

Dieter Inzenhofer
as printed in
Porsche 356 Registry Magazine
Volume 40, Number 4: November/December 2016

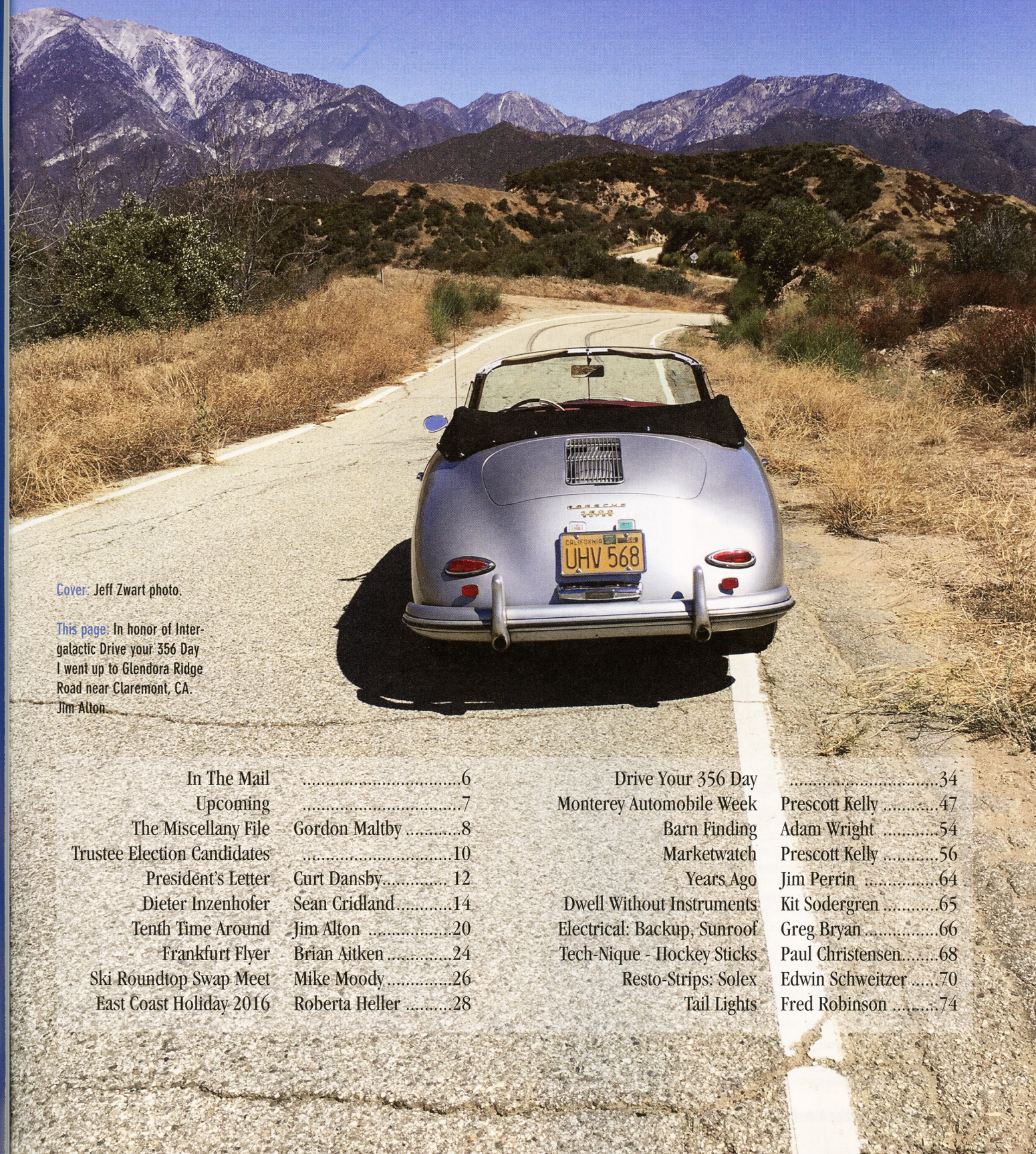




Porsche 356 Registry



Volume 40, Number 4 • November / December 2016



Cover: Jeff Zwart photo.

This page: In honor of Inter-galactic Drive your 356 Day I went up to Glendora Ridge Road near Claremont, CA. Jim Alton.

