

P o r s c h e c u l t u r e m a g a z i n e

Issue 8

# DUCK & WHALE

TRIBUTE PORSCHE

9 0 6

*Outlaw*



Porsche 911 GT3 RS,  
Keiller's Workshop, PCC Rally,  
Korn Thongtour Interview Bangkok,  
Tribal Remedy, 991 GT3 Drive Feature,  
Singer & Mezger - Kuykens, Hangar  
Banger, Porsche People Byram  
Johnston, Geoff Morgan.





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## **Change...**

*To make the form, nature, content, future course, different from what it is or from what it would be if left alone.*

---

Everything old is new again!

There is an analogue revolution surging through the corridors of Porsche HQ, it's a renaissance of understatedness, with a procession of cars aimed at the passionate enthusiast like the 911 R, 911 T, GT3 and GT3 touring capturing the hearts and minds of the Porsche loving public. The pleasure of driving is back on the menu and track times and economy are now playing second fiddle to feel and involvement.

These are all good things, this is a trajectory for sure? The company is moving closer to 911s of old, and Porsche is 911 right?

Some would argue that the air cooled era is the only time worth celebrating. A time of handmade passion, of godlike cars, drivers and engineers doing battle on the race track. Porsche past is undeniable, lighting an unquenchable fire of a legacy that has burned through the decades.

Not even the smarter modern water cooled cars, nor the march of technology could extinguish the enthusiasts love for Porsche.

All the while the Porsche range grew and grew with the editions of new segments and sub segments. The one settler throughout the years has always been the Motorsport cars, RS the GT cars, reassuring us that Porsche is still putting performance orientated passionate enthusiasts towards the top of the stuff that matter scale.

I love this analogue revolution, yet we all know things are changing, the 911 RSR engine has crept forward and the Turbo script on the back of the Porsche performance models will have millennials asking questions.

We will soon find out what is instore for the 911 with the next generation 911 in the 992, rumours of hybrid technology and batteries wash over my back because I know as long as Porsche keeps racing, the Motorsport department is going to make cars I/we as enthusiasts want to drive.

The great lesson as we move away from the fossil fuel era into the next is, feel and involvement must be the goal.

Welcome to Duck & Whale.

We feature a new opinion column on page 124 - Nick is a self-confessed Porsche tragic... bordering on the esoteric. His first contact with Porsche was at only a week old coming home from the hospital in his fathers '77 light yellow Targa.

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Issue 8

# DUCK & WHALE

P O R S C H E  
C U L T U R E  
M A G A Z I N E

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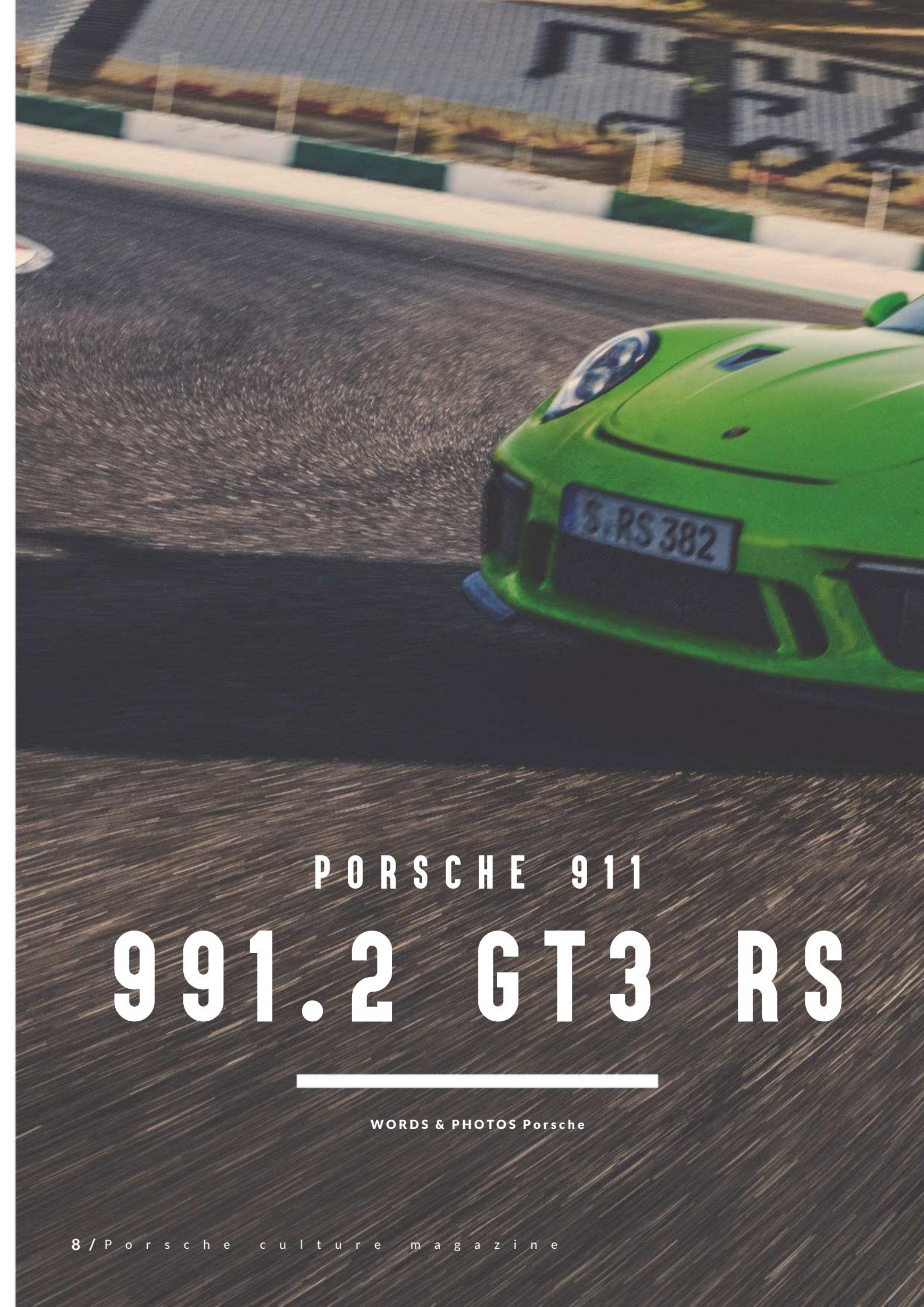
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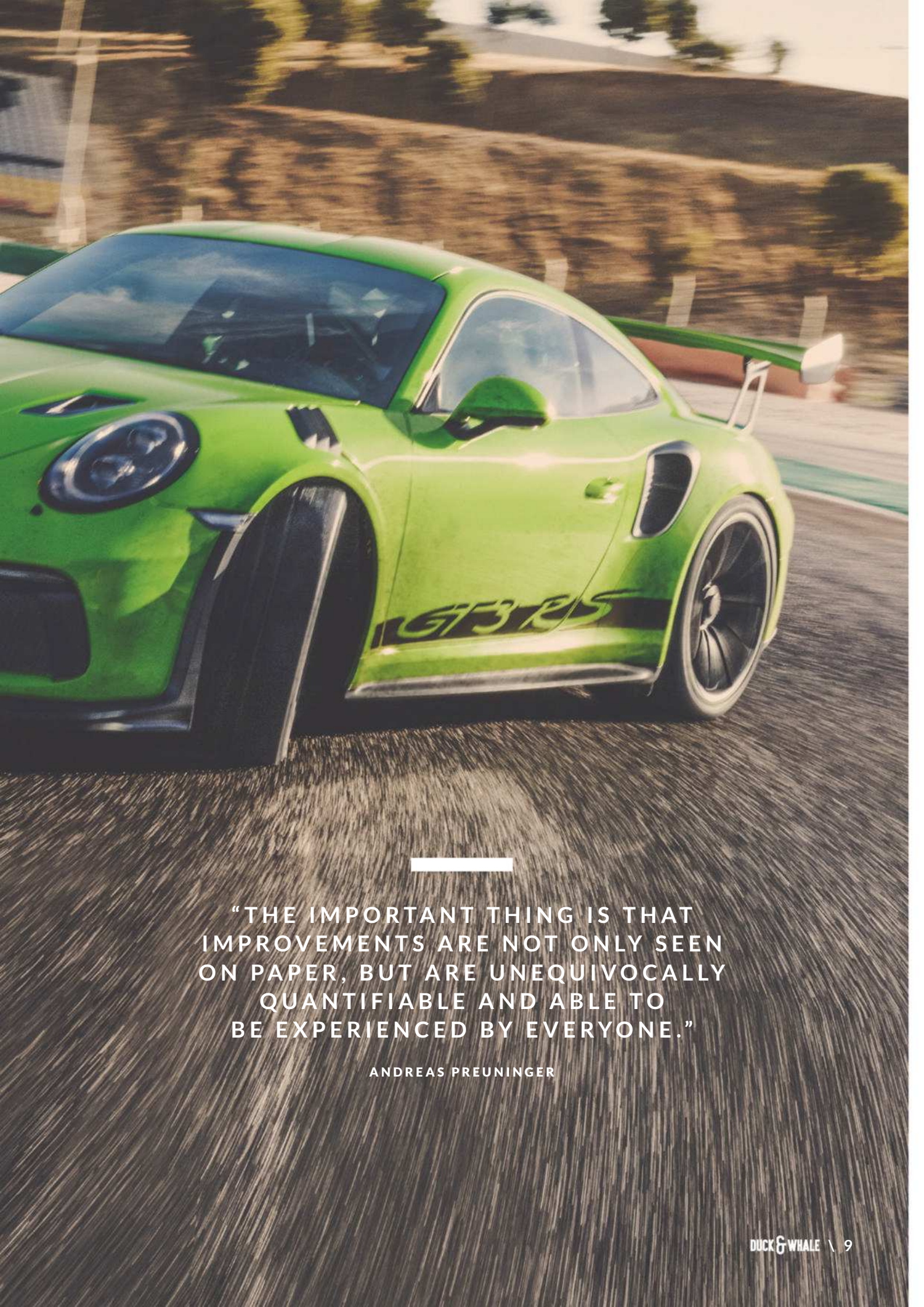
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WORDS & PHOTOS Porsche



