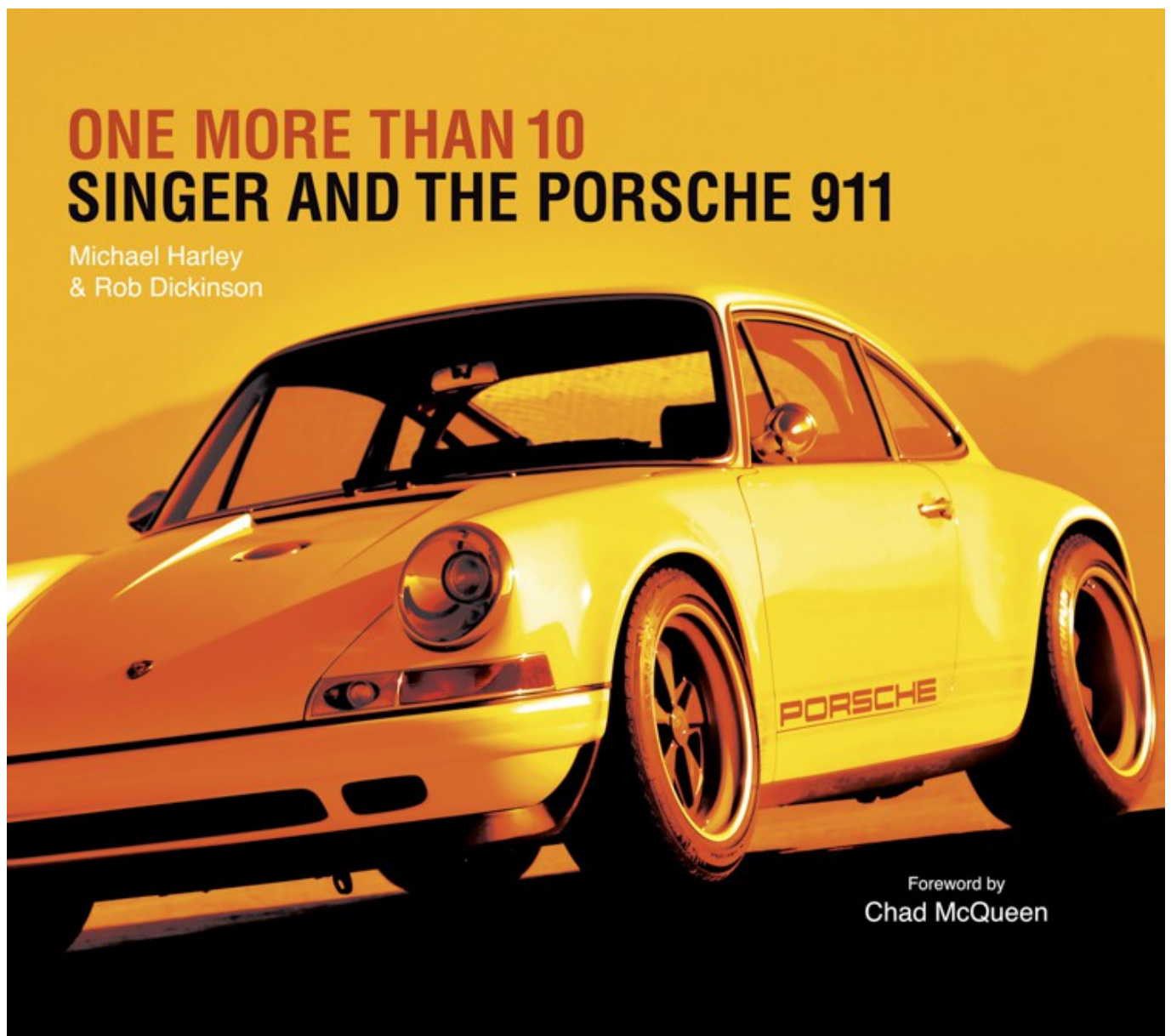


## One More Than 10: Singer and the Porsche 911

Published: 21st December 2016 By: Glen Smale

Online version: <https://www.porscheroadandrace.com/one-more-than-10-singer-and-the-porsche-911/>



© One More Than 10: Singer and the Porsche 911

It has been said before that there have probably been more books written on the Porsche

911, than almost any car model. In this case though, it is no ordinary 911 that is being unpacked and revealed between the covers of this book. Rather, it is in strict 911 lore and from a purist's point of view, a book about the systematic hot-rodding of a 911, actually, several 911s. Shock, horror, and gasps of disbelief I can hear coming from the ranks of the lovers of the original 911, and I count myself in that number. But be patient, and I will explain, that what goes on behind the doors of Singer Vehicle Design (SVD) is really art on wheels, and the sympathetic updating and modernisation of a very specific group of 911s. With this book, you should be prepared to be amazed!



