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Scooter Gabel planned to take his Typ 597 to Amelia Island but ended up driving his Karmann Ghia convertible. "The perfect storm of bad weather, a broken water heater and flooded house and general lack of time to make sure we'd arrive in the 597 successfully led to having it shipped. We drove my 356 replacement instead."

Scooter's dog didn't mind.



At Amelia Island, where **Hurley Haywood's** new book was introduced and at the Guardians of Porsche dinner where he posed with co-author and publisher Sean Cridland (center) and the principal backers of the project: Fred Veitch (left), David Donner and Scott Long (right). A 911 in iconic Brumos colors and the number 59 were on display at the event. Deremer Studios photo.

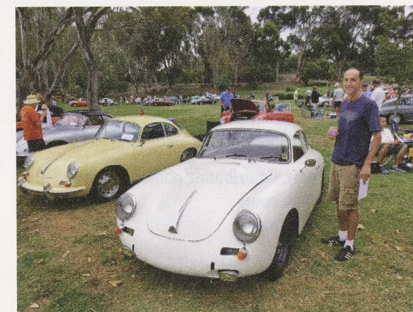
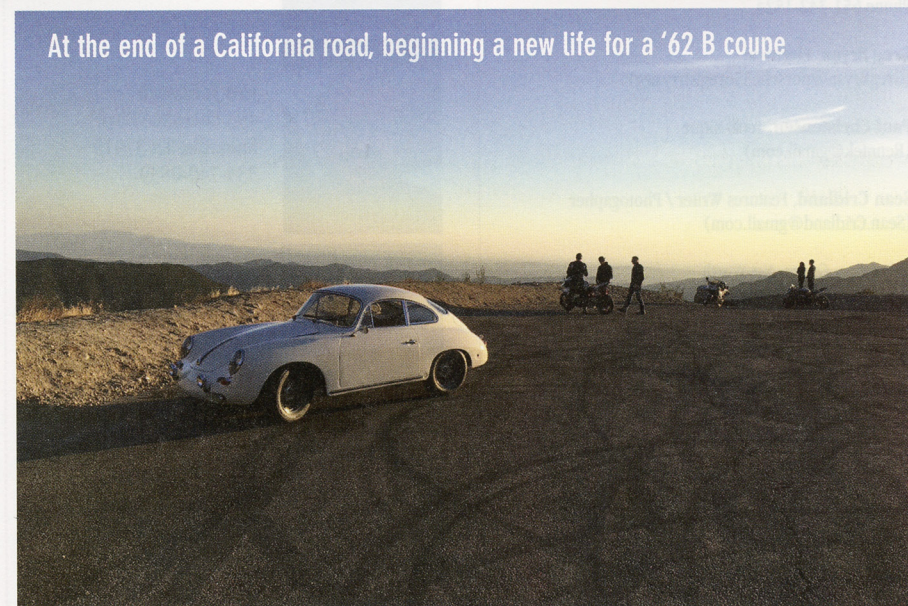


The photo was taken on Sunday, December 17, late in the afternoon at the top end of San Gabriel Canyon Road (just outside of Los Angeles). It is a 20 mile canyon run that is very popular road with the sport bikes and sports cars. The car is my 1962 356 B that has only recently returned to the road after a 40-year slumber. It was the first time I have taken it out and run it really hard. It performed flawlessly.

I purchased the car sight unseen three years ago from a gentleman in North Carolina. He took the car apart in 1975, painted it, but never put the car back together. All the parts were in boxes, and the engine was seized solid from all the years in a damp basement. When the car was pushed off the delivery truck at my house, my wife looked at me like I was crazy and asked, "What the hell did you buy?!"

I spent two years of evenings (after the kids went to bed) and rebuilt the engine, carbs, trans, suspension, brakes, electrical, and interior. I did all the work myself with the exception of the seats which were redone by Autos International. I made it a point to keep everything as original as possible. The only mods I made were a slightly lower and stiffer suspension, and larger wheels that were powder coated a darker gray to give it a different look. Oh, and the fog lights. All numbers are matching. The paint is still the same paint that was put on 40 years ago. I just spent many hours buffing it out section by section. There is still some interior work that needs to be done like carpeting and headliner. But at least it is driveable! **Tim Clark**

At the end of a California road, beginning a new life for a '62 B coupe



When Tim Clark's new car was delivered (left), it was "some assembly required". After a lot of work in not-so-much time he was able to show it at the Porsche 356 Club concours in Orange County last year.

