

Porsche Panorama

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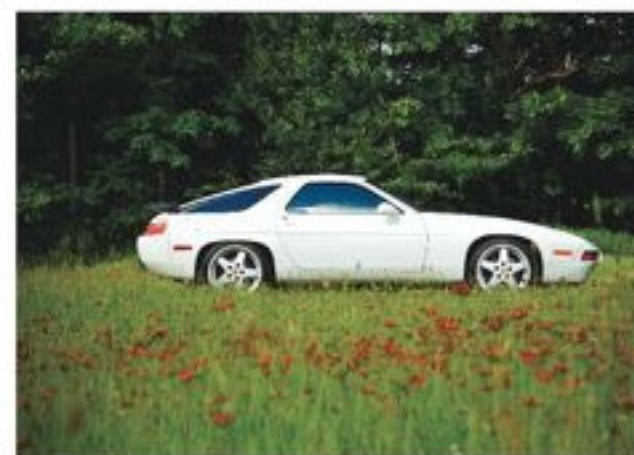
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GESETZLOSER

THAT'S GERMAN FOR OUTLAW.

STORY AND PHOTOS 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 when Fred Veitch took the left-hand turn onto Ocean Avenue in his recently completed Gesetzloser Porsche 356, people took notice. Such was the stream of people who came by to get a closer look during the day, he barely had time to grab lunch. People had questions. Lots of questions. What color is this? What engine is that? Why the top-hinged wipers? ♦ On close inspection, Veitch's details-within-details 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 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 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 64—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 went viral on social media and in print publications for its outrageousness: a 200-hp turbocharged dry-sumped, fuel-injected Type I VW engine and a titanium roll cage were just two of the features that got people's attention. Unfortunately, that car was sold to pay for a family emergency.

Veitch is known among his friends for his wicked sense of humor and a patience level that contributed to the discovery of the zeptosecond. So about two days after the sale of his first outlaw, he got together with builder Randy Bowen to start planning his second. Veitch is also known for getting the details right, so he had a list 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.

Veitch has always loved outlaws, but he rejects the notion of throwing parts at a car willy-nilly. Instead, he looks at each car much the same way as Porsche might, as an integrated system designed to fulfill an overall concept. A car that gets attention for its subtlety and an accumulation of details—a car that drives as good as it looks.

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 *Gesetzloser* comes the closest, meaning something along the lines of "lawless" or "criminal." Veitch ran with the idea, even employing a graphic artist to develop a 1950s-era period-correct font for his car badges.

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

For this project, they toned down the outrageousness of Veitch's first car. They kept some competition-inspired features such as the gas filler sticking through the front lid and the Le Mans-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 with more padding and support—but not plush—than the race-car-like austerity of the first car. As a Porsche enthusiast, he prefers the melody of the engine 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.

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 engine. Veitch remembers too many people drooling all over his first 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 356 cognoscenti. Despite all that, he wanted a car that would still turn heads at local Cars and Coffee meetings.

THE NEW OUTLAW had to be a pre-A. "The rounded shape of the pre-A 356 speaks volumes about the original spirit of Porsche design," says Veitch. Finding a suitable donor was no small task and took a series of adventures with Bowen along to assess the suitability or revivability of a car. Eventually, they settled on a car that they'd previously rejected.



After years of preparation, Fred Veitch debuted his latest 356 project to an enthusiastic reception at Carmel's Concours on the Avenue during Monterey Car Week.





The quest for Porsche-style "added lightness" manifests in drilled door handles, wiper arms, racing pedals, custom lightweight wheels, and titanium lug nuts.



"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 saw the car at Apex Auto Body in Denver and were confident it could be revived.

"We replaced the nose, the floor, the longitudinals—a lot of stuff—and then we strengthened and reinforced it," reports Apex owner Dave Imes. "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." The 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.

"FROM THE FIRST CAR, we learned which parts fit and which didn't," says Bowen. "But 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 Willhoit 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. Apex and Bowen had stiffened the chassis considerably, so 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 wheels are re-engineered 928 S4 sixteen-inch 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 Titor titanium lug nuts. Beneath those, cross-drilled Wilwood brakes provide incredible stopping power. Tires are 195/55R16 Bridgestone Potenza RE760 Sport, which are noted for their great handling in both dry and moderately wet conditions.

