

THE MAGAZINE ABOUT PORSCHE
excellence

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SLANTNOSE 930
WE TAKE A HEATED-UP,
RARE-BODIED 911
TURBO FOR A SPIN

JEFF ZWART
TALKS CLASSICS,
RACING AND HIS VERY
FIRST CAR, A 1970 914-6

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A Different Slant

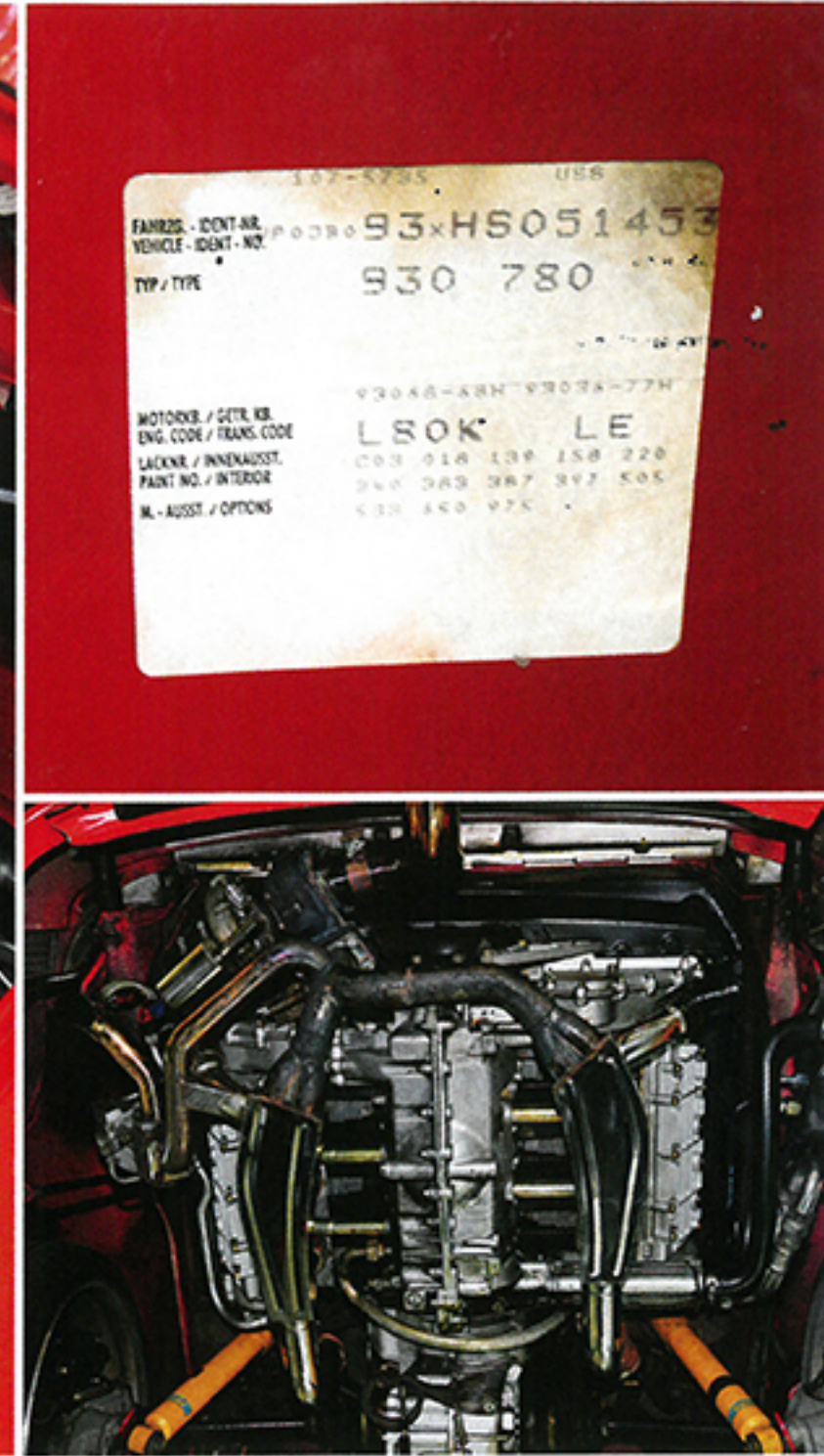
Does this 1987 930 have modern-day supercar-quality performance?