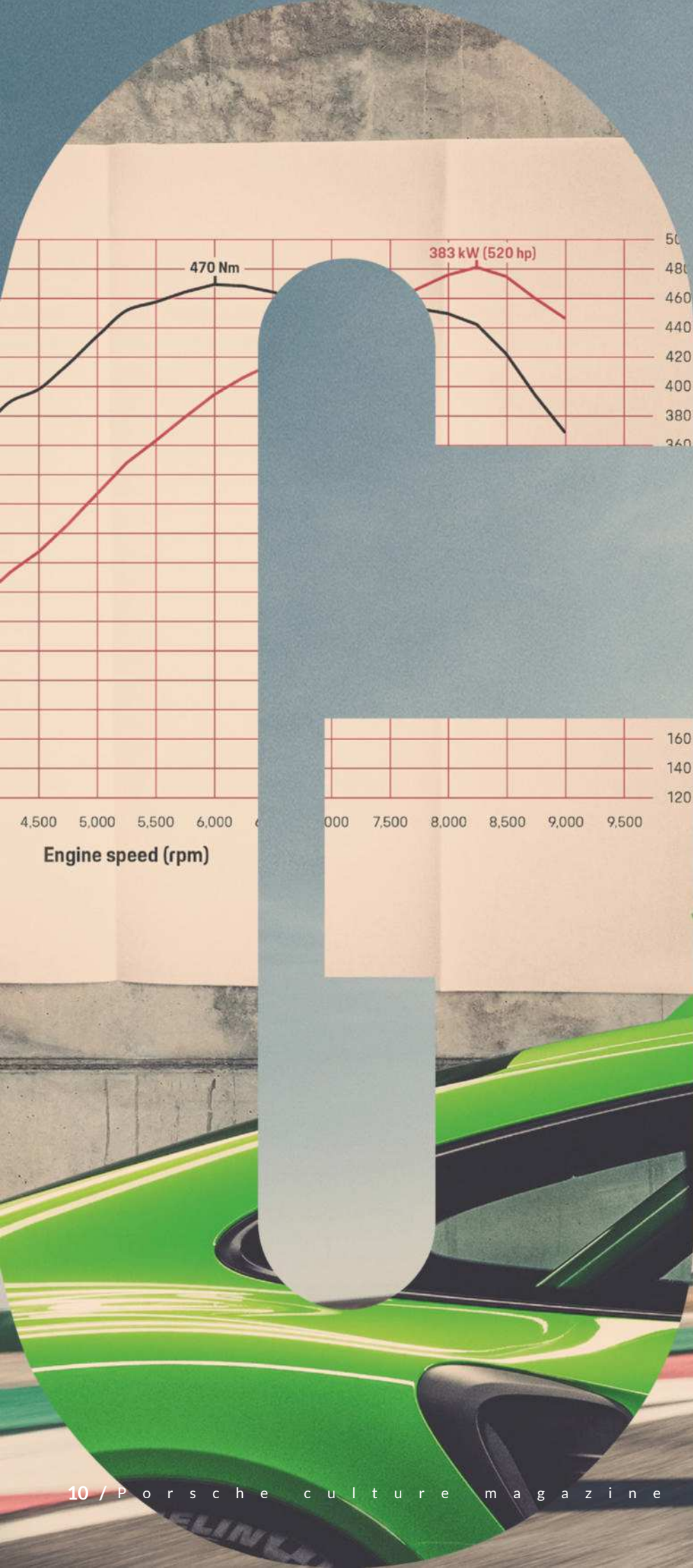


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“THE IMPORTANT THING IS THAT IMPROVEMENTS ARE NOT ONLY SEEN ON PAPER, BUT ARE UNEQUIVOCALLY QUANTIFIABLE AND ABLE TO BE EXPERIENCED BY EVERYONE.”

ANDREAS PREUNINGER





## REVOLUTIONS.

The valves are operated by cam followers – a motorsport application. Clearance compensation between the camshafts and valves of the new 911 GT3 RS is realised not by hydraulic means, but by shim plates as part of a solid arrangement. This provides greater robustness as well as enabling remarkably high engine speeds and hard use on the race track.

## LUBRICATION.

The way in which oil is supplied to the engine is also successfully proven in motorsport. Continued lubrication is vital, especially at very high engine speeds of up to 9,000 rpm and under the effects of the extremely high lateral and longitudinal acceleration that can be experienced on the race track.



— ENGINE —

**3 8 3 K W**  
**5 2 0 H P**  
**4 . 0 - L I T R E**

---

THE ENGINE IS BASED ON THAT OF THE 911 GT3 CUP. ALSO DERIVED FROM MOTORSPORT, THE RS USES A SEPARATE ENGINE OIL TANK, FULLY VARIABLE OIL PRESSURE PUMP AND AN ADDITIONAL SUPPLY OF OIL VIA THE CRANKSHAFT.



THE DEFOAMING OF THE OIL BY A CENTRIFUGE BEFORE IT IS DELIVERED TO THE SEPARATE OIL TANK IS A SOLUTION ORIGINATING IN HIGH-PERFORMANCE MOTORSPORT AND IS ALSO USED IN A SIMILAR FORM IN THE PORSCHE 919 HYBRID LMP1 CAR.


IN UNDER  
**100** **K M / H**  
**3.2** **S E C**

**312** **K M / H**

TOP SPEED







---

## CUP BASED.

Four valves per cylinder with cam followers and a rigid valve train is another concept matured on the race track.

The engine block and cylinder heads are made of aluminium, the titanium connecting rods have been forged and, thanks to VarioCam, the camshaft timing is precisely matched to the engine speed and load.











# TRACK.

THE DEVELOPMENT OF THE FRONT END,  
RAN IN PARALLEL TO THAT OF THE 911 RSR.  
THE COMPONENTS REALLY ARE ONLY  
MINIMALLY DIFFERENT.

# MONOBLOC.

BRAKING UNITS ARE HIGHLY RESISTANT TO  
DEFORMATION AND THIS ENABLES A MORE  
RAPID RESPONSE AND RELEASE OF THE BRAKE,  
EVEN UNDER HEAVY LOADS.

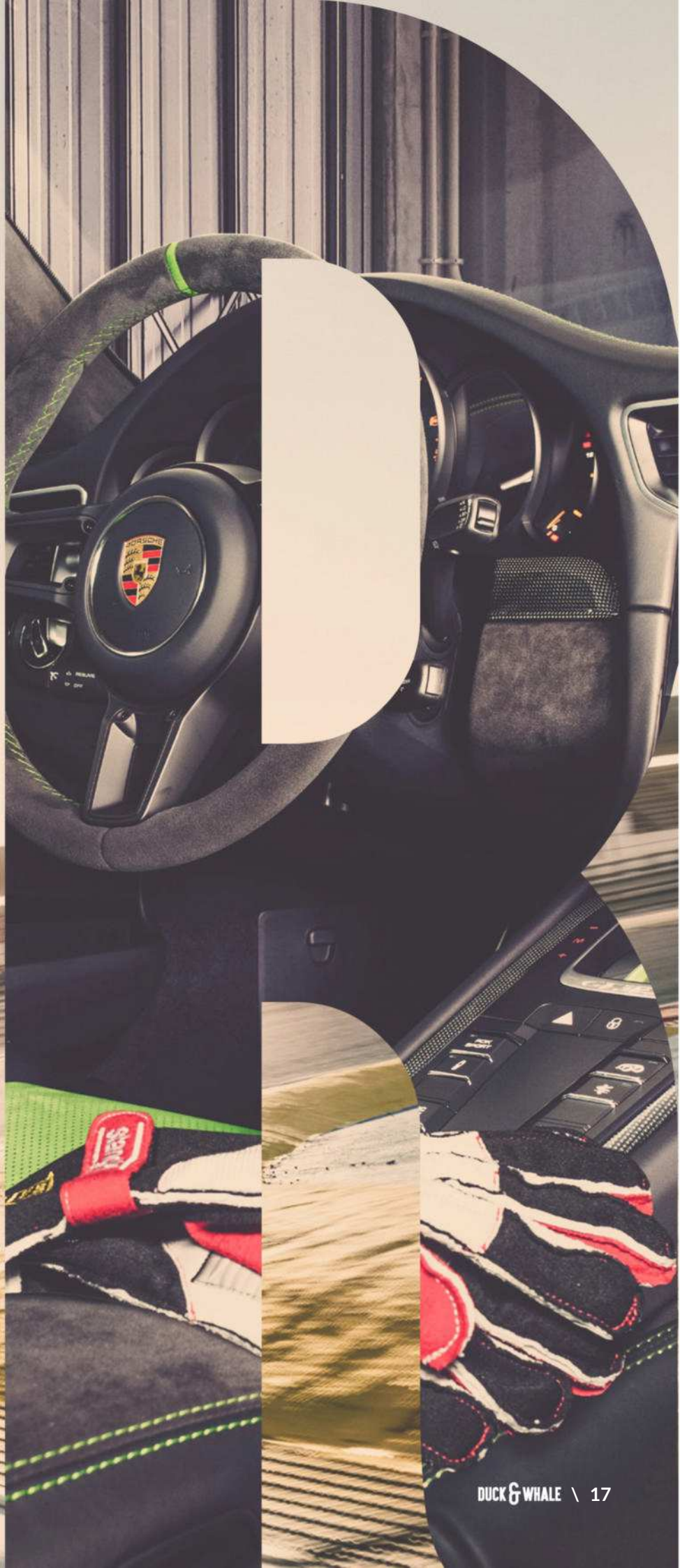
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## CHRONO.

PCM is upgraded to include performance display, enabling you to display, store and evaluate recorded lap times. You can view the current lap time and distance, number of laps completed and other times achieved so far. It is also possible to view the current fastest lap and range until empty. Any travelled distances can be recorded and benchmark times defined.