FOR THE ENGINE, they started with a new-old stock 1963 case that was still in the box and then added large-bore Nikasil cylinders, JE pistons on Carrillo rods, and a 74-mm Porsche crank, resulting in a displacement of 1883 cubic centimeters. A Neutek cam and lifters push Super 90 racing valves and springs that live within Anchor Atlantic heads. New Weber carburetors hidden beneath Flat-4 Knecht-style air cleaners and a stainless steel exhaust from Gentleman Drivers Parts in England let intake and exhaust gases flow freely.

Dieter Inzenhofer donated a 911 fan that required some custom fitting and a Bowen fabricated shroud to maximize airflow and accommodate the 12-volt alternator. The carburetor linkage was moved to the rear of the motor to clear the custom shroud. Then came balancing, polishing, porting, and blueprinting.

Besides the larger 911 fan, cooling is managed through a full-flow oil system with remote thermostatically controlled cooler and cleanable oil filter. A custom



"It's a really cool concept. You just do what you and the customer come up with and make it badass. And that's what an outlaw is."



breather tank was made from a 356 oil filter housing. 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 engine 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 PCS Racing for some time on the 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 6000 rpm with horsepower showing in the 90-hp range at the rear wheels. The torque curve was a flat 85 lb-ft from 3000-6000 rpm. Though they're confident the engine could handle more, they're opting to set the redline at 6000 rpm for longevity and ease of maintenance. They're thinking they'll find another five horsepower when they lean it out after the break-in period.

A freshly rebuilt four-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. The car cruises nicely at 70 mph at 2800 rpm in fourth gear.

VEITCH'S FIRST CAR had louvered quarter-windows in the back, but rain was always a problem. For this one, he opted for fixed Lexan rear windows, mounted with custom brackets fabricated by Bowen. The 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, through-the-hood gas filler, and driving lights mounted on titanium brackets. Bowen first fabricated steel brackets, which he then sent to Black Sheep Fabrication in Fort Collins to be re-created in polished titanium.

Though it's painted in matching Fashion Grey, the front decklid is made from carbon fiber by GT Racing, then bonded to a car-correct pre-A frame for strength and proper fit. The rear of the car's exterior is conven-

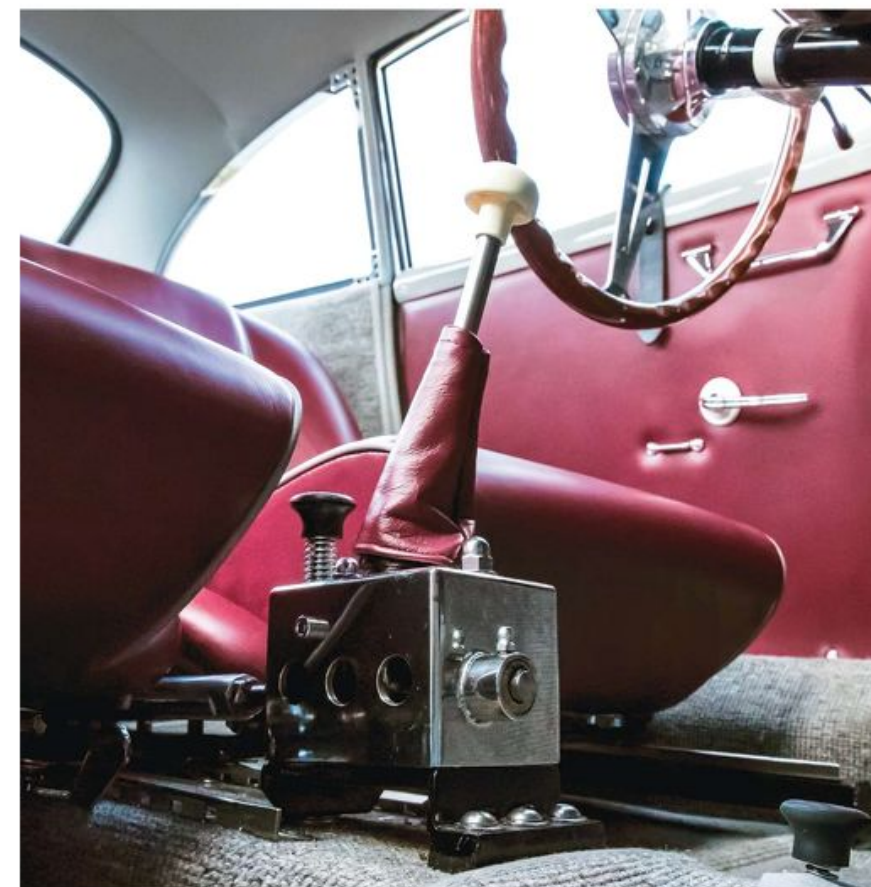
tional pre-A other than the 911R exterior hinges. Both the front and rear lids are held securely in place by small aluminum push-button Dzus fasteners.

