



**EXCELLENCE READERS LOVE** to see Porsches with shiny paint and bright chrome and, it should be said, immaculate original cars and cars restored to better than new condition certainly have their appeal. But every once in a while, news about a special car comes our way that scratches an itch we didn't even know we had. Like a gourmet food critic who follows his nose into a greasy spoon and finds himself chowing down uncontrollably on classic comfort foods, these

Porsches command our attention. And, before we know it, we're taken in by them. That's what happened to me with this particular car — a very special 1977 911 Turbo Carrera.

The name Christian Garibaldi is not unknown to friends of the marque. He is the Porsche Club of America's National Technical Chairperson for the 911 Turbo. This young man makes his living wrenching cars in a small Porsche-only shop called Autohaus, which is located in suburban New

Jersey. So when it comes to all things Turbo, his credentials give up very little to the competition.

When I heard through the PCA grapevine that he had a neat car, in my mind's eye, I pictured a pristine, unrestored example of an early Turbo — certainly low mileage and original in every way. And when I first saw his car at a concours, I was speechless — but not for the reasons I had anticipated. I only had half of the equation right: Garibaldi had an early 911 Turbo but the



# Stovebolt Special

An expert on all things 911 Turbo cooks up a 930 that's anything but conventional for his daily commute. Story and photos by Dem Miliano.

rest of it... Well, we'll let him tell the story. "It started out when I first started working at Autohaus," he recalls. "The car came in on a flatbed and I look at it and I say, 'What a hideous car!' The two front seats were that old plaid material, like Jackie Stewart Scottish—I don't know what was going on in the seventies and stuff, but it was so ugly! The rest of the car was fine because it was gloss black, but it just had these ugly seats! I remember making fun of it while it sat there

waiting for us to work on it. A couple of months later, it's mine and I'm sitting in those same seats."

Garibaldi says that the car had lived in a parking garage for 12 years and that the owner didn't know, when he had it towed in, that it had a blown motor. Apparently, the owner didn't realize the extent of the work that was required to put the abandoned Turbo back on the road and, when he got an estimate, he wasn't interested. So Garibaldi bought the car from him and

rebuilt the turbocharged engine to stock specifications. Once the engine was back together, Garibaldi used the car as his daily transportation. As you might imagine, however, life in a public garage had taken its toll on the body panels—especially on the passenger side of the car.

"The whole right side of the car was riddled with dings," explains Garibaldi. "It looked like someone used it as a backstop for hockey practice. I think I counted 42 dings—just on the passenger door!" As a fledgling mechanic who didn't have a lot of extra cash for bodywork, though, he had to ignore the dings and just be glad that he had a fun car to drive—despite the ugly seats! But fate was not far off, and stepped in when Autohaus relocated across the street from Paterek Brothers Restorations—home of another National PCA Technical Chairman, John Paterek, guru of interiors and exteriors.

"John was always on my case to paint it and I didn't really want to do it because it's an everyday car for me," chuckles Garibaldi. "Half the people who own these things only take them out when the moon is in alignment with Saturn." Garibaldi's main concern was that if he went to the trouble of making his car pretty, he would be too nervous to drive it all the time. But in true Jersey fashion, Paterek made him an offer he couldn't refuse.

"John offered to teach me how to do bodywork on the car," he begins. "And he committed me to doing the worst body panel on the car." Over the course of a week or so, Garibaldi got the right rear body panel straightened out enough for painting in Paterek's state-of-the-art spray booth. Paterek masked the car and used a special paint called PPG DP-90 epoxy primer. But while the two sat there waiting for the panel to dry, Garibaldi began to think, *If we go further and finish the panel in gloss black, it's going to look nicer than the rest of the car.* Together they went through all of their options—they could redo the car completely in black, perform a complete color change, or... and then they looked at each other.

"Why don't we do the whole car in the primer?" asked Garibaldi. "Yeah! It would be like the old hot rods from the fifties—like the suede look!" replied Paterek. And together they began to play off each other's creativity, kicking around ideas to make it look like a Porsche street rod. Paterek seemed to



get a little more carried away than Garibaldi did: "He wanted me to shave the door handles off, but I drive it every day, so I need door handles." After much discussion, the pair settled on the RSR look. They got rid of the rubber trim and accordions on the bumpers, shaved the emblem off the hood, left the torsion bar covers off, painted the rear reflector flat black, and installed 993 mirrors. "We were thinking about shaving off the rain gutters, but that would have been too much work," he added. One more idea made the final package — gloss black Carrera script for the sides.