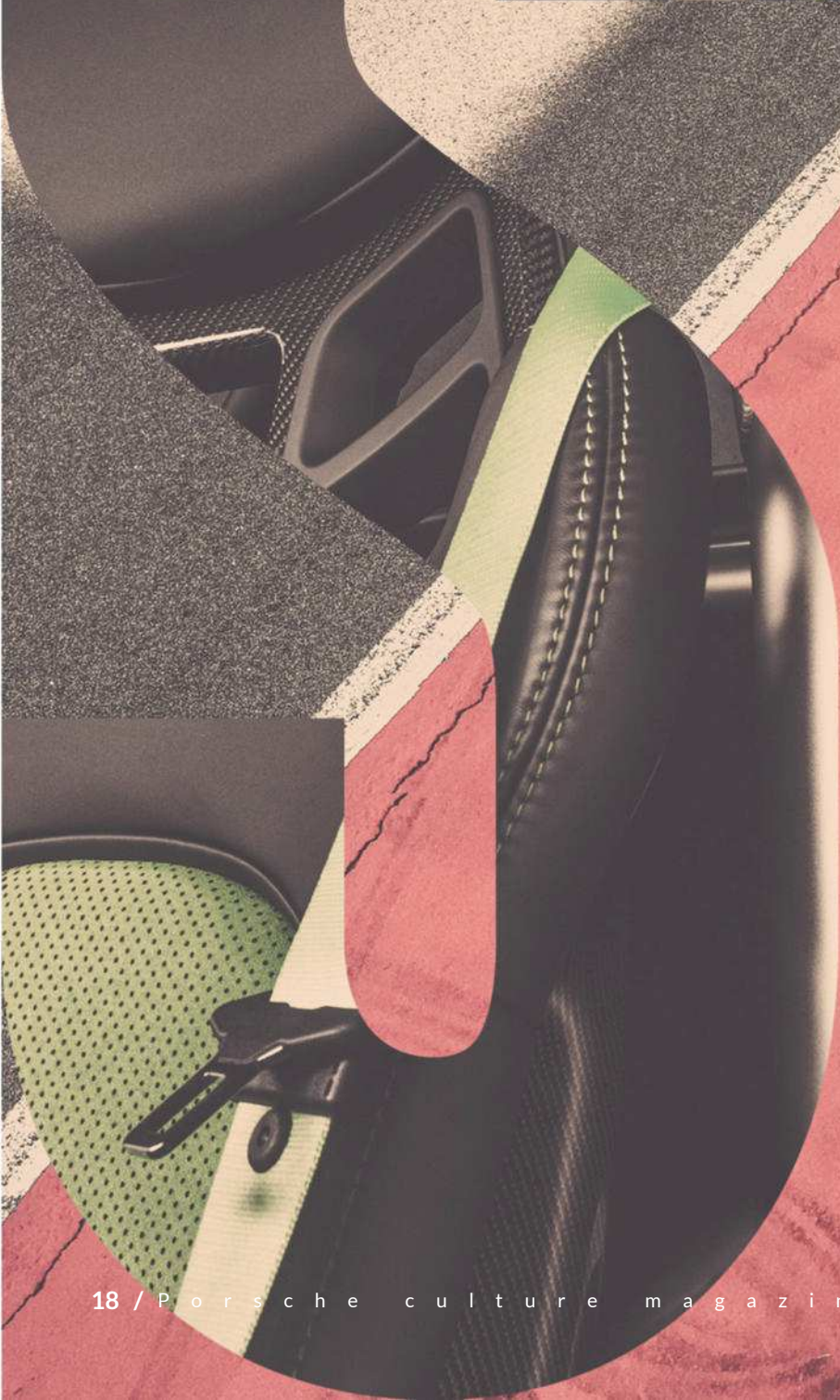






## GRAMS.

The bolt-in roll cage is made of titanium and is approximately 12 kg lighter than the steel roll cage of the Clubsport package. Every gram counts, and so does every detail. For this reason, the ultra-light gearshift paddles and the steering wheel trim are in carbon-fibre reinforced plastic (CFRP).







# WEISSACH PACKAGE.

The Weissach package will reduce the weight of your 911 GT3 RS by approximately another 18 kg. The Weissach package can optionally also be fitted with forged magnesium wheels painted in Platinum. The front lid and roof are in carbon fibre reinforced plastic (CFRP) with a carbon-weave finish, and the rear wing sports the large 'PORSCHE' logo.





# DUCK & WHALE

PORSCHE CULTURE MAGAZINE

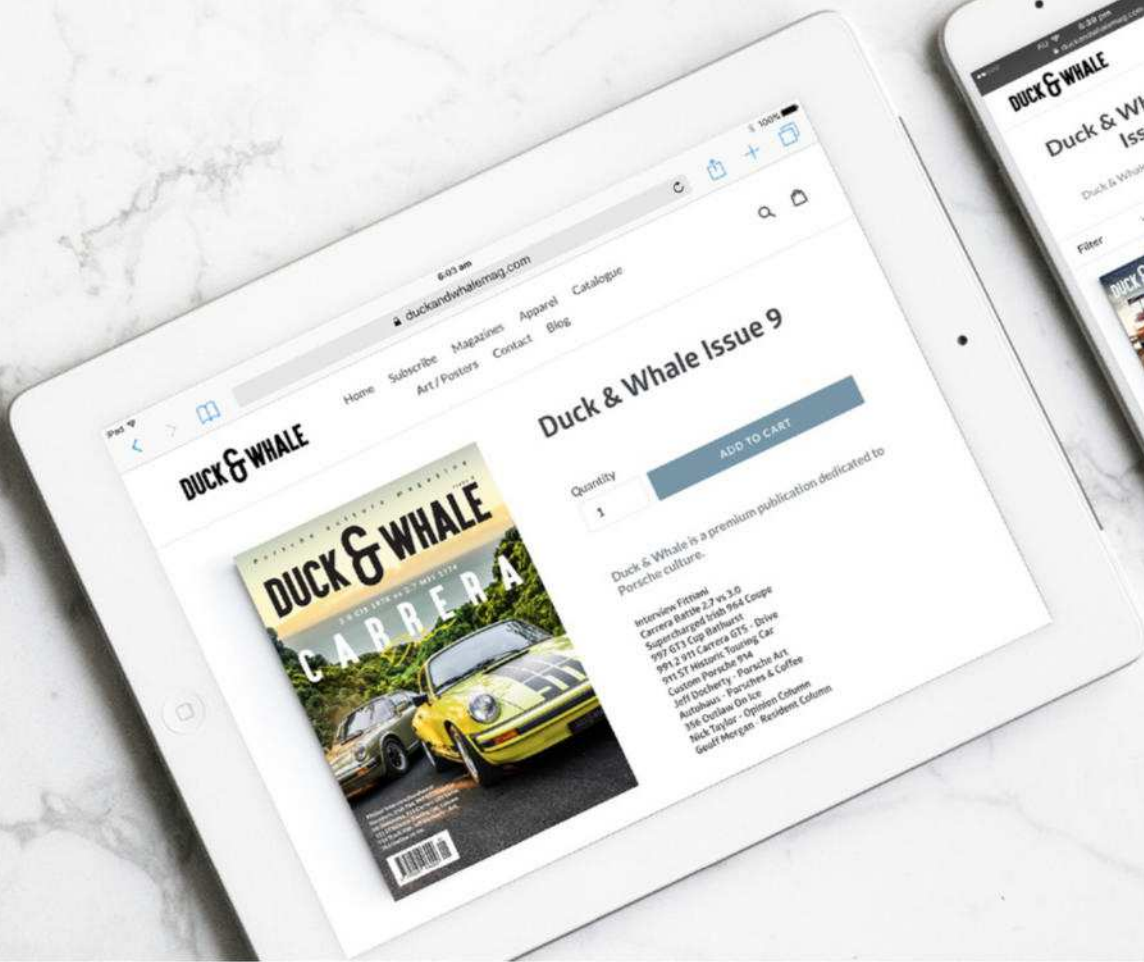
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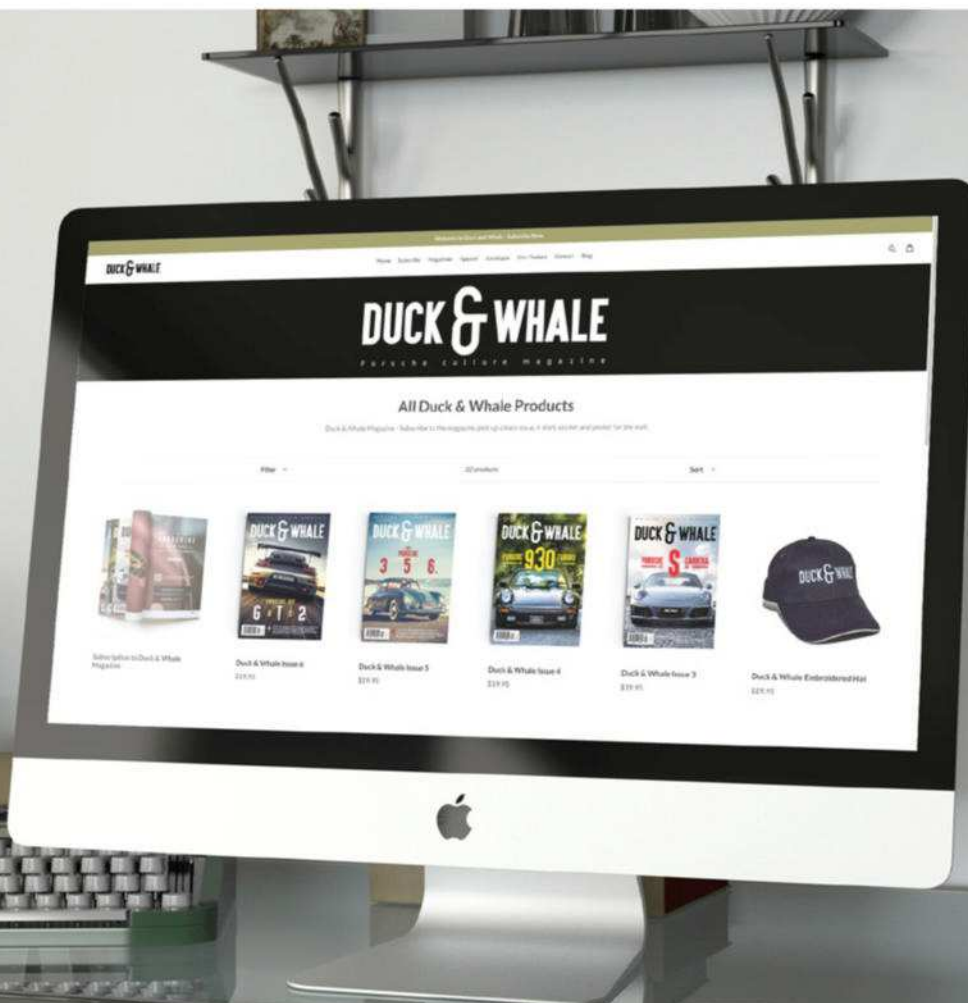
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A photograph of a workshop or garage. In the foreground, a light blue classic sports car is partially visible, featuring a 'SHELL' logo and a '1966' badge. To its right, a dark-colored classic car is also visible, with a 'Ron Goodman' nameplate and a rabbit-shaped hood ornament. The background shows a wall with the word 'EXCLUSIVE' partially visible. Overlaid on the image is a large graphic of the number '906'. The '9' and '6' are white, and the '0' is a solid green. Blue, wavy, light trails emanate from the '9' and '6', passing through the '0'.

# 906

*Over the*

Sydney - AUSTRALIA

At the risk of being accused of exaggeration or oversimplification, the 906 can simply be described as one of the most versatile and reliable sports cars of its time and a true foundation stone for things that were to come in terms of Porsche prototypes.

We speak to Ron Goodman at Exclusive Bodywerks about his '906 Tribute' and discover the astonishing detail to which it has been built.