In The Mail	6	Drive Your 356 Day	34
Upcoming	7	Monterey Automobile Week	Prescott Kelly47
The Miscellany File	Gordon Maltby8	Barn Finding	Adam Wright54
Trustee Election Candidates	10	Marketwatch	Prescott Kelly56
President's Letter	Curt Dansby.....12	Years Ago	Jim Perrin64
Dieter Inzenhofer	Sean Cridland.....14	Dwell Without Instruments	Kit Sodergren65
Tenth Time Around	Jim Alton20	Electrical: Backup, Sunroof	Greg Bryan66
Frankfurt Flyer	Brian Aitken24	Tech-Nique - Hockey Sticks	Paul Christensen.....68
Ski Roundtop Swap Meet	Mike Moody26	Resto-Strips: Solex	Edwin Schweitzer70
East Coast Holiday 2016	Roberta Heller28	Tail Lights	Fred Robinson74



Dieter Inzenhofer

By Sean Cridland

If you were strolling the pits of Rennsport Reunion V, you might have walked right past him, such is the low profile and modest personality of Dieter Inzenhofer. Yet, along with his former partners Arnold Wagner and Alwin Springer, Inzenhofer was a founding member of the legendary ANDIAL, the dominant force in Porsche racing engines in the United States during the late 1970s, the 1980s, and into the 1990s, until Porsche Motorsports North America took over their racing operations.

To illustrate: one Porsche poster from that era says “The Porsche 962: 0 to 50 in 4.6 years” bragging of the 50 victories achieved during that time period. ALL of those 962s were powered by ANDIAL engines. And that’s not mentioning the engines built for 935s, the Supercar championship, wins with Jeff Zwart on Pikes Peak and a host of other projects for both track and street. The list of drivers in ANDIAL-powered cars includes, but is not limited to: Al Holbert, Mario, Michael, and Jeff Andretti, Al Unser and Al Unser Jr., A. J. Foyt, Derek Bell, Rolf Stommelen, Johnny Rutherford, Danny Ongais, the Whittington brothers, Bob Wollek, Harald Grohs, Hurley Haywood, Hans-Joachim Stuck, Jim Busby, Pete Halsmer, and Zwart.

While all three ANDIAL partners merit their own articles, this piece focuses on Inzenhofer, who started working on Porsche 550 Spyders in 1955, at the age of fourteen. “I was never a ‘go to college’ kind of guy. I knew I wanted to work with my hands, even when I was a kid.”

His beginnings were modest, formed in the aftermath of WWII. “My dad was a German customs officer and when Austria was absorbed by Germany my parents moved to Austria, where my dad was stationed on the Austria/Italian border. So, I was born in Austria. Then after 1945, because we were German and Austria was re-established, we had to leave Austria. We were basically German refugees living in Germany. A few years after the war, we ended up in Munich, where I went to school. So I call Munich my home town.”

Eventually Inzenhofer got an apprenticeship at the Mahag Volkswagen and Porsche dealership in Munich, still today one of Porsche’s biggest dealerships. “It was the largest dealer in Southern Germany,” recounts Inzenhofer. “We had about 40 apprentices. We all got switched around to different departments; electrical department, engine department, chassis department, cars up to 10,000 kilometers, and cars over 10,000 kilometers. Plus, there was an apprentice-shop where we were taught to mill, work on a lathe, welding, etc. As you can see from my shop, I have all those tools and I learned to do all of that when I was just fourteen.”

“I was assigned to a master-technician who specialized in Volkswagen, but right across the hall they were working on Porsche 550 Spyders. So when I was done with my work, I would go over there to learn about those too. Of course, the richer people owned the street-going 550s and they would need maintenance work, especially valve adjustments, and I was able to do that. I still work on 550s today.”

Growing up in postwar Germany wasn’t easy, but Inzenhofer’s apprenticeship provided him with a strong foundation with a good trade and he developed interests in cycling, skiing - and movies. He started to notice that many of the great German movies of that time were filmed in Canada and he fell in love with the idea of the grand scale of the Canadian wilderness. After finishing his journeyman program, in May of 1960 he set off for a new adventure.