BAD BOY IN A TAILORED SUIT

"Gesetzloser" is an outlaw with attitude in a well-turned-out package.



Words and pictures by Sean Cridland

It's hard to turn heads at Monterey Car Week, such is the embarrassment of automotive riches on hand from around the world. But at Carmel's Concours on the Avenue when Fred Veitch took that left hand turn from San Carlos Street onto Ocean Avenue in his recently completed Outlaw 1953 356, people took notice. A steady stream of admirers came by to get a closer look during the day, and he barely had time to grab lunch. People had questions. Lots of questions. What color is this? What motor is that? Why the top-hinged wipers?

Looking closely at the car, Veitch's details-within-detail approach took on a fractal-like character. Push-button ProFlow dzus fasteners on the front and rear lids, through-the-lid gas-filler on a custom, polished aluminum tank, the contrasting but complementary burgundy colored seats and square-weave wool carpet, the "Gesetzloser" badges...and those were just the cosmetic details. Opening the engine compartment or crawling under the car only brought about more - and more - and more oohs and aaahs. A few days later at PCA's Werks Reunion, the reaction was similar.

Veitch is no ordinary Porsche enthusiast. In the 1970s he drove a 906 with the driver's door removed so his 6'4" frame could poke into the airstream. He had the first Porsche 930 in the country and - at age 67 - set a record in the Time Attack 2 class at Pikes Peak in a 996 Twin Turbo. Along the way there were lots of cars, but his first 356 outlaw, a blue 1953 coupe, went viral on social media and in print publications for its outrageousness: a 200 hp turbocharged Type I VW dry-sumped, fuel-injected motor and a titanium roll-cage were just two of the features that got people's attention. Unfortunately, that one was sold to pay for a family emergency.

Veitch is well-known among his friends for a wicked sense of humor and a patience level that contributed to the discovery of the zeptosecond. So about two days after the sale of the first, he got together with builder Randy Bowen to start planning the second. Veitch is also well known for getting the details right, so he had a list in hand of what he liked about the earlier car and what he didn't. Veitch wanted a continuation of the first car's spirit, but not a clone. "We were looking to simplify the build, but also to offer a better driving experience," says Veitch.

The Gesetzloser Concept

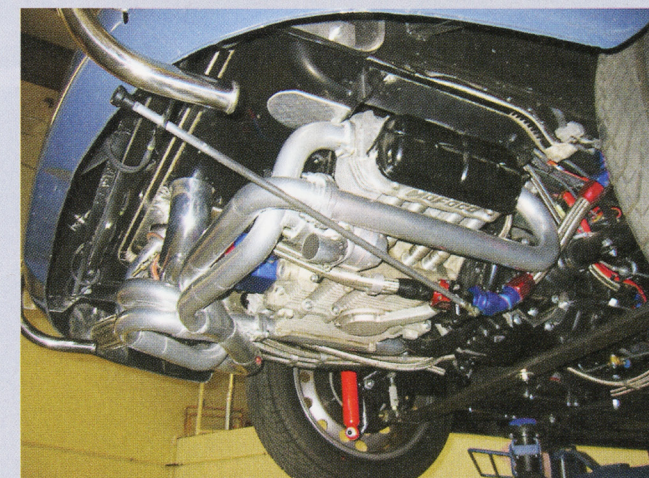
Veitch has always loved outlaws, but rejects the notion of just throwing parts at a car willy-nilly. Instead, he looks at each car much the same as Porsche might, as an integrated system designed to fulfill an overall concept, one that drives as good as it looks. One that gets attention for its subtlety and an accumulation of details contributing to a great driving car. That goes all the way down to the name. He consulted with long-time friend and original Andial partner Dieter Inzenhofer on what the German translation for "outlaw" would be. Turns out, there's no direct translation, but that Gesetzloser is closest, meaning something along the lines of "lawless" or "criminal." Veitch ran with the idea, even employing a graphic artist to develop a '50s era period-correct font for his car badges.

While he appreciates all the current 356 fashion trends, including barn-find originals, full restorations, Cal-Custom-like outlaws, in his thinking an outlaw should be built and finished with the same attention to detail you might have found on a factory car, if there were such a thing as Porsche Exclusive in the 1950s that also had access to 21st Century technology.