Rob Dickinson, author of 'One More Than 10: Singer and the Porsche 911' ©

What started out as a passion for cars, vehicle design, and life in general for the aspiring and successful musician Rob Dickinson, ended with the unexpected realisation of a dream. Music always played a central role in the young Dickinson's life, but then so did Porsche

cars and in the end, it was the 911 that won the day. Rob Dickinson's eye for style, design and stance led him to commence the formal study of vehicle design, something that although he didn't complete, would come to play a pivotal role in his dreams.



## Contents

Foreword: Chad McQueen	17	Richard Mason: Forming of Others	129
Foreword: Rob Dickinson	21	Spotlight 8: Suspension	129
Chapter 1: Vice Nocturne	34	Spotlight 9: Electrical Harness	136
Chapter 2: Funks and Donutballs	30	Antonio Farnocchi: A Whole Different Level	143
Chapter 3: Down Among the Details	22	Spotlight 10: Headlights and Sublights	149
Chapter 4: The Dream Clerk	42	Spotlight 11: Mirrors, Tires and Brakes	155
Chapter 5: Eddie Mac	50	Jeff Zwart: AA Definition of Balance	169
Chapter 6: For a Few Dollars More	52	Spotlight 12: Oil and Fuel Caps / Fuel Cell	179
Chapter 7: Rock Stars	56	Spotlight 13: Mirrors	179
Editorial: The Future	64	Till Weasel: A Project of Deep Love	182
Matt Stone: What is the Ultimate Porsche 911?	74	Spotlight 14: Mirror Design and Features	190
Spotlight 1: It's a Collaboration	76	Spotlight 15: Dashboard and Instruments	202
Spotlight 2: Customer Get Preparation	82	Chris Harris: For the Right Reasons	206
Spotlight 3: Carbon Fiber	86	Spotlight 16: Tail End and Shakedown	214
Spotlight 4: Bodywork and Paint	94	Spotlight 17: Bespoke Development	222
Neil Wood: The Queen of the Thing	100	Joe Leno: All Conspire	228
Spotlight 5: Engine Work	110	The Machines	256
Spotlight 6: Transmission	114	Capit and Crow	260
Tom Ford: Slow-Cooled	116	Contributors	268
Spotlight 7: Exhaust	122	Acknowledgments	269

© One More Than 10: Singer and the Porsche 911

When finances permitted, Dickinson acquired a 911 *sans* engine, persuading the seller to keep it as he had plans to transplant a more powerful engine in the car. This car, known as the Brown Bomber attracted great interest at various motoring events, and this led to Rob Dickinson looking for investors and interested parties to come on-board, in order to give his business project wheels. And here starts the story of SVD, which if you buy the book, will keep you entertained for many a good hour. The book, published by Stance & Speed, received the Gold Medal at the 2015 International Automotive Media Registry awards, which should give you a good idea of its quality.



© One More Than 10: Singer and the Porsche 911

This account begins with Dickinson's early years, and what inspired him to such levels of fascination with cars. The story takes you through the years of frustration while the author searched for his ideal vocation, which leaves one with little doubt as to what he should be doing with his life. One then journeys with the author through the years of formulating exactly what he wanted his modified 911 to look like, the quality not only of the car's stance, but the quality too of the car's fit and finish. What makes his journey right up to the current day so interesting, is that it is not just one continuous narrative from beginning to end. Instead, the author has invited, although in reality not much persuasion was needed, a number of some of the best automotive journalists in the world, to contribute a section on what specifically they liked about the finished car. This move in itself has introduced not only a varied account of the 're-imagined' 911, but having this number of highly qualified writers contributing to the book, in a significant way, gives SVD's restored 911s much credence.



© One More Than 10: Singer and the Porsche 911

The book ends with a catalogue of those cars which have been individually restored and prepared for each of SVD's clients. Throughout the book, one is left in no doubt about the admiration that Dickinson and his team have for the 911 and its original creators. With this in mind, the Singer 're-imagined' 911 is not a hot rod that one might at first think, but the purpose behind Dickinson's dream was to modernise the classic 911 with current technology, and not just a little bit more power. Significant effort goes into keeping the car true to its roots, with all the clever bits being well concealed, but with the overall finished product taking on an understated and tantalising appeal. The car does not shout at all passers-by, it instead relies on the quality of the finish, and yes that word again 'stance' to speak volumes.