PHOTOS Lee Dean







**R**on has been designing and building street cars and show cars since the age of 17. He started his racing career on local speedway ovals in stock saloons, progressing through the categories to National Competition on short track, dirt and asphalt tracks around Australia, before making the move to NASCAR racing with backing from West Coast Cooler, an important participant in the early days of anti drink drive campaigning.

As far back as he can remember, Ron has loved Porsche.

His first experience as a Porsche owner came at the age of 20. It was a 1974 Australia delivered 911, which under the expert hands of its owner ended up as a black wide body, NITROS-injected weapon, which could lay claim to several Concourse wins in its day.

Although he is pretty understated and down-to-earth in his approach to the kind of engineering required, Ron is intensely proud of the fact that his business, Exclusive Bodywerks is a Porsche factory authorised repair facility which has been responsible for many award-winning street cars and race winning cars, owned by some of Australia's prominent Porsche enthusiasts.

*Q - Ron, if you would, tell us a little bit about your connection to 1960s Porsches, why you chose the Porsche 906 specifically for this build and what you had as your end vision for the car?*

After the demise of NASCAR here in Australia, and partly also because of the large accident that I had suffered, I was invited to attend a Historic meet while I was in the USA. Ever one with an eye for a project, I purchased a 356 Porsche race car which I could tell needed some very special attention. Over time, I rebuilt that 356 and then I raced it, and from that point I was hooked on the Historic car scene.

Some time later, while I was taking in the sights, noise and glamour of Le Mans, I chased down the owner of a 1954 pre A 356, did the deal and then, again over time, built that into a very successful race car.

Like so many Porsche guys, I guess, I had always been drooling over the exceptional 906, a car which was universally regarded as being far ahead of its time and it was this passion that made me move on this project to recreate what was, for me, the most awe-inspiring race car. They project a unique combination of styling, pure power and the ability to achieve dominance on the race circuits of the world.





It will come as no surprise to anyone that this admiration had to be done from afar since it was not at all easy to find one to restore and it was only after countless hours of research that the names Tim and Andrew Keiller of Werkzcars came up as experts in the field of chassis and body construction for the 906 and indeed the legendary 917.

Armed with this critical information I flew to Melbourne to meet the guys and to look at their work and workshop.

The front door of their workshop felt like one of those time travel portals in the movies, taking me back in time to some secret little back room in Stuttgart at the point when Porsche first began their building of the 906. With their obvious dedication to authenticity, Tim and Andrew showed me that they had all the original chassis and body schematics and then, with an equal level of pride, were clearly able to demonstrate that the quality of their work matched the original. I found it all truly inspirational.

All their components were modelled straight from chassis 007, a car on which they were doing some work and a car which, to my complete frustration (putting that in polite terms), I had only recently missed out on purchasing.

So, making the best possible compromise, I had a heap of

parts delivered to them on which they would work their magic and away we went.

**Q - Accepting that you are a seasoned racer and that you push your cars to the limit on the track, what changes and enhancements have you found you needed to make to the car to bring it up to 'Goodman competition standard'?**

You are right. I like my cars to give me all they have so, with the greatest respect and affection, the 906 was never going to be treated any differently. Obviously, given the improvement over time, the performance of a few of the period suspension components was a little questionable, so we tasked renowned suspension and chassis expert Mick from Corse Automotive and Motorsport with changing a few of the pieces but still keeping everything with their original appearance.

**Q - Ron, you are known for your signature modifications and the artistic touches on your cars, so tell us what you have done on the 906 and what technique was used.**

Although white is the traditional predominant colour for the 906, I had to go with my grey & green. I had some numbers put on it but that turned out to be not quite what I wanted so Brett, from Bear Designs, agreed to re-work it





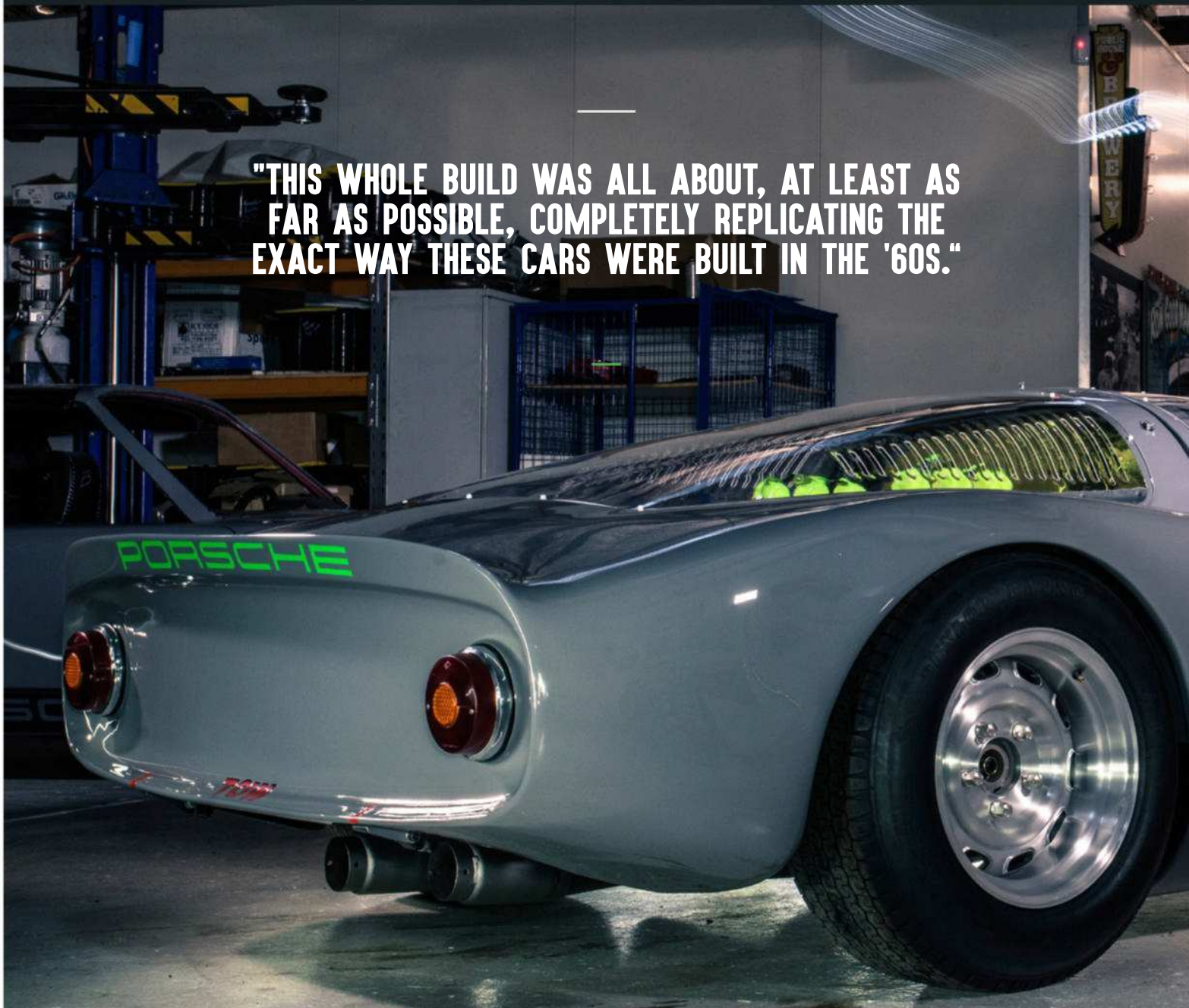




Ron tracked down an original Porsche Carrera 6 Driver's Manual to go with the car. Printed in Germany in 1966, it is a museum piece in its own right with a brown and cream coloured vinyl clip binder outer and workshop greased yellowing pages.



**"THIS WHOLE BUILD WAS ALL ABOUT, AT LEAST AS FAR AS POSSIBLE, COMPLETELY REPLICATING THE EXACT WAY THESE CARS WERE BUILT IN THE '60S."**





with brushed signage to the exact look that we wanted to achieve. While inside the cabin and under the bonnet was brush painted using the exact method used in '66.

**Q - You have commented a lot of having '60s authenticity' in the car. How important was it to you to keep the originality, and period-correctness high on the agenda in this build?**

This whole build was all about, at least as far as possible, completely replicating the exact way these cars were built in the '60s. It has been far from easy or inexpensive, and there is no doubt that we could have cut corners, but what we have done is what we believe this car deserves. We have gone to great lengths to achieve what we have.

**Q - I'm assuming that this car won't just sit around under a dust sheet, so please tell us what plans you have for it?**

The first outing should be at Phillip Island, and it will be used extensively at Porsche super sprints, but our teams' main focus will still be the 54 coupe.

**Q - Building a car is a journey, talk to us about how that has gone with this car and the inevitable challenges that you had to overcome?**

Yes, it has been a journey, with lots of twists and turns, but overall completing this car to the standard that we have has been extremely satisfying. As with everything I do, I am not happy settling for second-best or 'make do'. I





like things to be as close to perfect as I can get.

For me, having what is essentially a piece of 'automotive art' like the 906, or 'automotive theatre' as I prefer to regard it because it moves, and knowing that it is fast, safe and is as close to perfect as we can make it, is such a tremendous achievement for all the people who have been involved.

**Q - Is this your first 'tube-chassised, fibreglass' racer or have you had experience with other cars of this combination?**

Well, to be honest, I had considerable experience with tube chassis from my dirt racing and speedway days and that gave me a great insight into what was required in the building of this car.

**Q - Tell us about the car's interior, what materials you have gone for and, although none of us will ever experience it, what it's like to be in there?**

As far as the interior has been concerned, I wish all cars were as easy. There are no handles, no door trims and no carpets. In reality you just get in with a brush and although it didn't seem right at first, the finish is amazing. We were able to get a little bit clever when we sourced an original suede material for the seats, green of course to match the colour schemes on several of my race cars.

**Q - Tell us about that almighty looking drivetrain?**

While I'd been racing at Atlanta I met a guy from Florida who it turned out was selling a 914-6 with 2.0-litre engine and 901 transmission for the project.

So I went for a test drive in it and had my cheque book out before I returned the car to him. I got the car back to Australia and the engine and transmission were sent to Michael Newton Automotive, tasking them with rebuilding both, yes, back to the original specs but, being the kind of guy I am, slightly tweaked for that extra performance. Then both were put back in the 914-6 so we could complete testing and tuning while the other car was being constructed.