To Canada

“I said: I gotta go there. The plan was to go there for two years and see how I would do. I had a job already lined up because of my connection to Mahag. And I knew a couple of guys who had finished their apprenticeships a few years earlier and were already working there. So I had those connections to help get me the job in Toronto. I took my basic Porsche and Volkswagen tool kit and a suitcase and came to Canada by ship. My parents and I drove up to Bremerhaven and I got on a Greek ship and boated across the Atlantic to Montreal. There they unloaded my big box, I took the train to Toronto and got there on a Saturday. And Monday I was at work.”

In Toronto Inzenhofer met friends who would race their cars on weekends; Speedsters, Carrera Speedsters, Super 90s, Spyders and other things. He helped by building the motors, doing race-prep in the evenings after work and then doing pit-work at the tracks. One of those friends was Ludwig Heimrath, with whom he had many crazy adventures including a trip driving Heimrath’s Super 90 to and from Sebring for the 1961 12 Hour when Heimrath was invited to drive for the Porsche factory. “That drive is a whole story unto itself,” says Inzenhofer. “We still talk about that.” Besides Sebring, Inzenhofer was working races at Watkins Glen, Mosport, and some other smaller tracks in the Toronto area.

Around that same time, the seeds of his future were sewn when he met Arnold Wagner—the AN of ANDIAL—and they became friends and cohorts on the Canadian adventure. “After a couple years, we both had girlfriends and we heard that Vancouver was the place to be. So we went, with our girlfriends to Vancouver. Arnold had been in parts. So he went to an independent parts house in Vancouver. I was working at a different independent shop. But since I was the last guy hired, when business slowed down there, I ended up working at the same shop as Arnold, again with Porsches and Volkswagens combined.”

Racing-wise, Vancouver didn’t have as much going on. They had one friend who owned a Volkswagen with a Porsche motor that he would race. But there just wasn’t as much racing activity as there had been around the Toronto area.

In 1965, things took another turn when some mutual friends of Inzenhofer and Wagner were working for Manhattan Beach, California-based Porsche racer Vasek Polak. “We heard through them that Vasek was looking for a parts



The Mahag apprentice program included about 40 young men training for lifelong service with VW and Porsche vehicles. Inzenhofer, with his swept-back blonde hair and the dirtiest overalls, is ninth from the left.



On the gangplank heading to Canada in 1960. The Arkadia was a ship that specialized in transporting emigrants; it was no luxury liner.