Veitch thought long and hard about 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 many 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 subtle yet distinctive.



Gesetzloser was built with touring in mind, with Wilwood ventilated disc brakes, braided lines, and precise yet comfortable handling. An extra-large cooling fan and additional oil cooling underneath keep everything running strong.





Many hours were spent finding just the right colors and materials to complement the Fashion Grey exterior. Tomato-colored, hand-picked calf hide, gray square-weave carpet, and swirled brushed aluminum trim complete the concept.

WHILE MUCH 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 hinged frames designed to tilt forward for better access to the behind-the-seat luggage shelf. Billet floor-mounted hydraulic racing pedals from CB Performance Products provide a direct link from the driver to the brakes, clutch, and go pedal.

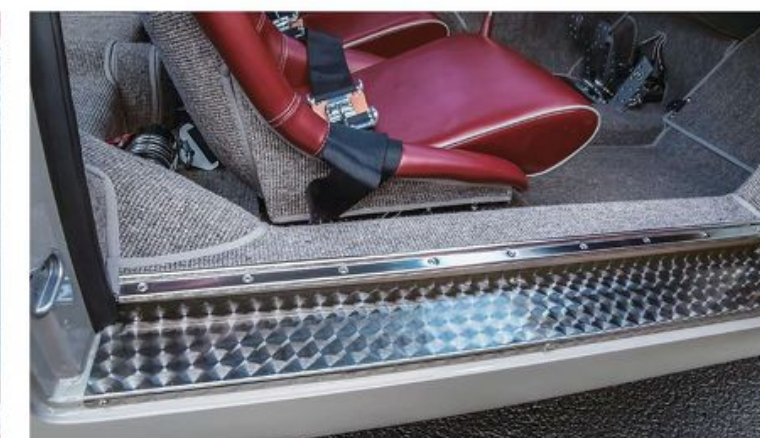
Because they didn't use the plywood floor panels used in concours cars, it afforded several inches more room for Veitch's tall frame. Rather than having an endless footwell tunnel on the passenger's side, Bowen built in a hidden compartment for documents and the like. Sound deadening in the doors and floor, along with two-stage BMW seat heaters, make for a pleasant environment. North Hollywood Instruments ensured that all gauges would be accurate.

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 Fashion Grey. 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 that was the perfect complement to the exterior.