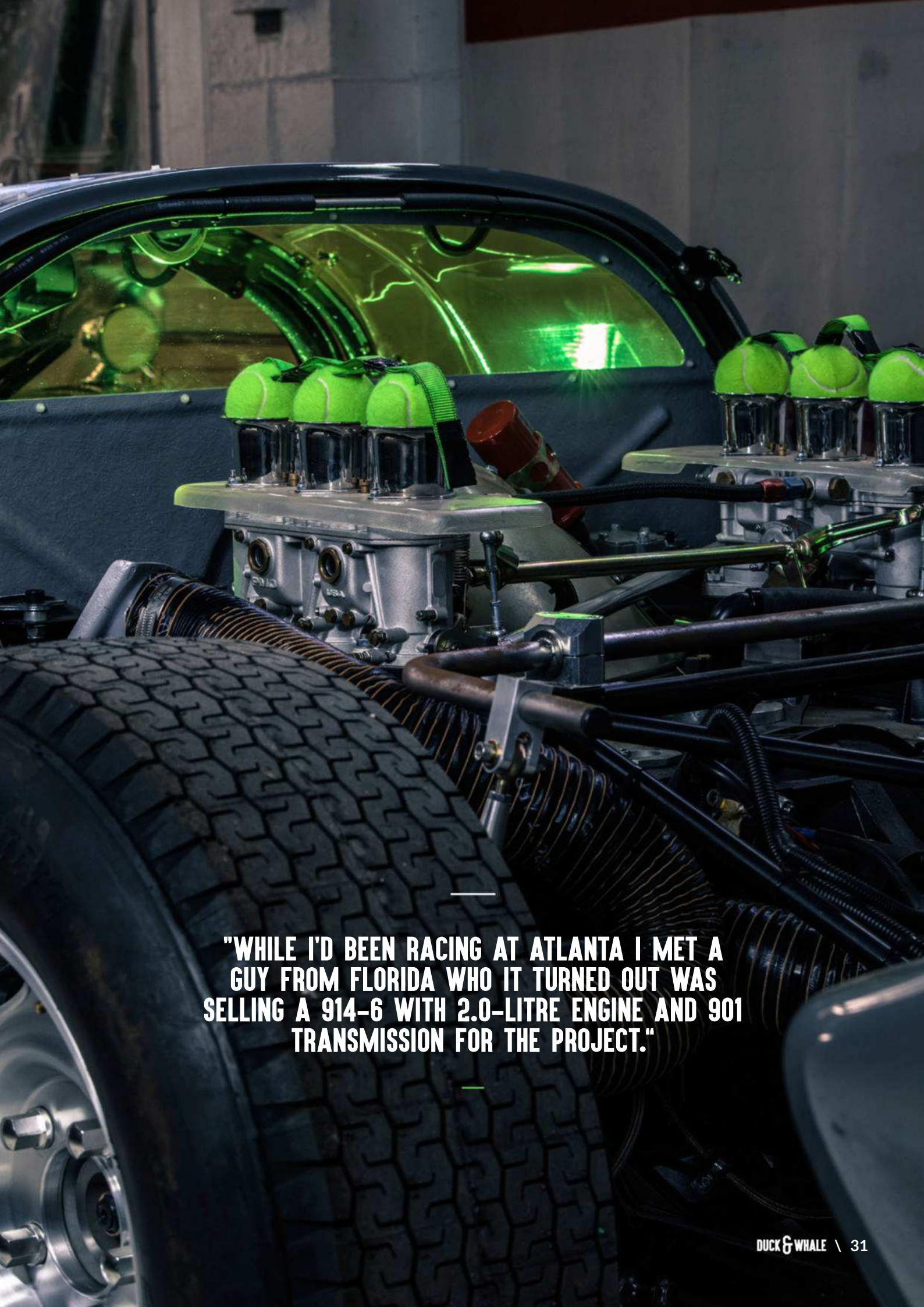
**Q - Share with us a story of your experiences from behind the wheel.**

Racing NASCAR, dirt track, even ice driving, which is like drifting but with no tyre smoke, are all great but there is nothing that compares to the feeling of excitement, the passion and the commitment required for taking an old Porsche and pushing it to its limit and sometimes, even a bit beyond.

One memory that will always stay with me is the crash of the 54 at Laguna Seca.







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**"WHILE I'D BEEN RACING AT ATLANTA I MET A GUY FROM FLORIDA WHO IT TURNED OUT WAS SELLING A 914-6 WITH 2.0-LITRE ENGINE AND 901 TRANSMISSION FOR THE PROJECT."**

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**"BUT WHAT REALLY HITS HOME, WHEN 'REALITY REALLY BITES', IS WHEN A MECHANICAL FAILURE HAPPENS. THE TYRE GOES, THE SUSPENSION COLLAPSES, THE SHOCK COLLAPSES OR THE OLD DIFF JUST GIVES UP UNDER THE STRAIN, AND THIS PUTS YOU STRAIGHT INTO THE WALL."**

When you are racing, especially when you are trying to extract that last little bit of performance out of a historic car, going off the track, or staying on it and crashing into a wall, which is often worse, is one thing you really can't avoid. However, driver error is one thing, and everyone who races must experience that, but what really hits home, when 'reality really bites', is when a mechanical failure happens. The tyre goes, the suspension collapses, the shock collapses or the old diff just gives up under the strain, and this puts you straight into the wall. Racers expect these to happen and they have to me, but I have always walked away, albeit from a bent car and with a bruised ego but with no injuries. I truly believe that this is the real testament to the build quality of our cars.

**Q- What attracted you to Porsche in the very beginning?**

Let me answer that with a question of my own. How could anyone not have a fascination with and an obsession for Porsche throughout the years? Their cars, their design language, the body lines, the engineering excellence, the 'everyday supercar' image... all of that just gets young boys dreaming of owning one when they get older and older men reliving their boyhood dreams every time they turn that key.

**Q- What have been some of the landmark events in your time driving cars?**

Looking in the rear-view mirror, as it were, I think I have been blessed to drive at some really great events. There has been Rennsport in the USA and Australia, the first Historic events at Indianapolis, Watkins Glen and the amazing Road Atlanta. In my time in NASCAR I got to stay with Richard Petty and to drive Charlotte Motor Speedway, Rockingham and a few other tracks in the USA. I could go on, it is a long list, but no matter where, when or with whom, historic racing is one of my all time favourite motor sports.

**Q- Do you have a favourite track to drive on and where would you like to take the 906?**

I don't feel comfortable just mentioning one and, if I could, my dream would be to take particular corners from many of the tracks I've raced on and blend them into one dream circuit. However if you are going to 'hold my feet to the fire' I would have to say that the one I have most enjoyed is Laguna Seca... but followed closely by Watkins Glen and Road Atlanta in that order. The 906 at Laguna would be so good. **D&W**







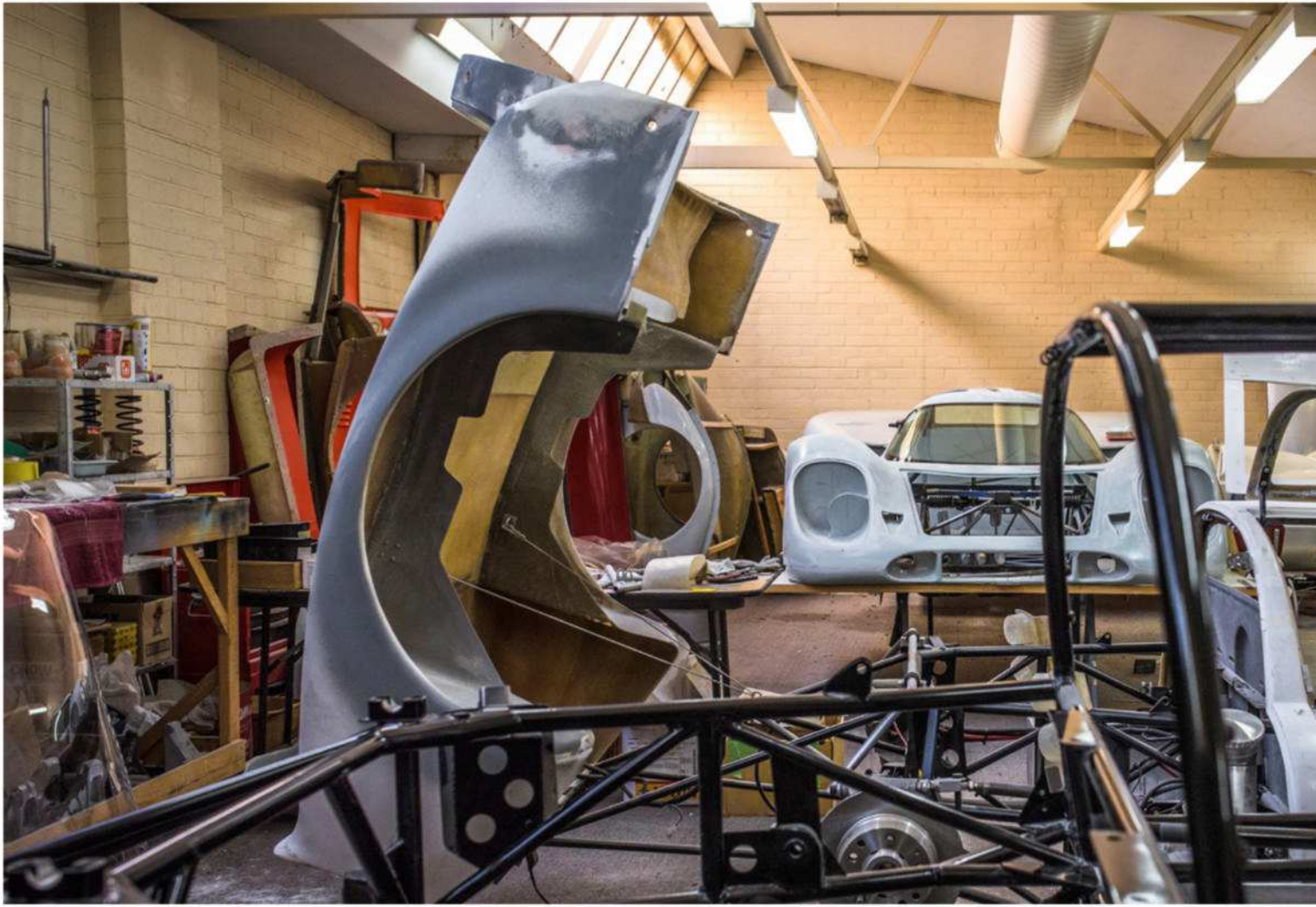


# DREAM BUTLERS

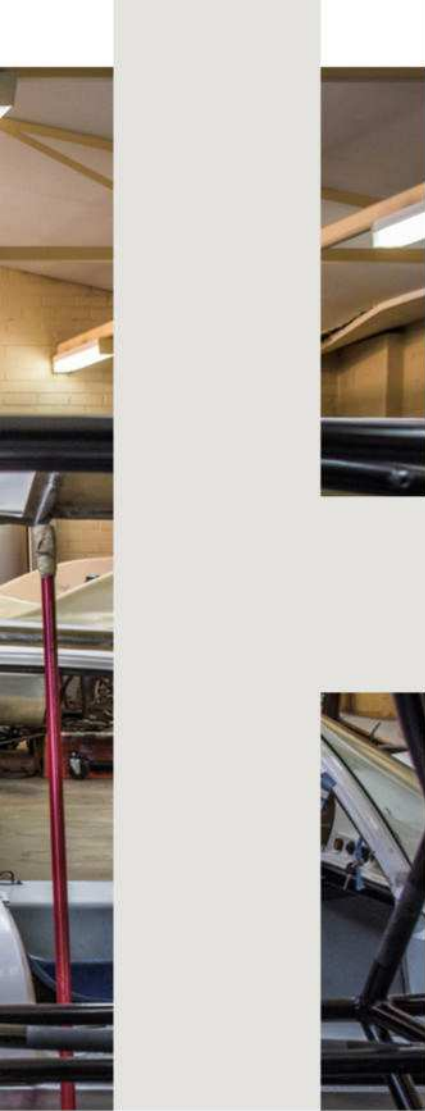
PHOTOS Lee Dean

*Duck & Whale drops in on a family of craftsmen, reproducing cars from a very special era of motorsport.*