© One More Than 10: Singer and the Porsche 911

Before reading the book, I was somewhat sceptical about megaphoning the attributes of a modified, hot-rodded 911. But having read the book, I am left admiring what Dickinson and his team have achieved. Not only have they saved a bunch of tired old 911s that have lost some of their former lustre from a very ordinary existence, but they have taken those cars and elevated them to a level where they are admired, and lusted after, perhaps even gloated over.

**Pete Stout**  
The Charm's the Thing

I can't tell how the heck it fits in with the other end of the phone line. To the Pete Stout? I guess the former Caltech school teacher and former Porsche member. It was 2003, and I was working at Esquire magazine. The book had already been written, but something a little more magazine editor's respect from a guy who has edited just out of school. I don't remember why he was about to get out of our eyes, the time on all things different days.

When he said was going to "reimagine" the 911. Whether he knew it or not that day, what Pete Dickinson had written for him was the thing that had carried him in the past, the thing that would not only make Singer happy, but define it. I think I was intrigued from the moment he started describing his take on an "enhanced 911," but he could never with another few bookends that someone I'd cut out with modern materials and people's mistakes. Then, Pete told me he was going to ask if I wanted to change County and offer my feedback to the narrative stage. Pete offered to bring me back, but, unfortunately, through the year.

After clearing security checks at Air Group, a builder of advanced concept cars, I headed into a living studio and saw a 1982 911 sitting on a table. Behind me, approximately 15 feet from the wall, there was something which seemed to be a very different effort, a giant's idea, idea of the manufacturer level. Pondering on a wall made me see the place, for the most interesting of my friends of Porsche. There were only 911s, headlights, Tom's headlights, more lights. I want it all, but I want all.

A couple of hours later, Pete and I went to a local shop in an area just outside California. At a table of our relationship, when Pete mentioned a particular price, I thought the car would be a best deal, and that he'd have to double the price. The hoped to make a deal. While I loved the 911, I had the car in the early of the weekend. Pete mentioned a dealer. His own high-end early 1980s 911. Not only had he owned it with the Porsche brand, but he'd followed a surprising number of car guys (including me) who had bought it to watch someone else had done. Instead of the way in Southern California, Pete had also received feedback between the 1980s and 1990s and had sold it to the most serious of 911 collectors. He was the same opportunity that God gave and then he had, but with a lot of love, more cars, more cars.

Pete was aware of the course. The heart for an author surrounding Porsche's 911s and 911. It was not over the last decade, and the 911 is still in a very good state of being what it is. The last 1980s 911s and 1990s-1990s 911s are now the price of a Singer modified 911, while the 1970s Carrera RS 2.7 has skyrocketed to over \$1 million. Thanks to Pete Stout and his team, the 911 is now a reality. Singer was not published when Pete Stout first went into it.

While original early 911s and 911s are now considered blue-chip collectibles, the 911s redesigned by Singer have developed a following of their own. I think Pete would call the ownership for the early, more modest power on Singer's shop and "something is important." You see it in the pictures, the books, the website, the attention to detail in places as center 911s to look. But perhaps you are if you don't see it in the center of the page, something that's really in for many cars, and by many things, in 911s and up.

Pete Stout is the author of the Porsche Road & Race, the 2007 and 2012, he served as editor in chief of Esquire, The Magazine About Porsche.

Esquire Photo: Peter West



© One More Than 10: Singer and the Porsche 911

The book will surprise you, it is well written, with plenty of fantastic photographs of both the gleaming finished product as well as the mucky, stripped and unpainted bodies. I think many readers will identify with where Rob Dickinson started his journey, and a good number will become Singer converts. Don't miss this entertaining read!



© One More Than 10: Singer and the Porsche 911

## Key Information

Title: One More Than 10: Singer and the Porsche 911

Authors: Michael Harley & Rob Dickinson

Foreword: Chad McQueen

Publisher: Stance & Speed

Dimensions: 12 x 10 inches, hardcover

ISBN: 978-0-9891149-4-3

Pages: 276 Pages

Price US: US\$85.00 (plus \$10.00 S&H = \$95.00)

Price International: US\$85.00 (plus \$65.00 S&H = \$150.00)



[www.porscheroadandrace.com](http://www.porscheroadandrace.com)

---

The book can be purchased from (first edition sold out, second edition now in stock):

Stance & Speed website: <https://bit.ly/2hEMwtY>

...or the Singer Vehicle Design website: <https://bit.ly/2h9e63v>

...or on Amazon: <https://amzn.to/2ho79HU>

*Written by: Glen Smale*

*Images supplied by: One More Than 10: Singer and the Porsche 911*