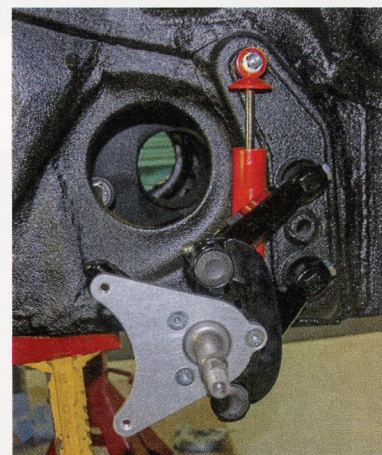
For this project, they toned down the outrageousness of the first car. They kept some competition-inspired features such as the gas-filler sticking through the front lid and the LeMans inspired top-hinged wipers, but they wanted the car to be eminently drivable. Says Veitch, "I wanted it to be more of a GS car than a competition car because I'm hoping to use it for touring with Linda (the ever-patient Mrs. Veitch). I wanted a car that we could drive for a couple hours and not crawl out feeling beat-up." That would mean an interior - not plush - but with more padding and support than the race-car-like austerity of the first car. As a Porsche enthusiast, he prefers the melody of the motor over the blare of the radio, but mostly he also wants to be able to carry on a conversation. So there would even be sound insulation in the new car.



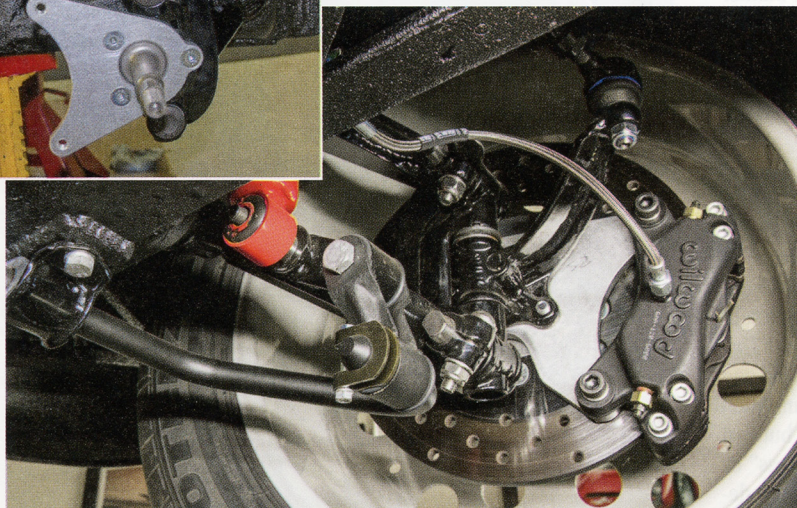
At the 2017 Concours on the Avenue in Carmel, the Gesetzloser was a standout, even among other beautifully restored 356s and a wide range of other American and foreign models from several decades.



The original Gesetzloser was also a 1953 coupe and shared many design ideas with Fred's latest creation. The biggest difference is the blue car had a turbocharged VW Type 1 engine. It is now owned by a Florida collector.



Finding a Goldilocks Pre-A was a matter of good enough, but not too good, or it already would have been restored. With some new sheetmetal—and extra for reinforcement in some places—the '53 body was ready for primer time, new paint and a beefed up suspension. Wilwood disc brakes all around were part of the package, plus bars front and rear to make it one of the best handling early Porsches around.



While they dumped the titanium cage and the turbo-engine, perhaps the most meaningful change was using a Porsche case as the basis for the motor. Veitch remembers too many people drooling all over the car, then turning up their nose with a final comment of, “Too bad it has a VW case...” Really? Never mind that no 356 ever had a turbo or that early 356s used a wide variety of VW parts, or that it was an OUTLAW! But it was a point he didn’t want to have to defend again. He decided this car would use all Porsche parts or aftermarket parts specifically designed for Porsches and tolerated by the 356 cognoscenti.

Despite all that, he wanted a car that would still turn heads at local Cars and Coffee meetings.