Here I am banging on the door of an unassuming Melbourne industrial space with an armful of coffees, I am greeted by father and son, Andrew and Tim Keiller of Werkzcars. Once through the door it is evident that this is a workshop, full stop. There is no big sign or flashy customer service area with a TV screen and beverage station. It's just a large open space under a sawtooth warehouse roof - my kind of place. The morning sun is there before me, light pouring in the fixed vertical ceiling windows, revealing god like fibreglass shapes and tube frame in the room.

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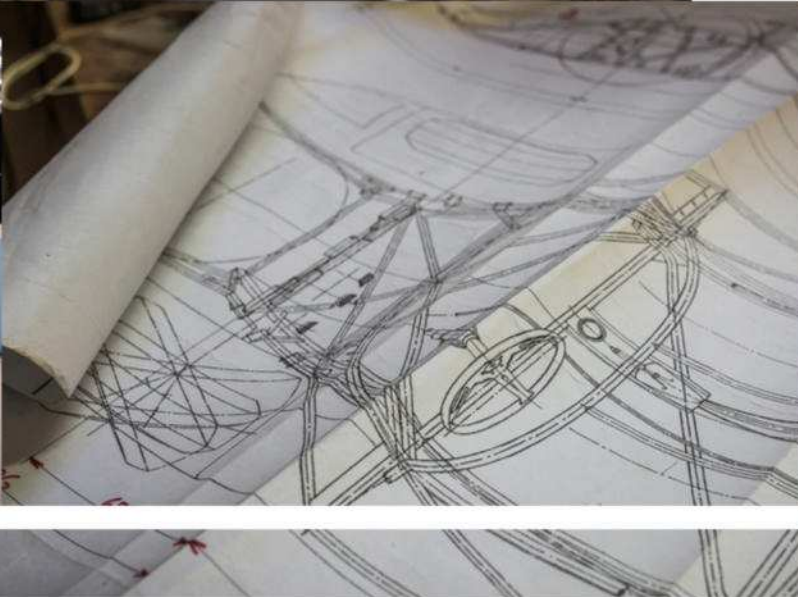
I make my way past reference material in the form of books, rolled up illustrations and photo albums, lining the walls are parts stacked on top of bench space, workbenches draw out from the perimeter to service the four chassis raised on dollies. These four hand built reproduction chassis consist of Ron Goodman's 906, Tim's personal 906 chassis, a 917 KH Coupe of 1970 Le Mans winning fame and a reproduction of the brutally efficient 917/10 Can-Am with two huge tail fins.

It amazes me what a certain skill set mixed with passion can produce. Andrew Keiller started out as an apprentice toolmaker, then went to jig and tool drafting before he ended up as a technical illustrator, doing cutaway perspective drawings for aircraft companies. He spent a decade doing technical illustration for Ansett then worked for Ford and Holden. "I worked on the engine installation, the tail-

---







cone and the tilt-nose section drawing on the concord,” says Andrew in passing. I raise an eyebrow and glance at his son Tim, who smiles in affirmation.

He explains, “I wanted to do a large cutaway perspective of the Porsche 917 and started to map things out, at the time my other son Anthony was working in England and he dropped in on David Piper’s car, which was being restored. David let him take photos of the car – and he took hundreds of photos! Once the drawing was complete, it struck me that we had enough information here to potentially build one...

Body mock-ups in foam and wood followed, these were covered in plaster and then Andrew made the first LMK 917 moulds.

The Keillers received some generous and unexpected assistance from the man who literally brought Porsche to Australia; Alan Hamilton. He was the only Australian to have owned a Porsche 917 in the form of the 917/30 Can-Am. Andrew says Alan turned out to be a real gentleman, recounting how Hamilton gave him a raft of

important hard to get parts like; pedals, seats and wheels, which they could make copies of.

The LMK’s chassis is made of steel, in square-section tube where it’s hidden from view and round tube in exposed sections. The Keiller clans’ cars have been essentially scaled up from copies of a Porsche drawing that shows the general arrangement and key dimensions of the 917 LH as opposed to working off a full scale blueprint. Over the years they have perfected the process.

Mr Hamilton’s generous gift of an original, cast magnesium 917 wheel enabled Keiller to have correct-looking reproductions made in aluminium by the Australian ‘Dragway’ wheel makers.

The draw dropping suspension castings are made by initially fabricating shapes in wood, then Andrew has them cast locally before he machines them himself. The LMK 917 bristles with handmade recreations of the originals, like details including the door hinges and the centre-lock wheel hubs. Andrew tells us the look is all in the details “You’ve got to have the correct wheels,





**"MR HAMILTON'S GENEROUS GIFT OF AN ORIGINAL, CAST MAGNESIUM 917 WHEEL ENABLED KEILLER TO HAVE CORRECT-LOOKING REPRODUCTIONS MADE IN ALUMINIUM BY THE AUSTRALIAN 'DRAGWAY' WHEEL MAKERS."**









**THEN IN PASSING, HANS SAYS  
"OH I'VE GOT A CHASSIS  
DRAWING HERE DO YOU WANT  
THAT AS WELL?"**

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and the centre-lock hubs... plus they call for a patterned windscreen, because it's laminated. There is a lot of fabrication and engineering in these famous Rennsport reproduction vehicles.

The LMK replica can be designed to accommodate any air-cooled six-cylinder Porsche engine nominated to go with the build. Transmissions are the same, typically either the early Type 915 gearbox or the late 1980s G50, but they have fitted Type 901 boxes; all get strengthened and modified to run in reverse direction.

The Keillers interest in 906 recreations started when they came across Californian Hans Lapine, who had a set of moulds for a 906. Andrew recalls "There was a cross deal swap going on... a figure was thrown into the ring, which was agreed upon - then in passing, Hans says "Oh I've got a chassis drawing here, do you want that as well?"

The moulds we originally purchased needed work but the drawings were exceptional quality. We had to translate everything on the drawings but they were worth it.

Andrew points at the closest 906 chassis and says, "This one here was the first prototype we made. Everything



was done by hand, whereas now we have the brackets and fixtures lasercut."

We met Ron Goodman a couple of years ago, he was racing at Laguna Seca and we had a 908 Spyder there on display, we were then sponsored by Meguiar's car polish and we took a car there for display purposes. Ron was racing and when he was done, he came over and had a chat - we mentioned we had a 906 in the works. He was on the hunt for a real one if I recall correctly and he missed out. Ron was down for the F1 weekend when he called in and decided on the 906, it all started from there.

We built the chassis, mountings and bodywork and then it went up to Exclusive Bodywerks to paint before coming back for finishing.

It was important to Ron to have the 906 in his signature style; unfortunately one thing we couldn't help with was making the huge plastic rear screen in his signature yellow as they don't make the material big enough!

Tim recalls, "Porsche originally made sixty five 906 cars, and what we've found is that nearly every one is different, there was modifications made to stiffen the





chassis as the cars were raced and bumped around etc. While at a concours in the US we were looking at an original 906 on display, our reference is quite an early original drawing from 1965, one becomes familiar with the chassis structure and while looking at the cars which have survived to this day you notice the new additions. It's easy to see where the cars have been altered, so it is difficult to nail down THE one specification as they were adapted possibly to driver tastes or rigidity as they campaigned."

One of these legendary shapes would look absolutely striking on the street, amongst the modern automobile! I ask the contemplative question: "Are these track only cars or are they street registrable anywhere in the world?" Andrew replies, "Yes, there are three registered in Vienna and four in Germany and I think three in the US so far... it's possible."

He goes on, "The first two cars we sent to Austria had Australian Classic Historic number plates screwed onto the front. So when the cars went to get registration,

the owners said, 'yah, see the car has been registered in Australia!' and with some documentation and the appropriate numbers they were on the road."