"I didn't want people to ask me what color I was going to paint the car — like it wasn't finished," Garibaldi explains. "So I added the Carrera script. I wanted it to be subtle, like a tone on tone." But keeping the primer looking, well, prime, turned out to be a bit trickier than Garibaldi thought. "When we first sprayed the car, it was much darker and richer looking. Almost to the point that it was satin black." But with Garibaldi driving his 930 year-round in an area with four real seasons, the car got pretty grungy. The question became, how do you keep it clean? Garibaldi found out

that every "normal" automotive care product fell short of getting it done for a variety of reasons.

"First I tried wax, BIG mistake!" Garibaldi chuckles. "Unless the wax is distributed in exact and even quantity, it makes the finish look like a spotted cat." Without a gloss finish, the primer sucked in the wax like a sponge. He tried just about every automotive cleaner and polish made, often with comical results. "I tried Würth Citrus degreaser. It faded the primer to a milky gray and left the car looking like the Mad Max Toxic Avenger."

The laundry list of household

1) From a dumpster sprang a set of 18-inch racing wheels...

2) This interior proves that a limited budget may be the best weight-saving strategy of them all. Except, perhaps, for an unlimited budget.

3) Engine was rebuilt to stock and makes at least 245 hp, but it will soon get an intercooler.

4) Budget ventilation system may be crude, but it's better than Porsche's was in this time period. Hey, what's that fancy radio doing in here with kill keys and 935 boost knobs?

That's when fate stepped in. As they say in cheap crime fiction, "It was a dark and stormy night."

"We had this huge rain storm a few years back," says Garibaldi. "I was so involved in the job — I had no idea how bad it was. I took my normal route home, but wound up having to follow detours. There were trees down, power out — you name it. I get to this intersection and the cross street is more like a raging river instead of a road. People going through are either breaking down or getting dragged away by the water. I was trapped; I could not turn back because of traffic. I made the decision to go ahead. I figured, I'm a mechanic, whatever breaks, I can fix it!"

"I begin to inch towards the water bit by bit and I quickly get the front end into the water pretty much to the point that if I open the door, water would flood the car," he continues. "Just then, a bus coming from the

"I did have to spend some time drying out the entire car," he adds. "Which explains the current interior." As part of the mopping up process, Garibaldi replaced the plaid driver's seat with an ultra-snug Momo carbon/kevlar racing bucket. He had to remove all of that damp carpeting and redid the interior similar to the old RS and RSR race cars. At the local fabric store, he bought a three dollar roll of perlon carpet/felt and applied it strategically around the interior and on the dash.

The heart of every Porsche, and even more so with a Turbo, is the engine. And this is no exception. I confirmed this via a rather quick ride (no, I didn't drive it — my whale tail didn't fit in that Momo seat!) and the car is all you could want on the street — maybe a little more. While it is fast, it's not the ultimate Porsche rocketship. But there are reasons for this. Garibaldi is the National PCA Turbo guy and can give you ideas on how to build a high-horsepower engine. However, he has strong opinions on the right way to rebuild engines and these center on important qualities like reliability and driveability.

The car currently uses an original 3.0-liter crankcase and completely stock internal components. Garibaldi updated the oil pump and installed 911 SC camshafts as well as a Jerry Woods valve spring and hardware kit. The ignition system uses a later 3.3-liter 911 Turbo distributor but retains its single-plug stock ignition. Garibaldi would like to install twin-plug heads at some point in the future but will have to wait until the budget allows for it. A set of B&B headers and a B&B muffler take care of spent gases coming from the K-27 7200 turbocharger — which was sourced from a 964-based Turbo from the early nineties. A Porsche factory boost adjuster from a 935 limits boost and is currently set to the stock boost setting — where it will remain until Garibaldi installs an intercooler on this earliest of Turbos. So how much power is the car putting out?

"I tell people that my car has 245 horsepower — which is what the factory quoted in bone-stock form," Garibaldi explains. "I do not pump up horsepower figures and aim to have some crazy 600-horsepower engine that will supposedly eat anything alive. I have driven those so-called monsters and some of them were not that impressive. Some were downright dangerous, in my opinion. So while I



products tried in an attempt to get the car's finish to look halfway decent included Ajax, Pledge, Bon Ami, dish detergent, and Soft Scrub. After much trial and error, he settled on P21 Total Auto Wash to remove dirt and a soft but aggressive plastic scouring pad to clean off road grime. "I know if you print that, most people would die," he offers. "To them, that would be like washing their car with a Brillo pad, but it works great on my car." With care and feeding of the paint taken care of, Garibaldi turned his attention to fixing his favorite Jackie Stewart interior. But he still had a limited budget, so he couldn't go wild.

opposite direction sent a wave across the street that, when it reached my car, actually lifted it off the road surface. I can hear the door cavities filling with water and the exhaust bubbling out back. By now, the water was flowing across the headlights."

