

RSR TRIBUTE

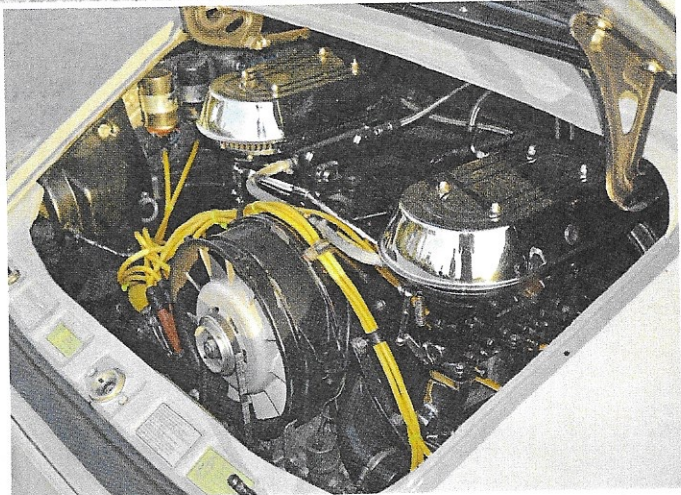
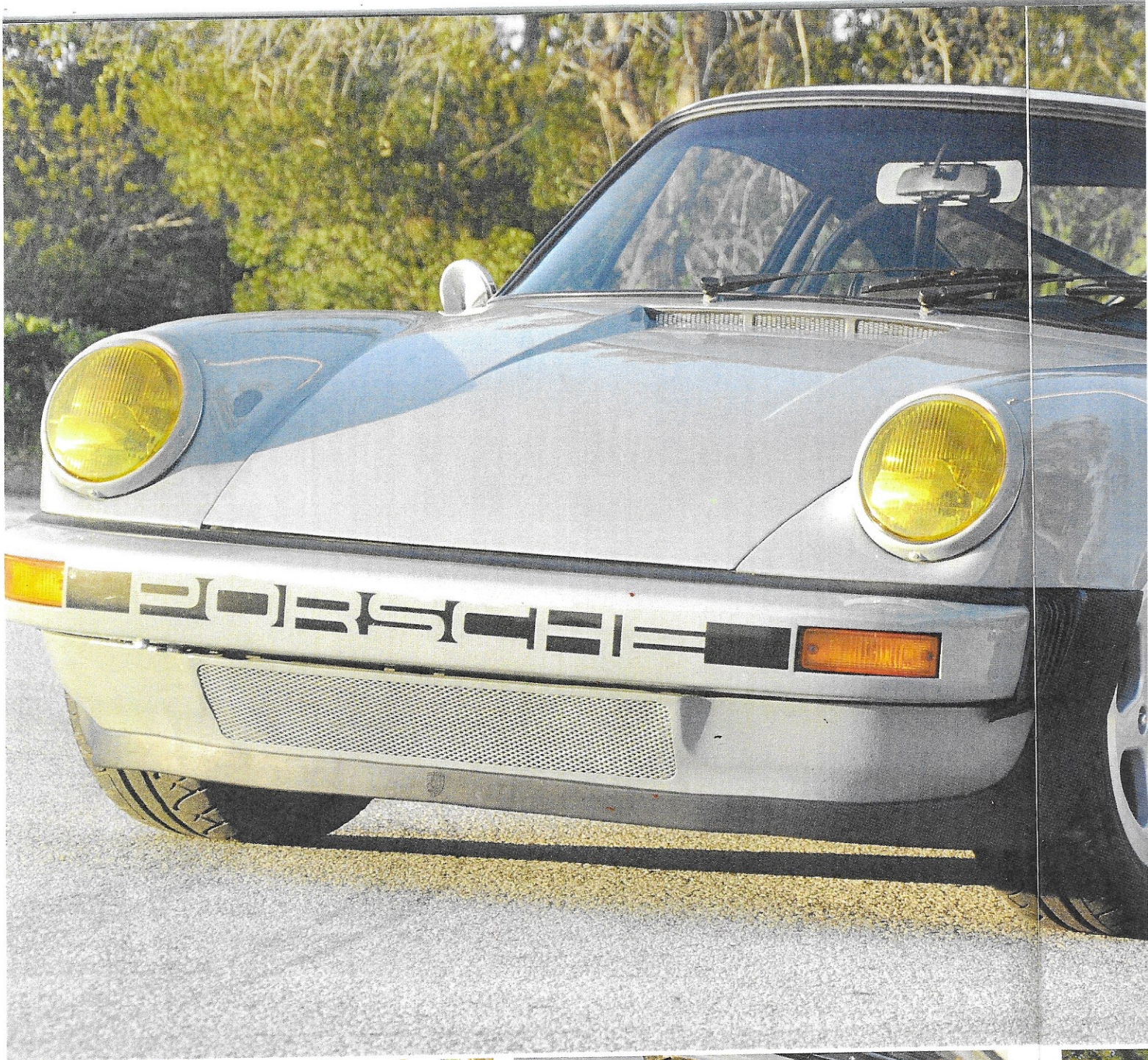
79 930 Conversion