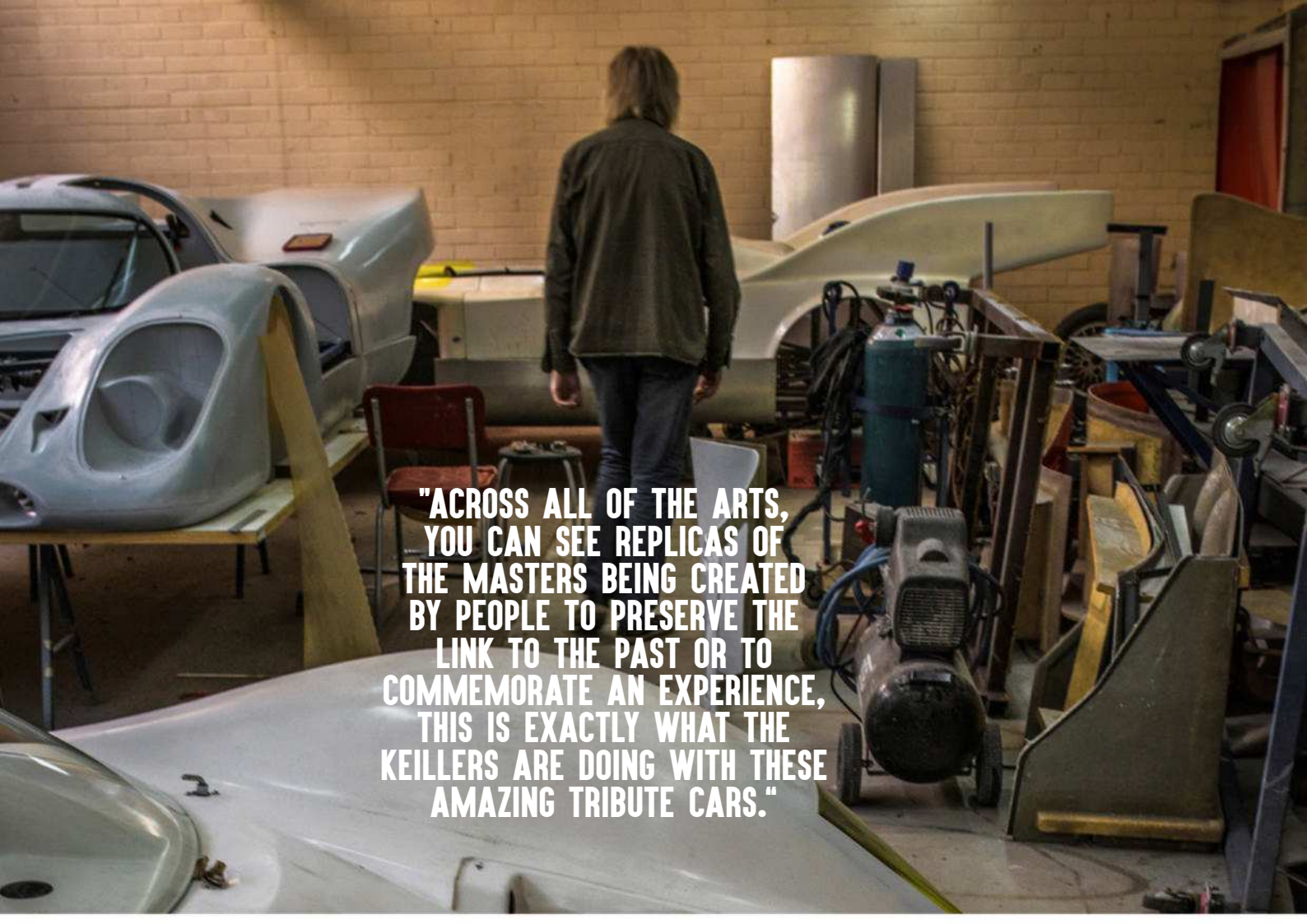
Tim tells us creating these cars is a therapeutic job, you don't get bored, you have a problem that comes up and you work your way through it. If creating things make us happy then after moulding, casting, welding, injecting, sanding, fitting and shipping - these guys must be the happiest people in Australia.

Across all of the arts, you can see replicas of the masters being created by people to preserve the link to the past or to commemorate an experience, this is exactly what the Keillers are doing with these amazing tribute cars.

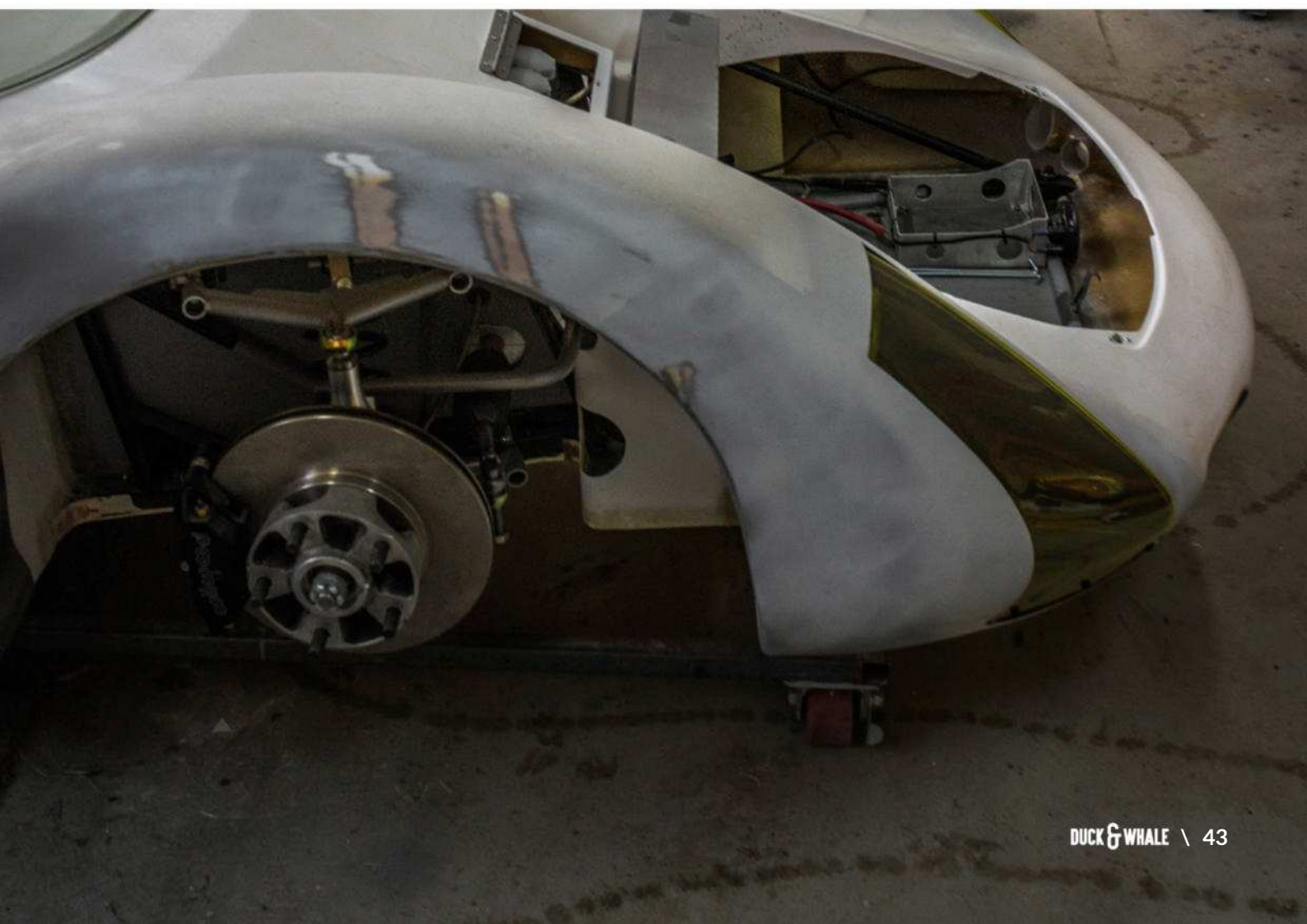
They have opened a door leading to an era of racing that the Porsche brand is built on. What an amazing offering that is! 🏆

Contact **LMK Projects Design** here: [lmk917917@gmail.com](mailto:lmk917917@gmail.com)





**"ACROSS ALL OF THE ARTS,  
YOU CAN SEE REPLICAS OF  
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**Y O U R  
P O R S C H E  
C L U B  
C A N B E R R A  
R A L L Y  
S U R V I V A L  
G U I D E**











While managing to evade any experience of Australian culture and history at Canberra's superb monuments and galleries we sidestep the well trodden path and accept an invitation to the PCC Rally. Why? Well in past issues we have been waxing lyrical about the modern Porsche owner only having time to turn up to a 40 minute coffee and cars event, implying that the longer overnight gigs that Porsche clubs throw are starting to date and are only suitable for the folks frequenting cruise boats. Well we put our time where our mouth is and the story begins.

*The event kicks off at the historic village of Bungendore, it's early and the car park beside the local sports field is filling up with P cars. The rules of the rally are outlined at a drivers' briefing which require teams to deduce clues, navigate themselves in foreign areas, interact with locals, perform mental challenges and race around in Porsches. At the end all the teams scores will be judged by a boozy room of jovial contestants over dinner.*





Surrounded by heritage-listed buildings, a classic country pub in 'The Royal' and the mighty Bungendore Mudchooks rugby club, the members draw first blood in the questionnaire while their Porsches rest in the car park. The locals drift a curious gaze across the car park to the visiting Germans at rest while the would be drivers search the streets for answers.

The first 'motorsport inspired' cab off the rank is a white 991 911 GT3, with answers in the spaces provided this PDK shifted missile heads out of town with a joyous wave as the GT3's exhaust barks its goodbyes and the leading team heads straight for Lake Bathurst along the coarse chip asphalt roads lined with burnt black wiry nondescript trees. Shortly followed by a silver generation 1, Porsche Boxster in amazing condition. The similarities in these first two cars are few but one that stands out to me is; they are both the first iteration of their initial design before the inevitable facelift surpassed them as the latest and greatest. As a lover of design I find an affinity with the original sketch of a cars series straight off the creative's pen, I think there is an arguable purity of thought here in the lines of these cars. The said lines stop at a cemetery near Lake Bathurst while the occupants study the mainly military adorned headstones, my head turns at a 996 turbo approaching at full tilt.

A smile creeps across my face as I'm reminded that the first Porsche supercar of the modern era shouldn't be underestimated. This car is sleek, fast and very fun to drive and has the looks that stole the heart of one Duck & Whale editor when parked outside his place of work in his impressionable twenties...

The words "Let's Go!" break the serenity of my reminiscent daydream and I'm dragged into a Porsche 997 Carrera 4S. We lead the group of machines from Württemberg, namely a selection of very smart later model boxsters, a lovely balanced Cayman, a raucous sounding Macan GTS and a 996 modified Carrera coupe.

We aim at Nerriga via red asphalt roads, contrasting white ghost gums and purple wild flowers mark its edges, the sun is hot, the air is dry and confidence is up - producing a fast pace from the Canberra tribe. With high spirits we pull up at the Nerriga Hotel. A little establishment loved by travellers and locals alike.