The Chassis

For Veitch, it had to be a pre-A. “The rounded shape of the pre-A 356 speaks volumes about the original spirit of Porsche design,” he says. Finding a suitable donor was no small task, however, and he went on a series of adventures with Bowen along to assess the suitability or revivability of several cars. It took some time and eventually they settled on one that they’d previously rejected. “It was a mess,” says Veitch. “It seemed too far gone: too much rust and hit too hard, wrong nose...” But then friends Cam Ingram and Kevin Watts of Road Scholars saw the car at Apex Auto Body in Denver and were confident it could be revived. Apex owner Dave Imes remembers, “We replaced the nose, the floor, the longitudinals, a lot of stuff, and then we strengthened and reinforced it. But that’s how it goes with a pre-A that you would use for an outlaw. If they were better, you’d restore them.” That process took several months.

To Bowen’s surprise, the shell came to his Colorado Springs shop at about 85-90% readiness. After several days of finishing the chassis to his satisfaction, he started mocking up the suspension.

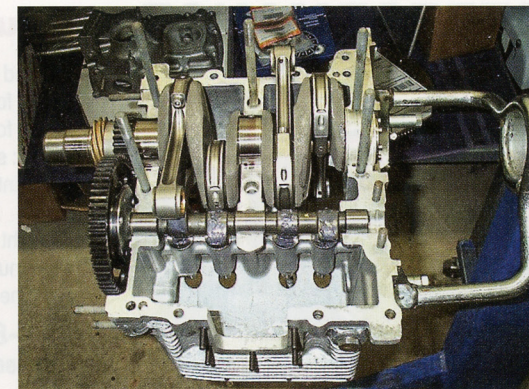
Suspension

“From the first car, we learned which parts fit and which didn’t,” says Bowen. “Overall, the suspension from the first car worked really well. So we kept almost all of it.” Even better, some—though not all—of the things they’d had to fabricate were now available as aftermarket items.

Bowen grafted reinforced 356C pick-up points on the car so they could use larger, later model shocks with higher capacity and more travel. The front employs original equipment 356C torsion plates, narrowed to fit the also narrowed front axle beam required to fit the wheels, tires, and brakes under the pre-A fenders, a job which Bowen says was “huge!” A Skirmants sway bar is added for extra stability but with Bowen-fabricated brackets to fit the pre-A. He also made the front axle adjustable for ride-height. There is a removable panel in the front compartment to access ride-height adjustments.

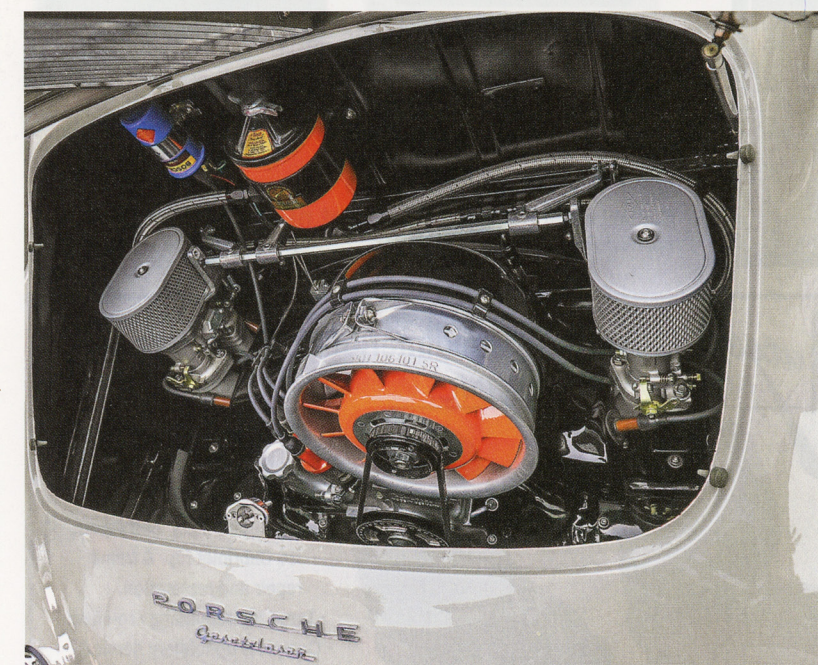
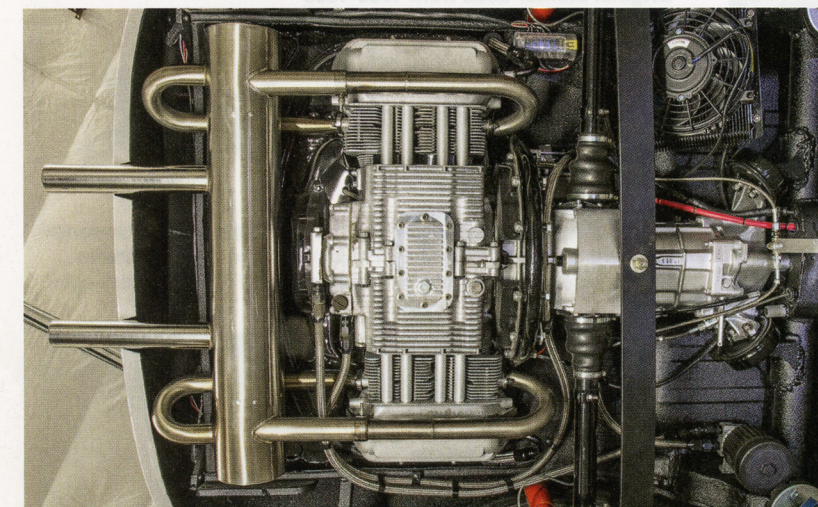
The rear end uses Elephant Racing adjustable, hollow torsion bars from a 912 kit adapted with Bowen fabrications. Because Apex and Bowen had stiffened the chassis considerably, they were confident they had a solid handling platform.