With coachwork done by John Paterek, this RSR tribute has some interesting features

Every once in a while, we come across a car with a very interesting pedigree, that's worth including in the magazine. This car started life as a 1979 930 Turbo. It was built in December 1978 and sold in the US as a 1979 911 Turbo (930). After buying the car new, the original owner did not like the infamous turbo lag of the early turbo cars, which we all know was significant. He had always wanted to own/drive a true high performance Weber carburetor RSR. So the decision was made and the transformation began.

To begin the RSR conversion, the original low-mileage turbo engine and 4-speed transmission were sent as a package to George Vellios in California. The overall result is a car that now features a 3.5 liter twin-plug engine built by 914-6 guru and big-bore Porsche engine expert George Vellios from a new 930 engine case and heads. The case was glass beaded, magnafluxed, blueprinted and shufflepinned before assembly. Factory 930 100mm Mahle pistons were modified for 9.2:1 compression and connected with lightweight Carillo rods. The ignition uses a twin-plug RSR distributor with twin MSD units. The big-valve cylinder heads and intake manifolds were hand ported and flow tested with the volume of each combustion chamber measured and matched. Group B race cams were chosen. The finished motor is now a non-turbocharged high-performance engine breathing through 2 triple-throat Weber 461DA carburetors to eliminate turbo lag. The carbs are coated with high-gloss black Imron paint and have nickel chrome fittings and K&N free-flow filters.







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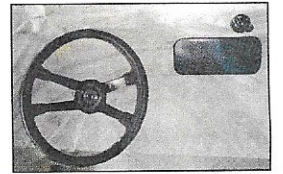
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1.75" headers feed a dual-exhaust sport muffler, to produce an incredible sound. Most hoses are Aeroquip braided stainless steel with anodized aluminum fittings. The engine oil is cooled by a custom oil cooler mounted inside the front spoiler. Garretson Enterprises indicates the clutch is authentic RSR from that time frame. The engine was dyno tested to produce 300 horsepower. When completed with 300 hp and absolutely no turbo lag, the car was faster and more enjoyable to drive than the original factory turbo.

The standard 930 4-speed transmission was replaced with a limited-slip 915 5-speed transmission with its own factory oil cooling pump and cooler, WEVO shifter and a "Nurburgring" 5th gear, the tallest 5th gear Porsche made for 911's at that time. This allows the engine to run at a reasonable 6200 RPM at 166 mph. The 915 transmission is shorter than the

4-speed 930 transmission, so a custom gold-anodized aluminum rear engine mount moves the engine forward about 2", further improving the car's balance.

The coach work for this car was done by John Paterek, America's top expert on Porsche bodies and interiors. The car was originally metallic white and didn't exactly co-inside with the hot-rod RSR image the owner was after. So the car was stripped to bare metal and a complete windows-out re-paint was completed in John Paterek's original "Stylish Grey", the same color as his award-winning 356 America roadster. When John did the original retro-restoration, the 1979 bumperettes, side moldings, parking lights, door locks and door handles were removed. The bumpers have been reinforced by welding solid aluminum flat-bar in place of the rubber strips giving the car a classic RSR fiberglass front & rear appearance.

The doors open by pushing a single round button and are locked by remote control. The external gas filler door has been eliminated, and the gas tank is filled from inside the luggage compartment through a racing-type quick-release cap. These special features were part of John Paterek's custom work.

