



Loren Rickabaugh

Isn't that just a glorified VW?

I was 35 years old and had no idea what an impact that 1977 911 S was going to have on my life.

"Take it for a test drive and see what you think" said Dave the car dealer and one of my best customers.

I always saw myself as a Chevy guy and have to admit the sound of a well tuned small block still sends a chill down my spine.

"Go for it!" said Dave as he tossed me the keys, "Now that you're single this is the car for you."

Let's face it when someone tosses you the keys to a Porsche 911 and says "Go for it!" you go for it!

I had driven Porsches in and out of the shop from time to time. After all, I have been in the automotive business from the time my father picked me up, put me on the fender of the family station wagon and said. "Hand me that wrench." But I had never had the opportunity to take a Porsche 911 for a longer drive.

"OK Dave, if you say so but remember you asked for it."

I had never felt anything like that with all the cars I had driven up to that time. What could that little car with the engine at the wrong end have to offer? I soon found out. The handling, brakes, and over all feel of that 911S was more than I ever expected. But there's more, something intangible. Its the way it all comes together between a few elegant lines. That's what I love about the early 911's. The simplicity allows that intangible elegance to come through.

My quick ten minute ride lasted at least an hour. And by the look on Dave's face I don't think he thought he was ever going to see me or his Porsche again. I got out of that little white car with a smile on my face. "OK Dave Let's do the paper work."

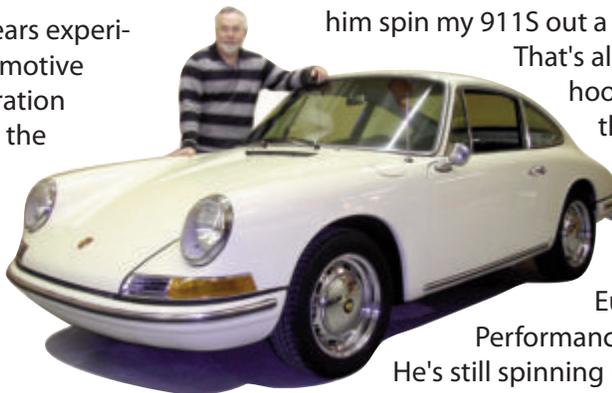


# Custom Auto Rebuilder

I loved my 911S and had it for over fourteen years. Drove it every day, thrashed it on all of the area race tracks, and restored it two times. Come to think of it I had that car longer than my marriage. Guess I'll always miss the old girl, (the Porsche of course).

*That's what I love about early 911s. The simplicity allows that intangible elegance to come through.*

I have over 37 years experience in the automotive repair and restoration business. In just the last year I've restored two 911's, a 1947 Ford woody wagon, finished a 1940 Ford hot rod, as well as some small repairs on three Bentley's, and one Rolls-Royce Phantom. Right now I'm doing a 4 inch chop on a 1937 Ford pickup cab.



But every now and then I sneak off and do some work on my 928S. Yes, that's right...the unwanted step child of the Porsche world. In the 928's defense

"Porsche got it right", well ok, eventually got it right. The 928 is a complicated car to restore. Its extremely well sorted out but you have to be very careful with the wiring. Get one wire wrong and the central nervous system develops a horrible disabling sickness. Who knows how many 928's were disassembled and sent to the parts bin because of wiring problems that nobody could figure out. All this makes it an inexpensive car to acquire. Even though, 928 owners will tell you that the car is very reliable. Of course, it is a car and like all other cars every now and then something goes wrong. As we all know, Porsche's are not cheap cars to repair!

This brings me to my daughter Brandy, about 12 years ago she married Loren Southward. A great guy and talented mechanic, but he had no interest in Porsche's. Well that was not going to do. After all, my daily driver was a 23 year old 911S. I obviously needed a Porsche mechanic in the family.

So like a drug dealer I thought I'd give him a little free taste of the Porsche world. I took him to the track and let him spin my 911S out a few times.

That's all it took, he was hooked. Now he's the top Porsche tuner in Colorado and the owner of European Performance Specialist.

He's still spinning Porsche's out on every race track in the area.

Now I have my new shop:

## Custom Auto Rebuilder (719)-290-9387

My experience has taught me that a customer's money is best spent on their car and not on my shop. For this reason, I have put together a small efficient and fully tooled two-man shop. With no debt and low overhead, I keep my prices down. This way the customer drives out the door with what they spent their money on.

I only take in two cars at a time. That way your car doesn't languish in the corner under a tarp. It may take me longer to get your car in the shop. But once I have your car, I can focus on it, and finish faster than larger shops.

I'm looking forward to serving you,

LOREN RICKABAUGH  
OWNER OF CUSTOM AUTO REBUILDER