STORY AND PHOTOS BY DOM MILIANO

The last time I was this close to a real Porsche 930 slantnose, or more properly “Flachbau,” was when I wrote about Bob Linton’s spectacular example, the last one ever produced, for *Excellence* over 25 years ago. A 911 Turbo with a slantnose design was originally only offered as part of the Porsche “Special Wishes” program—an option requested by some new 911 buyers after seeing the aerodynamic front on Porsche’s 935 race cars. These changes were all hand fitted and the cost was quite high. It wasn’t until much later that regular shoppers could check option box “505” with their Turbo order and have a factory

slantnose delivered to the dealer. Even as a regular option, however, selecting a Turbo with the 505-box ticked came with a hefty price tag, adding \$23,244 to the \$61,000 base price, so relatively few were produced. Although there have been a lot of non-factory conversions done over the years, a chance to see a real one in the flesh is a genuine treat. Today’s visit to this rare car is taking place at the aftermarket tuner shop Fabspeed, where owner, Joe Fabiani, makes and sells go-fast parts for Porsches and other exotics. Arriving at the shop, I found Fabiani on the shop floor. As he

gave me a tour of the vast expanse of his facility, he told me how the 930 slantnose—a car that has served as a test bed for many of his company’s designs—became his favorite Porsche. “I always had a hankering for that car,” said Fabiani. “When I was in graduate school, I actually found one and I wanted to buy it, but I was about \$4,000 short. I asked my father to lend me the money but he wouldn’t.” That car slipped away but that hankering didn’t, so he “revisited” the purchase of a 1987 930 when he found one at Sloan Cars, a well-known Porsche specialist in New Haven, Connecticut.



More Power

I learned quickly Fabiani isn't the kind of person satisfied with the philosophy of, "leave well enough alone" and with this new car, he began to think about making improvements. Fabiani explained, "I brought it back to the shop and did some work on the paint—polished it out and got rid of some road rash and the paint 'nibs' on it."

Of course, he was not satisfied with just cosmetic changes. Fabiani then focused his attention on the engine. He said, "I designed headers with cast merge collectors, you know, Formula 1, Indy Car, NASCAR-type—high velocity merge collectors." I interrupted him here, questioning him about his statement that he "designed" the headers.

"Are you an engineer?" I asked. He said, "What I would do is I would call engineers, tool and die makers or people that had mechanical or other engineering degrees, but I primarily designed it on the car using [software called] Solidworks 3D CAD to design the castings and the turbo collector."

With the exhaust system and all the related pipes designed and working on the car, he focused on improving another critical part. Fabiani said, "Next, I devoted my attention to making a high-quality

intercooler for the car, as well. The intercooler is a critical part of any hopped-up turbocharged Porsche, 930s [especially] because the factory intercoolers are really tiny and if you're trying to make horsepower and torque, you'll melt the pistons and ruin the engine if you're making too much boost."

While a fan of Porsche's engineering prowess, Fabiani was unequivocal in his description of how his design for the turbo intercooler "plumbing" was advanced beyond what originally came from the factory. "We used no O-rings or gaskets like Porsche did, which was 1940's and '50's technology. So it's all hard-mounted with no potential leaks."

Fabiani claims that the connections on his parts seal better than what was stock, delivering leak-free boost. He stressed that even a small leak anywhere in the system will cost power, torque and reliability. Finally, he designed a way to improve cold airflow to the intercooler, saying, "We also made gaskets to seal [the intercooler] to the engine air lid so the air doesn't go by the intercooler."

With the design work done, Fabiani sent the engine out to be "gone over" by a shop that he knew specialized in working on Porsche Turbos. "I sent the engine to PowerTech (in Rockaway, New Jersey) to

have it completely gone through." And while he wanted to keep this valuable 930 engine relatively stock, he said there were some simple, "...reversible modifications you could do to make big horsepower and big torque, increase reliability and have fun with the car." By now, his focus on reliability, horsepower and torque was finally starting to sink in.

Part of the work done included splitting the case, replacing the bearings, porting and polishing the cylinder heads and adding 964 cams. Fabspeed headers, a competition air intake, muffler and the aforementioned intercooler were also added. Fabiani said that when all was said and done, his engine dynoed at 400 hp at the crank on pump gas. These were impressive results for a mild rebuild.

He showed me documentation that said the factory claimed 286 hp for U.S. legal cars and 300 hp for European cars. "The European cars had a different turbo, a K27," Fabiani said, "where the American cars had a DLZ turbo." To no one's surprise, he also put the European K27 turbo on his car. "It bolts right on and is a perfect fit," he added.

