

# Crossing Antarctica? Do it in style

Vowing to drive your Porsche 356 across every continent is all well and good until you get to the bit at the bottom... By **Ben Miller**

If you've the time, the financial backing and the will, driving six of the planet's seven continents – while undoubtedly a monumental physical and logistical challenge – is at least vaguely practicable. Africa, Asia, Australia, Europe and North and South America do all at least have roads, restaurants, fuel and infrastructure. And Starbucks.

But when you've pledged to drive all seven? That's when things get interesting.

Denver-based Renée Brinkerhoff is the driver and driving force behind Valkyrie Racing and its Project 356 World Rally, a humanitarian mission

to cover nearly 20,000 miles over all seven of the globe's great land masses in support of Valkyrie Gives, Brinkerhoff's charity, which works to help end child trafficking (find out more at [valkyrieracing.com](http://valkyrieracing.com)).

This is her very special 356A in all its snow-bashing glory, modified by a top-drawer team of specialists to traverse one of the planet's most inhospitable environments.



Air-cooled, naturally, and unlikely to face overheating issues...



## STRIPPED RIGHT BACK

Not a heavy or complicated car to start with, all-terrain Porsche specialists Tuthill and Valkyrie's senior chassis design engineer Kieron Bradley, an extreme explorer, spent 18 months modifying and light-weighting the 356. Since there'll be 24-hour daylight in Antarctica during the intended timeframe, the car's been stripped of all its lighting. Given that wheels and tyres are superfluous, they're gone too.

## ON SKIS AND TRACKED

The Porsche's front skis help spread its weight over a greater area, reducing the chance of submarining in Antarctica's endless snowy wastes. They also prepare the surface for the tracked drive units that follow. Vast crevasse bar up front is designed to stop the car plunging into icy oblivion. Speeds will be limited to around 25mph, and if the Porsche does sink in the white stuff a built-in bag jack will lift it clear.

## READY FOR THE COLD

An operating temperature range of -50° to +55°C poses myriad challenges, not least the need for a low-temperature compressor (to inflate the bag jack) and special grease in the track bearings – normal stuff would freeze solid. In an emergency, survival suits, water and comms equipment are all within easy reach of the driver and co-driver, while an emergency exit option's been installed via the rear window...