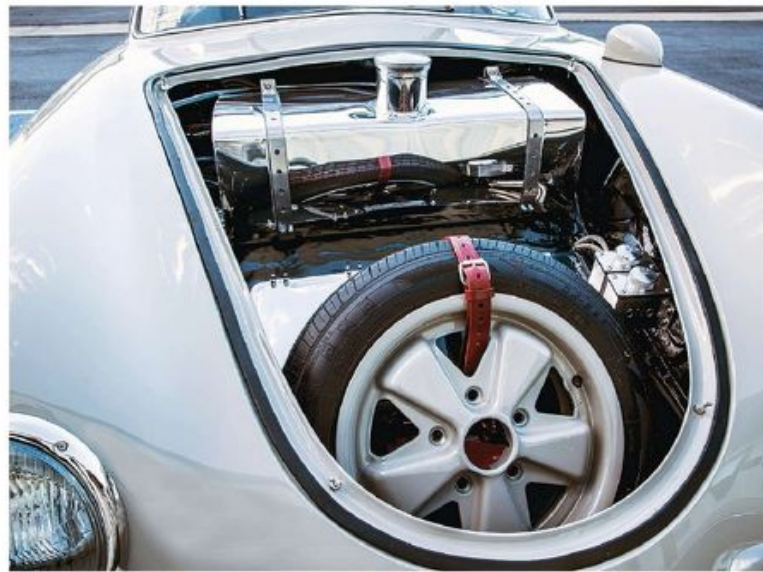
Then Braden spent a day looking through leather samples at the Denver office of Edelman Leather, whose home office in New Milford, Connecticut is well known for working with several award-winning automotive restoration shops. She found a full-grain Cashmere Calf leather in a deep red color they call Tomato that was perfect for their needs. Eight hides were ordered—totaling 238 square feet—to cover the seats, line all the 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 known for his work with exacting concours competitors who expect spot-on originality as well as with custom hot-rodders who are looking for never-before-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. He 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 Grey



No stone is left unturned: Details include a color-matching Fuchs spare, a hybrid tool kit of vintage and contemporary tools, polished aluminum brake reservoirs and fuel tank, and special Gesetzloser script and badging throughout the car.



and a better complement to the Tomato-colored seats. The carpet-fitting process took 47 individual pieces, sewn with almost invisible seams. The wool headliner 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, and 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 and make it badass. 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 Gesetzloser badges found both within and on the exterior body of the car and to hand-paint the Shell Oil emblems on the front fenders.

IN ADDITION TO all the larger, more obvious pieces, Bowen and a few other craftspeople spent considerable time on the less obvious and the never-meant-to-be-seen bits.

All the suspension pieces, the fan shroud, and other bits were fitted and then disassembled and sent off for paint or powder-coating. Frank Petersen spent considerable time and effort creating a through-the-hood filler pre-A tank out of polished aluminum. Once Bowen had wired the electronics, he went through the entire car, zip-tying the wiring harness throughout for tidiness.

Because Porsches have steering box accesses on both sides—for either right- or left-hand drive—Bowen removed the steering box assembly on the passenger's side to create an extra smuggler's box, which was lined with leather left over from the seats. A strap for the spare tire was made from that same leather.

Veitch also replicated a pre-A tool kit, with a contemporary twist. He sourced a combination of pre-A and modern tools (appropriate for the car's modern features) from the German Hazet tool company, complete with its own matching Tomato-colored leather bag. Leaving no stone uncovered, there's also a matching leather jack cover. Switches and knobs from Brezelwerks are all period appropriate, too.

ONCE BOWEN REASSEMBLED the car after paint, Veitch took it out for its first road miles, gradually venturing farther and farther from home. After each time, it went back to Bowen for small adjustments for fit and perfor-



There are lots of head-turning cars at the Concours on the Avenue during Monterey Car Week, but the impeccable build quality and attention to detail apparent in Fred Veitch's 356 outlaw made it stand out.

mance. Once satisfied that everything was fine, Veitch made arrangements to debut the car at the Concours on the Avenue and at PCA's Werks Reunion in August.

The car got lots of attention and rave reviews from everyone who stopped by. It was undeniably a hit with enthusiasts and some of the notable Porsche personalities on hand. Jeff Zwart greeted his Pikes Peak comrade with a smile and a thumbs up. Chad McQueen spent time in the car, checking out all the features, and Hurley Haywood was seen posing with the car, complete with huge smile. Its public debut behind it, the car went home to Colorado, where Veitch has been piling on the miles on some of his favorite driving roads.

He reports that the engine runs smoothly and cool, has lots of torque, and sounds great—distinctively 356 with a bass undertone. It shifts smoothly, is stable, and has precise handling and incredible stopping power. As someone who also owns a GT2, he appreciates modern cars, but he also loves the all-mechanical, analog feel of the 356. As he says, "It's a very you-and-the-car involving experience, with a visceral roughness that leaves a smile on your face, even hours after a drive."

Even more fun, it's the car of his dreams—a car that has been built from scratch specifically to his liking. Even better than Porsche Exclusive, this Gesetzoer is a Veitch Exclusive. ●