Because of the wheels Veitch wanted, Bowen had some work to do to get everything to fit under the fenders while protecting the integrity of the pre-A shape, a must for Veitch. That meant shortening the front arms for a slightly narrower track width.



The cast aluminum wheels found in 944 and 928 trunks have been popular with 356 rodders and those looking for something different. Veitch, however, wanted more holes, for an early Glöckler look. The engine uses a Porsche case, crank and heads but the other bits are all aftermarket racing. Oil is plumbed to a cooler with fan (top right in photo below) and a full flow filter (bottom right). Custom valve covers and a tuned stainless exhaust system make a great worm’s-eye view.

Bottom: 911-style fan and alternator with custom shrouding, linkage and oil filter.



The wheels are re-engineered 16” 928 S4 spares that were sand blasted. Morrison, Colorado-based Frank Petersen drilled a second set of holes, reminiscent of the early Porsche lightweight hill-climb wheels and held in place by Tikor titanium lug nuts. Beneath those, cross-drilled Wilwood calipers provide incredible stopping power. Tires are 195/55 R16 Bridgestone Potenza RE760 Sport, noted for their great handling in both dry and moderately wet conditions.

The engine

They started with a new-old stock 1963 case, still in the box, then added large-bore Nikasil cylinders, JE pistons on Carrillo rods and a 74mm Porsche crank resulting in a displacement of 1883 cubic centimeters. Then came balancing, polishing, porting, and blueprinting. A Neutek cam and lifters push Super 90 racing valves and springs, all within heads redone by Anchor Atlantic in New Jersey. New Weber carburetors hidden beneath Flat Four Knecht-style air cleaners and a stainless steel exhaust from Gentleman Drivers Parts in England let intake and exhaust gasses flow freely.

Dieter Inzenhofer donated a 911 fan which required some custom fitting and a Bowen-fabricated shroud to maximize airflow and accommodate the 12-volt alternator. The carburetor linkage was moved slightly to clear the custom shroud. Besides the larger 911 fan, cooling is managed through a full flow oil system with a remote thermostatically controlled cooler and cleanable oil filter. A custom breather tank was made from a 356 oil filter housing, which looks a little out of position but not out of place. All of it was plumbed with braided stainless oil lines. A finned, billet sump plate also helps. Veitch says the car runs a cool 180 degrees Fahrenheit all the time.

Again considering the car would be for touring, they ditched the solid motor and transmission mounts from the first car in favor of standard Porsche 356 bushings for less noise and vibration in the cabin.

Once Veitch had driven the car a couple thousand miles, it was taken to Porsche of Colorado Springs Racing for some time on the chassis dyno. With the car still purposely running rich—from 12.5 at idle to as low as 10.5 on full power—they did a few pulls to 6,000 rpm with horsepower showing in the 90hp range at the rear wheels. Torque curve was a flat 85 foot/pounds from 3000-6000 rpm. Though they’re confident the motor could handle more, they’re opting to set the red-line at 6,000 rpm for longevity and to ease maintenance. They’re thinking they’ll find another five horsepower when they lean it out after the break-in period.