Just then, he passed a stalled SUV, knee-deep in raging water. Its owner was more shocked than Garibaldi that the Porsche was moving and his family truckster was DOA. Fortunately, more by luck than any skill or technical attribute of the car, he got through and home in one piece — soggy but undamaged. And what about his prized seats?



often get questions on how to make the 911 Turbo faster, I tell people that you are asking for trouble with triple the horsepower in a motor that is so high strung and peaky already. No one really understands that.

"And half the time, these killer motors sure don't feel like they are doing what the company claimed they would," he adds. "And if it finally does, it often seems like it sucker-punched you so fast that your head spins — or the car does. It would almost be like trying to gracefully slow-dance with the Tazmanian Devil. I say, 'Good luck!'" Garibaldi makes a good case for owners to focus on enjoying their car the way it is. This makes him different from many Turbo owners, and his philosophy regarding Porsche ownership is refreshing. And he's definitely having fun along the way.

Like many components on the car, "finances and necessity" drove the exhaust system's design. When his B&B muffler failed, he sent it back for warranty repair. Since you can't drive a car without a muffler, Garibaldi fashioned one, of sorts, so he could get back and forth to work. His solution was essentially a straight pipe with some anemic baffles. Loud, yes, but he hoped not so loud as to attract a lot of police attention. On his way home the night after he installed the new exhaust, he was doing roughly the speed limit in a pack of cars on the highway. Off to the left was a New Jersey State Trooper's car running a radar trap.

"We all saw him on the side of the road and everyone lifted or hit the brakes, so I did the same," he grins. "As soon as I did, he pulled out onto the road and began to pace me. I was going at most five over. But with a car

**Sinister flares look even more so when they're flat black, which tends to garner the attention of more than passersby.**

like this, you know he's going after you." Garibaldi edged over to the right lane and was about to lift off to pull onto the shoulder. When he did, a huge orange ball of flames lit up the front grill of the patrol car following him. On went the Trooper's lights and Garibaldi pulled over and stopped.

It seems that one unforeseen benefit of his new exhaust pipe was an attention-getting pyrotechnic display whenever he backed off the throttle from speed. The patrol car was following him because the Trooper thought Garibaldi's car was on fire! This earned the exhaust the nickname of Satan's Breath and Garibaldi a violation — for not having a front plate in case you were wondering.

"Everything on this car kind of came about out of finances and necessity," he explains. He attacked each phase of the restoration with clear marching orders: "If I couldn't afford to do it, or if I didn't want to replace it and I could live without it, it came off. If it broke and I could live without it, it came off. If I could make it cheaply, I did." Take the air-conditioning unit — it kept blowing up hoses because of the car's age, so he just yanked it out, saving weight and a lot of time and money. "I do miss it sometimes when I'm sitting in traffic, sweating," he admits. While he does have heat, power windows, and a stereo in the car, it's still really light, really loud, and really, really stiff.

Garibaldi put as much thought into the suspension as he did with the engine. He describes his approach as

"common sense and patience." He installed a coil-over suspension system with Bilstein RSR front struts and rear shocks with stock valving. He used monoballs at all suspension and pivot mounts to get friction out of the suspension movements. Up front, he has 425-pound springs and out back he has ERP 935-style spring plates with 550-pound springs. All of the parts, with the exception of the shocks and struts, were purchased from SmartRacing Products in California. His brakes are later 930 Turbo calipers and rotors with Pagid Orange pads.

"It's really stiff — it's a hard ride," he admits. He takes a breath and adds, "It's no Lincoln — it's not comfortable. It transmits a lot of road noise." Then a smile and: "It leaves the ground because the body doesn't roll." When asked if he uses it to take a date out, he replies, "I don't date much..." Then he laughs, "I borrow the family car!"

The final pieces of the puzzle were the wheels and tires. In the pictures you see some odd-colored BBS three-piece, magnesium-centered wheels and, yes, they look like big-buck units. I ask Garibaldi how he could afford what must be thousands of dollars' worth of expensive German metal and Italian rubber.

"They were found in a dumpster!" he says. Rumor has it that they were race wheels that came off a car that was never driven. The car was in the process of being redone and a new set of street wheels was being made. The racing wheels were deemed unsuitable for street use as they may suffer stress cracks if used every day in the harsh environment of city streets. They were to be destroyed but ended up in a well-known dumpster and then, somehow, on this car! Anyway, they are 18x9 and 18x11 inchers with Pirelli PZero rubber. The center color is from a zinc-chromate primer that's used to protect army tanks and it's the only stuff that keeps real magnesium from turning to dust. This is yet another Paterek secret — and literally nothing in the environment can attack it.

So that's the story of a Porsche that could only be described as "unique." Driven by an unlimited passion for Porsche but armed with a very limited budget, Christian Garibaldi has created a car that is light, fast, exciting, and — in many ways — the distillation of what every Porsche used to be not so many years ago: A product of the edict form follows function. ■