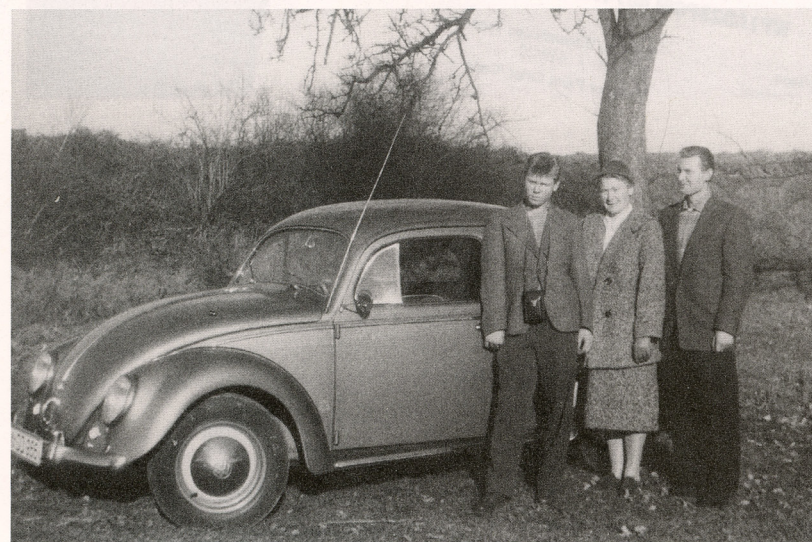


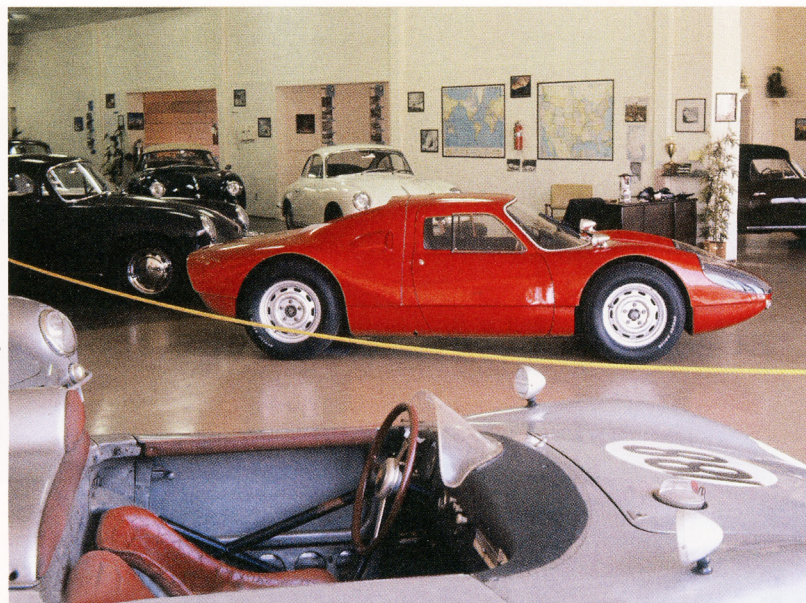
Above: Inzenhofer started doing racing service for Porsche 356 and Spyders during his Toronto days in the early 1960s.



Left: Bicycling has been a life-long passion.

Dieter Inzenhofer making detailed adjustments to Jeff Zwart’s 906 during the Monterey Motorsports Reunion. Inzenhofer has worked on nearly every Porsche racing engine from 1955 through the early 2000s. Below: Inzenhofer and his parents with the family Volkswagen during the era of his apprenticeship with the Mahag VW and Porsche facility.





Top: In 1965 the Vasek Polak showroom was modest in size but contained a 904, an RSK and a 550 among the new Porsches on display. Behind these walls in the service area and race shop, there were many more racers, keeping technicians like Inzenhofer busy.

manager. Since Arnold had worked in parts in Toronto and Vancouver, he was a good candidate for the job. So Vasek flew Arnold down to tour the facility. I told Arnold, if Vasek is looking for technicians, let me know and we'll move down there together."

He was. So in 1965, Inzenhofer and Wagner filed the necessary paperwork, obtained their US green-cards to work for Vasek Polak in Manhattan Beach that May. "Arnold became Vasek's parts manager and I was working as a technician." Since Inzenhofer had experience with a wide variety of Porsche engines and especially the Carrera engine, he was a perfect candidate to work on the Spyders and 904s that Vasek was running for his own team and his customers. Because Inzenhofer was married during that time, he would handle the race-weekend chores for the West Coast events with a variety of drivers including Don Pike, Davey Jordan, Bert Olander, Jay Hill and Milt Minter, who drove a variety of Porsches including RS 60s, RS 61s, 904s, and Elva-Porsches, then later with 911s. Inzenhofer remembers one Elva-Porsche with a flat-fan 1800cc motor. "The Elva was a very popular package. With a 4-cam in it, it was a very hard car to beat. I think it weighed less than a thousand pounds."

Another young German (who was unattached) would handle the distant races: Alwin Springer, the eventual AL in ANDIAL. Springer came into the Vasek Polak in 1970 and would handle Polak's Can-Am team. It was another several years before the partnership gelled and the three friends approached Polak about the possibility of setting up their own shop-within-a-shop and working for a portion of the profits. "Vasek was a pretty hard guy and didn't like the idea," says Inzenhofer. "He told us that he'd never had a partner in his life and that he never would have one. So that was it. We could either continue working for him as employees or go work for someone else - or take a gamble and set up our own shop. We had enough friends and customers who knew our work, however, so we decided to do it ourselves. And that's where ANDIAL came from."

Of course the racing and tuning successes of ANDIAL are well documented. Just look at a Google search of American sports-car racing and sift through the results. You'll find Wagner, Inzenhofer, and Springer throughout.

Eventually, their success was so pervasive that the Porsche teams complained and the racing portion of ANDIAL was sold to Porsche Motorsports North America, with Springer moving across the street to take on that job while



Jeff Zwart first became aware of Dieter Inzenhofer when his dad would take their 901 to Vasek Polak's for maintenance work. Later, in the ANDIAL days, Inzenhofer was instrumental in several of Zwart's Pikes Peak wins. Today, Zwart still has Inzenhofer service all his Porsches, including his 906 race car and going all the way back to his Gmünd 356. "Dieter is one of the old-school technicians who doesn't need to rely on a laptop to tune an engine. When a car comes off the track, he put on his sync-gauge, listens, feels, and makes the right choice. His skill with the old engines is beyond intuitive or informed. It's almost genetic."



