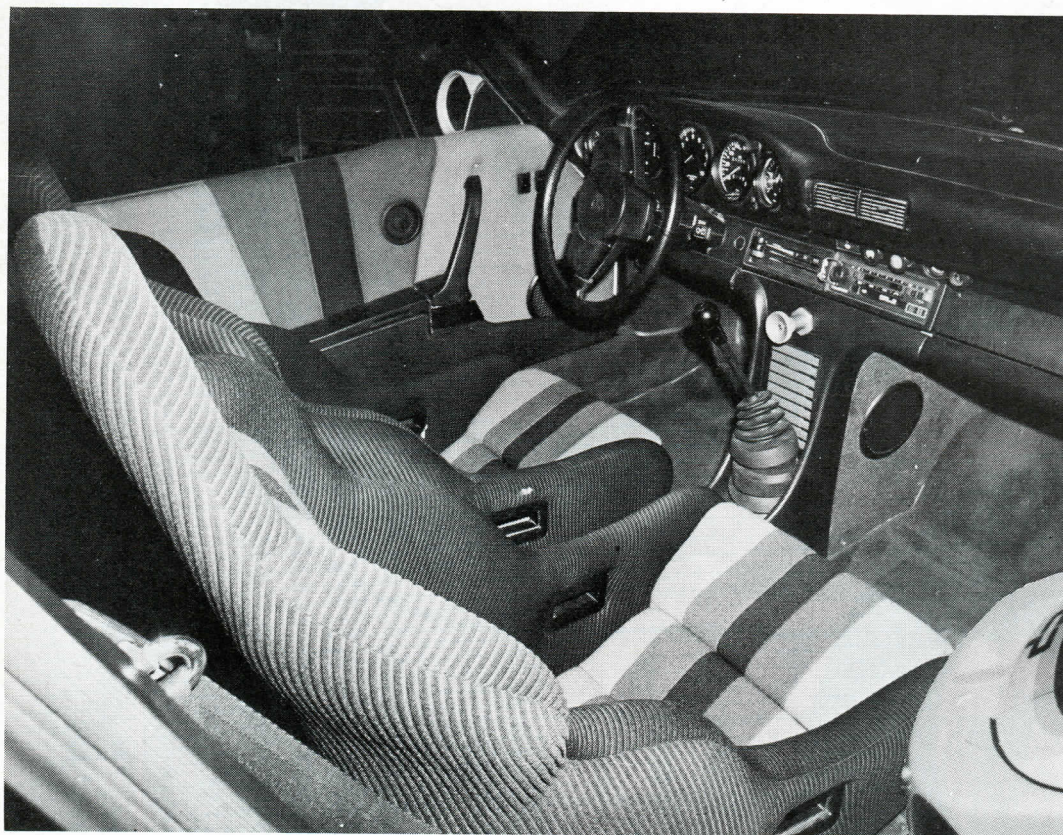
Wheels and tires on the Walker 935DP feature Porsche alloy racing wheels (9x15 rear, 12x15 front) using Pirelli P-7 rubber. Covering all this exotic suspension hardware is a Kevlar front spoiler, trunk lid, rear spoiler and whale tail deck lid. The side panels are also Kevlar material, while all four fenders are made out of fiberglass. In order to further aid street performance, the rear wheels feature 30mm spacers, and the rear fenders were widened 30mm over the standard 935DP to accommodate the in-

crease in rear tread width.

The engine in the "Zonker" was built by Zimmerman using a 3.0-liter engine modified with the installation of an intercooler and Switzer turbocharger from a 3.3-liter 930. The car's powerplant also received a set of heads that have been ported and polished and the entire powerplant has been thoroughly checked out and balanced. A 5-speed transmission with a Carrera RSR oil pump was installed in the car, with the shift pattern modified for more accurate shift operation, and located closer to the steering wheel.