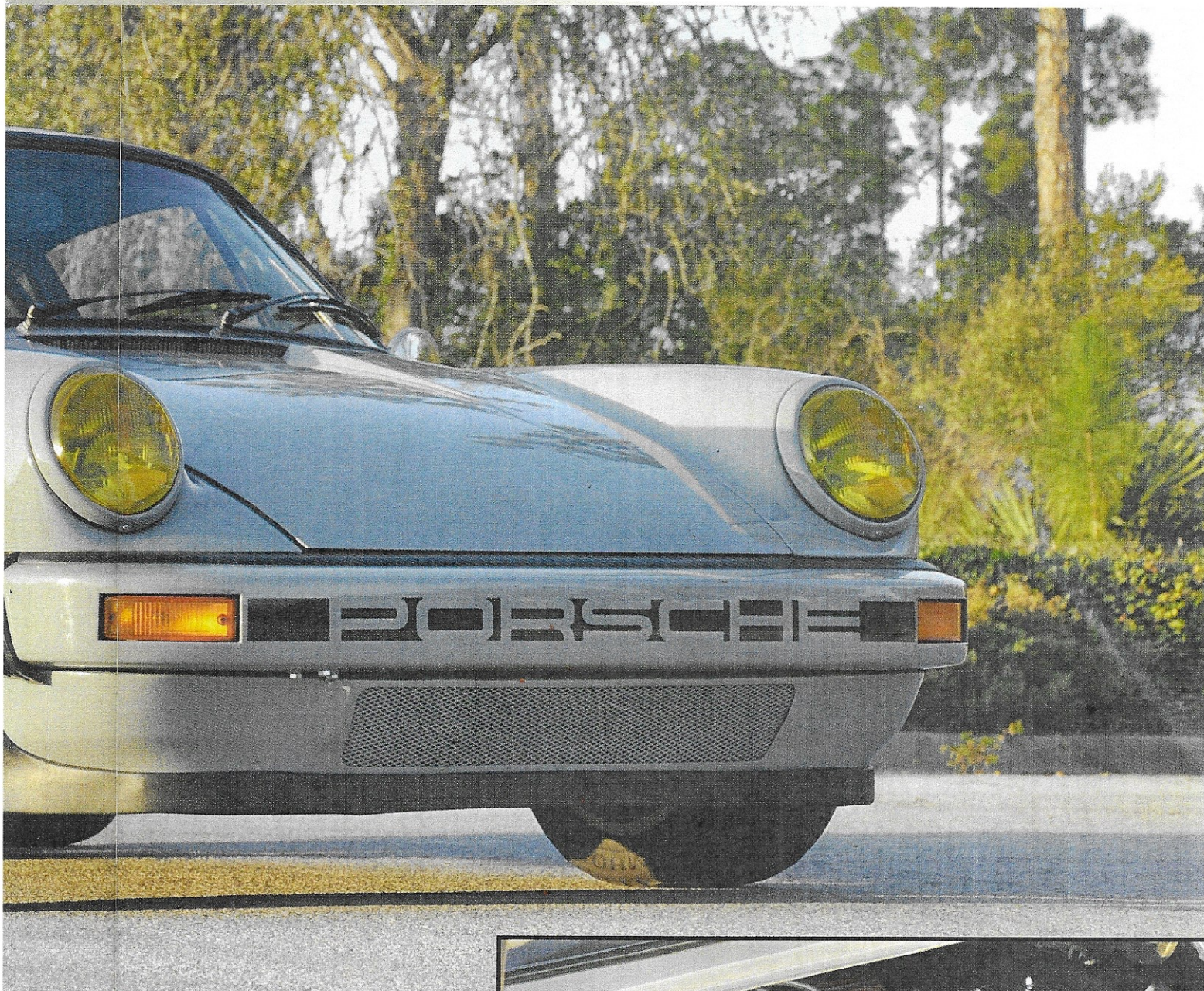
The car sits on RUF Speedline wheels; with 17"X10" in the rear and 17"X8" in the front. The tires are new Kumo ECSTA 295/35 & 245/45 respectfully. Swaybars are 19mm front and 22mm rear with adjustable torsion bars. The car is corner balanced with a total wet weight (i.e. 1/2 tank of fuel) of 2,446 pounds.

The interior features 356-style light weight grey carpeting, custom period correct Zigkratt German sport seats, a cross-braced rollbar with stainless steel fire extinguisher, 4" six-point racing harnesses and custom VDO silk-screened

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white gauge faces. There is no console, radio, heating or air conditioning.

The car placed second in the Stouffer's Concurs Modified 930 Class when John Paterek's original coach work was complete and the second owner won his class in the 1991 Silver State Classic Challenge.....the World's Fastest Road Race, (<http://www.silverstateclassic.com>) with a top speed of 166mph (at ~5000 feet altitude) and an average speed of 154 mph.

The current owner of the car, Chuck Hogan says, "The slightly stiff suspension, heavy clutch and raw horsepower may not be suited to everyone's driving style, but the car is a thoroughly enjoyable PCA participant, week-end ride and a thrilling Interstate cruiser. The car turns heads and gets smiles with thumbs-up everywhere it goes." 🍷