Above: Arnold Wagner, Alwin Springer and Dieter Inzenhofer in front of their ANDIAL race shop in Santa Ana.

Left: Dieter Inzenhofer and Alwin Springer (left and right) with Rob Dyson at the Quail Lodge ceremony August 18th during Monterey Car Week. In order to celebrate ANDIAL's history of customer racing support in the USA, Porsche Design released a custom limited-edition chronograph that pays homage to ANDIAL.

Far left: Many racing teams fielded ANDIAL-prepared cars during the 962 and 935 eras.

Inzenhofer at the Rolex Monterey Motorsports Reunion, stopwatch in hand; an analog practitioner in a digital world.



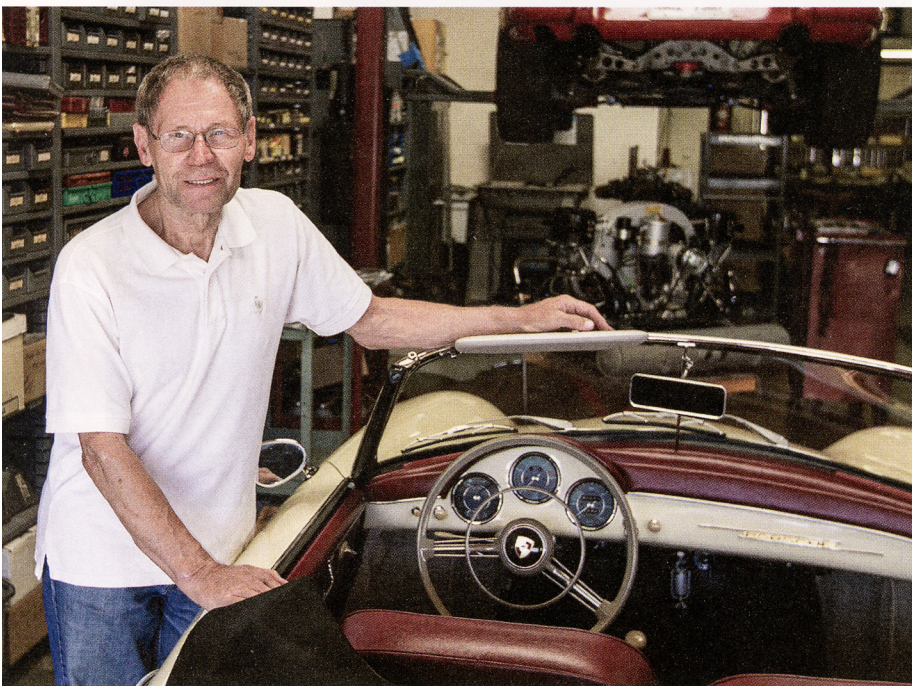


Inzenhofer and Wagner kept ANDIAL going as a street tuning and maintenance business and also doing other lower-key racing projects on the side.

Eventually, Wagner retired, and later passed away, which left only Inzenhofer of the original three partners at ANDIAL. In 2013 Porsche Cars North America bought the brand rights for ANDIAL, creating a special issue GT3 Cup version for racing and recently, a line of ANDIAL watches which were introduced at the 2016 Monterey Car Week.

But that hasn't stopped Inzenhofer from plying his trade for a few choice clients, now as HDI and in his own small shop in Fountain Valley, California. Inzenhofer continues to do work on all years of Porsches, including the 550s he first laid eyes on in 1955. He also works on just about everything else, all the way up to contemporary street and race cars - for a price and on his own schedule. Officially, he's retired and spending much more time skiing and riding his bike in Colorado, but it's rare that a major Porsche event happens where he's not present.

Having been working with Porsches for over sixty years now, he says he's slowing down - but no one else seems to notice. 🚗



Top: At Inzenhofer's shop, the shop manuals in his library reflect over 50 years of Porsche models, paralleling his own decades of experience with all of those cars.

Above: Does this man look retired?

Right above: Inzenhofer inspects one of the ANDIAL-themed cars built by Porsche Motorsport North America.

Right: Though he still keeps a busy work schedule, Inzenhofer is finding more time for his love of skiing in Colorado.

Far right: Inzenhofer today with girlfriend Amber Mandis.



Bob Ruuder

Bob Ruuder