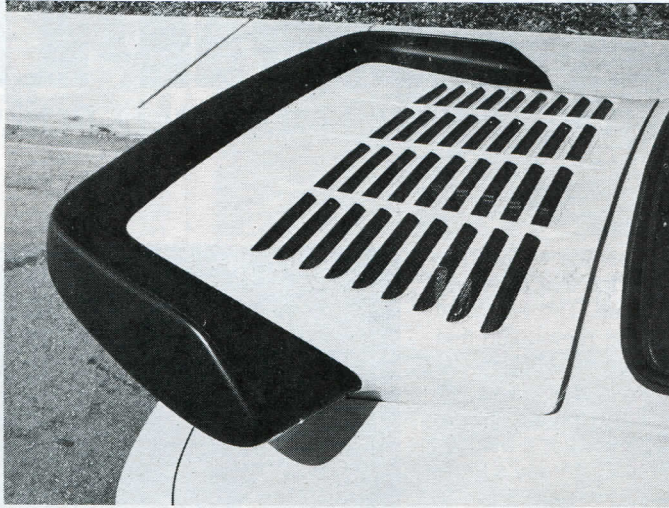
Inside, we found blue carpeting, blue and black door panels, and matching Mexico racing seats. A DP console with cassette tape holder and adjustable boost gauge is part of the interior amenities, while an electric sunroof, an onboard fire extinguisher, and a full safety belt and harness system are also provided.

Driving this lightweight car (around 1000 kilograms) is an experience. When we first

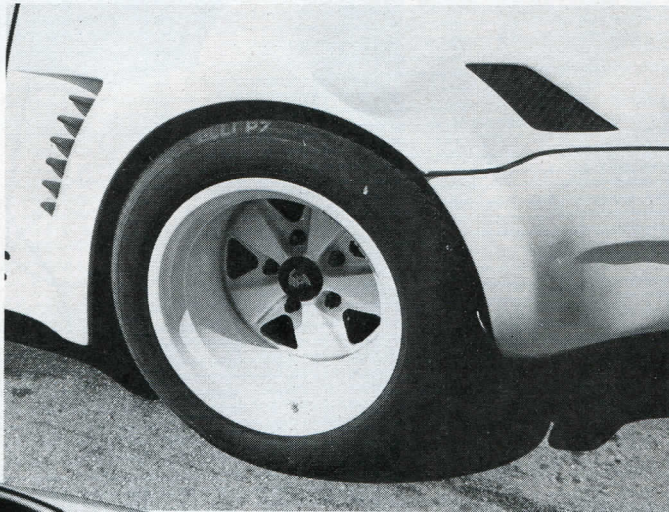


*Inside, the blue and black interior features lightweight Mexico seats, safety equipment, and a DP dash. That big round button on the dash is to increase the turbocharger boost. Like the button on an electronic game, the fun really starts at full turn with 28 pounds of boost!*

saw the car it was sitting in the driveway at Bob Norwood Autocraft in Dallas. The car looked like a bumble bee surrounded by a sea of red with all of Norwood's Ferraris surrounding it in the driveway. Norwood's resident Porsche specialist, John Bronaugh, had just finished tuning the car, and handed us the keys! Needless to say, we were up to the task, but we were also a bit skeptical about "really getting into it" since the car far exceeds speeds for sensible street driving. After a few short bursts of acceleration (and brother, does this car accelerate!), we decided to take the car outside the city limits and flex its muscles. Regarding the aforementioned "boost gauge" on the dash, we soon learned, graphically, what it was all about. The boost gauge is a "2-bar gauge." Those in the know may be aware of the fact that a "bar" in turbocharging terms means 14 pounds of boost. Well, since we're a bit enthusiastic (and more), we tweaked the knob all the way over (to 28 pounds boost!) and soon saw the speedometer needle hit the 300km mark and the Texas road we were traveling on disappear quickly! After our return to Norwood's, we were told that with good gasoline, 1.3 to 1.5 bars should have been the maximum. Now we know why they call this the "Screaming Yellow Zonker"! This is one truly impressive Porsche! ●



*The Kevlar material DP whale tail/spoiler rear deck lid isn't just to enhance the looks. At speeds this car is capable of, this is one part that has a definite purpose!*



*Fiberglass fenders extended 30mm over the stock 935DP aid in covering the massive 12x15 Porsche spoke alloy wheels and 285x40-15 Pirelli P-7 rubber. At will, this machine is capable of lighting the tires anywhere!*