Transmission

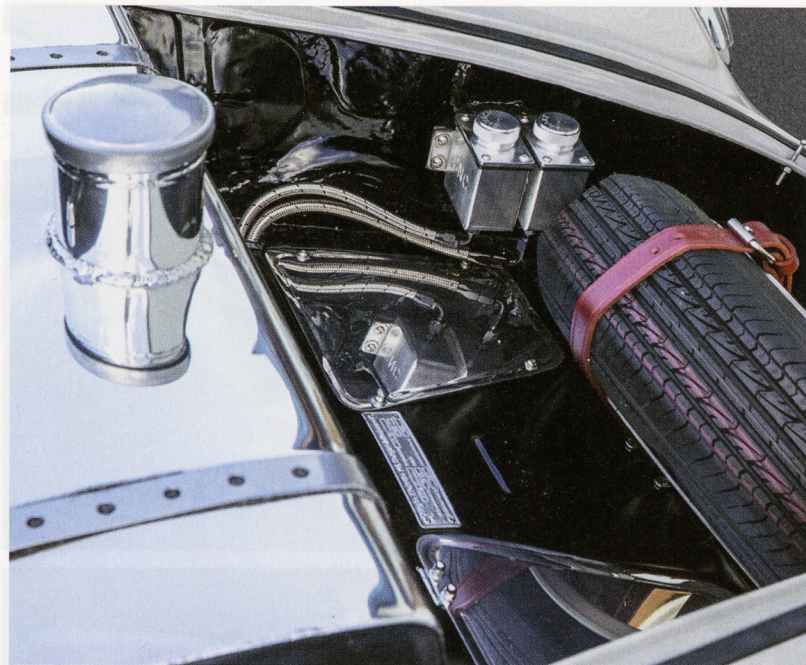
A freshly rebuilt 4-speed 1962 transaxle was sourced from Boulder-based Porsche transmission specialists G-Box. Veitch’s idea was to have a usable transmission that would allow for maximum touring pleasure, rather than constant shifting. As a result, he asked for a higher than normal fourth gear that required some extra engineering within the case to make room. Power is transferred through a Kennedy clutch and Willhoit billet flywheel. In fourth gear, at 2800 rpm, the car cruises nicely at 70 mph.

Exterior

Again, decisions had to be made. The first car had louvered quarter-windows in the back, but rain was always a problem. For this one, Veitch opted for fixed lexan rear windows, mounted with custom brackets fabricated by Bowen. Door-windows are also lexan, with leather pulls. No bumpers or nerf-bars clutter that basic pre-A shape. The front of the car is notable for its top-mounted wipers, the through-the-hood gas filler and driving lights mounted on titanium brackets. Bowen first fabricated steel ones, then sent those off to Black Sheep Fabrication in Fort Collins to be recreated in polished titanium.

Though it's painted in matching Fashion Gray, the front deck lid is made from carbon fiber by GT Racing, then bonded to a car-correct pre-A frame for strength and proper fit. The exterior rear of the car is conventional pre-A other than the 911R decklid hinges. Both the front and rear lids are held securely in place by small aluminum push-button dzus fasteners.

Veitch thought long and hard over colors. Though he likes blue, he didn't want to copy the first car. Nor did he want to go with the all-too-common reds or silvers used on 356s. In the end, he chose Fashion Grey, understated and unique, but still a period-correct pre-A color. Both body and wheels were painted for continuity. The color is stunning for being both subtle and distinctive.



No junk in this trunk. Custom fuel tank and filler neck are polished aluminum, as are the access covers. The right side cover opens to a storage compartment. **Below:** Louvered deck has 911R style hinges and a button release. Side windows are lexan.

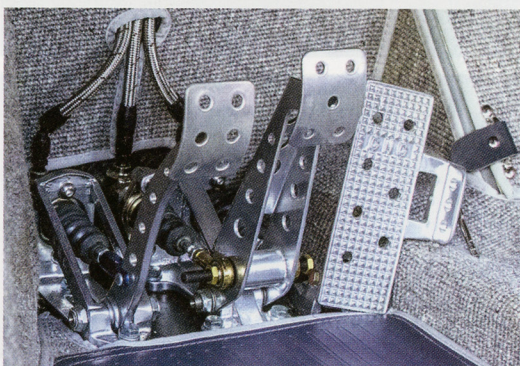


Wiper motor is mounted just behind the windshield. It drives the right arm, which in turn drives the left with an old-school exterior connecting link.