Fabiani summed up a simple but logical rationale for all of these changes, "You're going to put a set of headers on it to get the turbo spinning quickly—this

Clockwise from opposite: The 18-inch HRE three-piece modular wheels fill the Turbo fender flares nicely. That's a monster-sized Fabspeed intercooler! The 505 option sticker proves the car's pedigree. Fabspeed custom plumbing ensures zero leaks for maximum boost. A factory 930S bumper completes the visual package. That 1980s 911 interior is both classic and as comfortable as your favorite chair.



reduces the lag—and then you're getting rid of the catalytic converter and the restrictive muffler," in a sotto voce aside he said, "Everybody does that." He completed the job by installing a 1 Bar (14.5 psi) boost spring, his intercooler and by increasing the port size.

Unless the owner is really worried about concours and originality, Fabiani believes these easily reversible changes really "wake up" the engine without

"making a mess of things." He added, "The cars [as they came from the factory] are dogs! Lots of turbo lag when they're stock, you know, they're lazy." I gave him a stunned look so he explained, "Back in their day, they were rocket ships but there are a couple 'Mississippis' before the boost comes on."

With all of that development effort and energy, I wondered out loud what he does with this very valuable and now,

powerful car. To my surprise, he drives it like a regular Porsche—using it for rides to the Jersey Shore, showing it at concours d'élégance events and car shows and, depending on the weather, he's even taken his kids to school in it and his wife out to dinner.

He said that the development work was essentially finished for this car—no further changes were planned. Although upon reflection he remembered that there



Above: On the road, that classic 930 Turbo whale tail spoiler only hints at the big-time horsepower hidden underneath the rear deck lid.

is an IMSA 934 “Zork Tube” (a term coined by our own Bruce Anderson) muffler bypass that’s essentially a competition setup that he left on after using it for a couple of car shows. “Basically, if you’re a racer or you’re gung-ho, you run it.”

I noticed that the car lacked the factory wheels, but Fabiani explained that the car came with gold, 1980s BBS wheels, so he put on HRE 18-inch three-piece modular wheels. He was fortunate to find a factory 930S European front bumper spoiler and installed it after the Paterek Brothers in Chatham Township, New Jersey painted it. The finishing touches were a proper alignment, uprated torsion bars, an auxiliary oil cooler, a 934 wastegate and a 934 boost gauge that was installed in place of the clock so that you won’t miss how much boost you’re actually making.

After our chat, we walked around the car on the lift. That’s when Fabiani pointed to a sticker under the front hood—conclusive proof that this car actually has the genuine Porsche 930 Flachbau 505-option code.

It’s Turbo Time

Hype often exceeds reality. A contemporary example of this is the fourth installment of the Jurassic Park franchise, *Jurassic World*, which made the rounds this past summer. The advertising would have had you believe that it was the biggest, baddest and scariest movie of all time, but in reality...not so much. Despite hearing about the improvements provided by Fabspeed’s aftermarket innovations and acknowledging their glowing customer reviews, I was still skeptical.

I have driven some seriously fast Porsches though the years, including several flavors of GT3s, a 996 GT2, a 959 and even a Carrera GT supercar, so the proposition of getting behind the wheel of a warmed-over 1980s supercar didn’t raise my blood pressure or my pulse rate.

Getting into the 930 is like going back in time. This was *the* classic 1980s Porsche interior. These days it’s as welcoming as your favorite chair. Firing up the engine produces a *blat, blat, blat* from the custom exhaust that reminds me of

the classic 911 Turbo-based racers from the 1970s and ’80s. Despite an earlier pre-drive warning that the clutch was tricky to use, I stalled it! So not cool... The second time I got the feel and moved off briskly in first gear.

Driving around in second, the 930 sounded wonderful, but it felt pretty docile. Before I got behind the wheel, I was told that the real fun begins once the engine revs past 4,000 rpm. Since I was in a pretty rural area with no traffic, I applied the “go pedal” and when the tachometer reached 4,000 and the boost gauge touched .8 Bar (11.6 psi), I had an “Oh s#!t” moment! The famed turbo lag disappeared, the claimed 400 hp made their appearance and the stampeding ponies were set loose!

I probably wouldn’t want to drive this car in the rain or on a race track without a lot more seat time and I think the 1980s brakes show that stopping technology has marched on. Otherwise, this is one heck of a supercar—from the 1980s or otherwise! 🍀