Driver perks

While much more care was taken for the comfort of the passenger in this car, the interior is still designed around the driver. The seat frames came from Fibersteel in Azusa, California and are mounted on Bowen-fabricated hinging frames designed to tilt forward for better access to the behind-the-seat luggage shelf. Floor-mounted, hydraulic racing pedals from CB Performance Products provide a direct link from the driver to brakes, clutch and carbs.

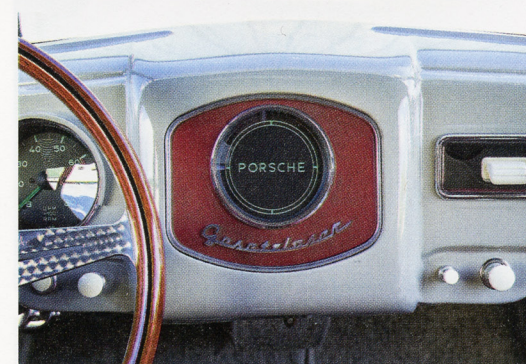
Since they wouldn't be using the plywood floor panels used in concours cars, that afforded several inches more room for Veitch's tall frame. Rather than having an endless



Custom pedal cluster includes a reinforced brake pedal, hydraulic clutch cylinder and an extra-wide CNC gas pedal with a side foot rest, all drilled, as are the door handles, wiper arms and almost everything else that could be.



The Mode Grey paint is set off by Tomato seats and door panels, with small hints of the same color here and there. Even unseen places like the trunk custom compartment got the full red leather treatment. Engine-turned door sills complement the Nardi wheel. In a nod to his Pikes Peak experience, Fred's '53 sports a '53 decal.



foot-well tunnel on the passenger's side, Bowen built in a hidden compartment for documents, etc. Sound deadening in the doors and floor, along with two-stage BMW seat-heaters, make for a pleasant environment. North Hollywood Instruments ensured that all gauges would be accurate.

Interior

Next it was time for a visit to Colorado Springs interior decorator Kathi Braden to talk materials and colors. Veitch gave her a tough task: find something that "pops" but maintains the subtlety of the Fashion Gray. In other words, no bright reds or blues. And, it had to be of the highest quality. After looking at dozens of color samples they came up with a deep burgundy color which was the perfect contrast/complement to the exterior. Then, Braden spent a day looking through leather samples at the Denver office of Edelman Leather, whose home office in New Milford, Connecticut is well known for working with several award winning automotive restoration shops. She found a full-grain Cashmere Calf leather in a deep red color they call Tomato that was perfect for their needs. Eight hides were ordered – totaling 238 square feet – to cover the seats, line the several compartments, and create various other items. Braden received a mid-production sample from Edelman to be sure the color was correct. Then, the car was off to Mike Rich and his magic scissors at Sew Fine Interiors in Denver.

Rich is well known for his work both with exacting concours competitors who expect spot-on originality as well as with custom hot-rodders always looking for never-seen uniqueness. Rich says he enjoys working with Veitch because of his openness to new ideas, always keeping in mind the mission of maintaining subtlety and piquing interest in one fell swoop.

After a few conversations, Rich presented a few rendition drawings with ideas for contrasting piping and French seams. Rich also suggested a gray wool square-weave carpet from... not Porsche, but Mercedes! His suggestion was spot on. It had the look and feel Veitch wanted and was a better match for the Fashion Gray and a better complement to the Tomato colored seats. The carpet-fitting process took 47 individual pieces, sewn with almost invisible seams. The wool head-liner is stock Porsche.

"A lot of my customers either want concours original or they might bring a magazine and say 'make it like this'," says Rich. "Then you're stuck to a plan, there's no room for originality. But with Fred's cars, you have more exciting angles to come from. You get to go inside your soul and throw things at it: this would be cool, this would be cool, this... We might look at something and think, 'nobody's ever done this, we could try it and then...' It's a really cool concept. You just do what you and the customer come up with make it bad-ass. And that's what an outlaw is."

Between the seats is a custom raised, exposed linkage shifter in polished titanium built by Black Sheep Fabrications from a Bowen design. Meanwhile, Veitch worked with The Sign Shop of Colorado Springs to develop a custom, period-correct font for the Gesetzlos badges found both within and on the exterior body of the car and to hand-paint the Shell Oil emblems on the front fenders.

A version of this article appeared in Porsche Panorama, March 2017.