Country pubs normally offer good honest food and Nerriga is no different, the friendly staff and locals add the cherry to the inviting atmosphere. Plus there is espresso coffee on offer at eight am from a hole in the wall! On this day the Harley Davidsons and Landcruisers fight for space with











**RAY IS LOOKING AT HIS NOTES AND SMILES "WE GET EXTRA POINTS FOR PATTING THE ROTTWEILER..."**















**THE C4S EGGS US ON PUSHING THROUGH THESE CORNERS WITH THE REV NEEDLE AT 7000 RPM, THIS SPECIAL CAR WITH IT'S EQUALLY SPECIAL SOUND TRACK IS A GREAT PLACE TO BE."**



*Germany's finest. "Plenty to look at," said one bloke sitting on a discarded school chair out the front of the hotel with a schooner at his right thong-clad foot!*

*We notice half the town is for sale and if we were inclined, we couldn't purchase any hay from a bloke near Willow Forest. From here we are directed to the vibrant seaside town of Ulladulla on the NSW South Coast. The once unsealed twists and turns of Braidwood Road are now sealed, open and flowing on this next leg of the journey, we concentrate on driving and the Carrera 4S gets to show us what it's made of.*

*The marriage of 350bhp, 3.8 litre flat-six Carrera S engine and the light and heavily rear biased all wheel drive system in the 997 creates a car of spectacular composure and surprising point to point speed. The C4S eggs us on pushing through these corners with the rev needle at 7000 rpm, this special car with it's equally special sound track is a great place to be.*

*This car is confidence inspiring yet the rear engined feel of the car intermittently reminds you to respect it. You adjust your driving to set the car into corner first a little earlier than normal and then push through the curve; it's a beautiful driving car and great fun!*

*Half way to the next stop we pull off to the side of the road at Wandandian, Ray is looking at his notes and smiles "we get extra points for patting the Rottweiler..."*

*Thinking better of it and now out on the road again, the amazing driving machine that is the Porsche Cayman in our company rolls up behind us. Now here is a car, where the power runs out before the chassis does -the driver was enjoying exploring that mechanical grip in spades. My last experience at the wheel of the 911's mid-engined little brother, brought an awareness of the cars balance, straight away you notice the weight distribution, the corner entry speed you can carry is really encouraging and you can trust that it won't let go on you mid corner, even if you really throw it in, the Cayman gives you plenty of notice it is going to step out. You can push it hard and with the slightly lower power output than the 911, the numbers and forces are all closer to stationary, allowing the driver to explore them more... legally.*





**"YOU HAVE TO GO IN WITH THE RIGHT MINDSET FROM THE START, IF YOU'RE THINKING I'VE GOT THINGS TO DO, THE EXPERIENCE WILL FALL FLAT."**

*Rolling into Ulladulla we park in an exhaust tinkering convoy opposite the harbour, fishermen drift into the co-op with their catch. One local sits and stares out at the water with headphones on, oblivious to the cavalcade arriving behind him.*


*This place has an enchanting mood, the name Ulladulla is an Aboriginal word meaning "safe harbour" and that feeling is immediately apparent. The long day is ending and a quick round of the local main street sees our questions answered and we depart in search of our end point, the seaside town of Batemans Bay at the sparkling entrance of the beautiful Clyde River.*

*We pull into Lincoln Downs and get set for the evening's frivolity. At the bar, I discover team members who call me over to discuss the merits of the day and the roads just consumed, it's always a pleasure to meet car people and Porsche fans are an extra special event.*

*Dinner and the following judging process is a hilarious shouting match of ralliers; loose threads are pulled and loopholes exploited in the name of competitive craic!*

*These extended events allow the chance to bond and share experiences in the spirit of mateship with a car community flavour. We appreciate the offer to ride along and see first hand the attributes a time sensitive short gathering won't offer. Sharing experiences with like-minded people is the reason why most people join car clubs and events like these are worth the time if you can spare it.*

*But you have to go in with the right mindset from the start, if you're thinking I've got things to do, the experience will fall flat. We make time for things that matter and lately the longer events have lost a little ground to the smaller gatherings. Will they snare more people who are losing the time battle? We can't say. Should they? An event that is fundamentally a big mix of cars and competitive people who enjoy the act of driving and talking about it, thrown on to some magic roads mixed with trivia.*

*Make up your own mind. *

*Thanks to Ray at Porsche Club Canberra.*









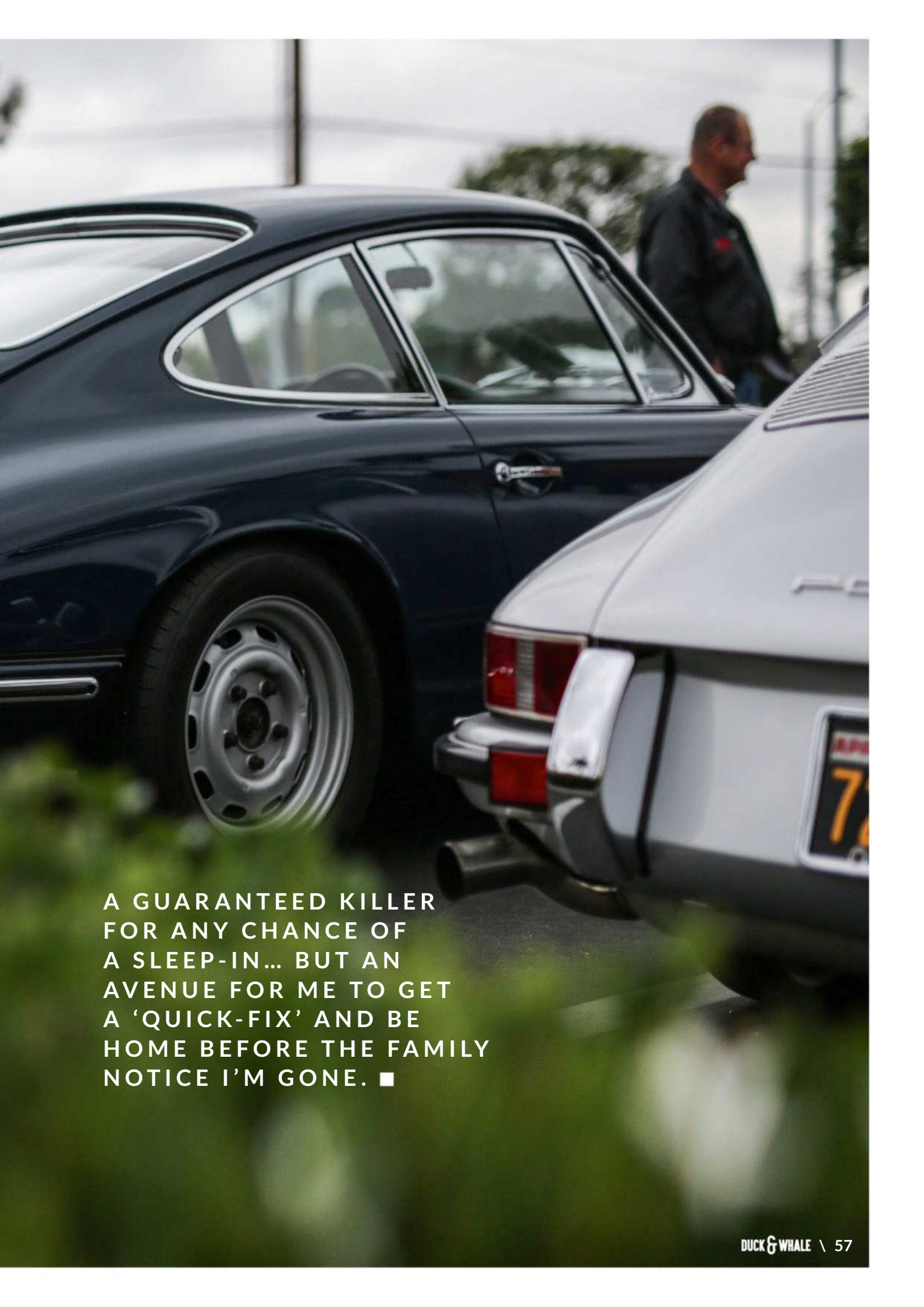
■

# TRIBAL

*Remedy*

WORDS Nick Taylor ■ PHOTOS Matt Hart





A GUARANTEED KILLER  
FOR ANY CHANCE OF  
A SLEEP-IN... BUT AN  
AVENUE FOR ME TO GET  
A 'QUICK-FIX' AND BE  
HOME BEFORE THE FAMILY  
NOTICE I'M GONE. ■



***A full-time job with an hour commute each way. A young family (two under 7) and a wife with a new business. These things make for a busy life. Weekends are precious... but sleep-ins are treasured, not to mention rare. Having time to indulge in a bit of 'car-guy' time is increasingly difficult, so one becomes picky with how you spend your limited time.***



Track days, club meets, drives and shows. All great options, but most are in remote locations or require a whole day's commitment. Then along came 'cars and coffee'... a guaranteed killer for any chance of a sleep-in, but an avenue for me to get a 'quick-fix' and be home before the family notice I'm gone.

The roots of these events can be found in Southern California with the largest and most famous of these informal car shows being in Orange County's Irvine where hundreds of cars would roll up almost every Saturday since its inception in 2006. These events were open to all cars... supercars, exotics, classic, vintage and the occasional home-built monster. At its peak around 500 cars and over 1000 'car guys' would attend. With the inevitable encroaching residential building works and the sheer size, its days were numbered. The Saturday after the organisers announced its demise, over 2000 cars came to farewell a little piece of car culture.







"OVER 2000 CARS CAME  
TO FAREWELL A LITTLE  
PIECE OF CAR CULTURE."









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On a Sunday morning in 2012, a bunch of like-minded enthusiasts gathered in the car park of Cavallino's, an Italian restaurant in Sydney's northern suburbs. Little did I know that I was witnessing the start of something quite magical. The first event was a relatively intimate affair filled with great company, coffee and plenty of car talk... what started as a small gathering ended up with cars swarming the streets. Local school car parks, shopping centres, not even the front yards of the surrounding houses were off limits for the Dinos, Pagodas, GTHOs and Pinzgauers. Early wingless Countachs roamed the streets looking for a park, to only turn around and head home. The police were regular attendees, in fact it was so big, there were even sponsors – Australia's first Tesla Model S was shown one Sunday morning and wheel suppliers were regularly on display. We had taken over. In 2015, the monthly meets were cancelled indefinitely. A victim of its success.

The demise of these 'all-in' meets has paved the way for other more formal events; Machines and Macchiatos, Sydney Cars & Coffee, Supercar

Sunday etc. Complete with registration (some with an unknown 'selection criteria'), these events are large and more 'car show' than 'car meet', however for me they lack the soul and don't quite stir my emotions like Cavallino's did. I just can't get excited about cars parked on grass. Sure, they have their place – Pebble Beach, the Goodwood Revival car park and any European Concours with Bugattis and Pre-War Bentleys... but not Porsche. Porsches are for driving, tarmac or dirt.

Recently we've seen a bunch of smaller gatherings getting traction and now some Porsche specific events popping up in Sydney and Melbourne. These events are raw and simple. No entry fees, no registrations and certainly no awards or trophies. Just cars and car people... and coffee.

There are so many things that need to come together to make these mornings great... well, for me anyway. Number one is great coffee that's accessible... I don't want to feel like I'm queuing to get into a bar at the Ivy to get my caffeine fix. After attending a few, I quickly realise it's not all about the cars... Sure, the smell of old leather, fuel and the

A photograph of a blue Porsche 911 Carrera 4 parked at a car meet. The car is the central focus, shown from a side profile. It has gold multi-spoke wheels and a black side stripe. In the background, other cars and people are visible, though out of focus. The scene is outdoors, likely in a parking lot or car park.

**"I DON'T WANT TO FEEL LIKE I'M QUEUING TO GET INTO A BAR AT THE IVY TO GET MY CAFFEINE FIX."**



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occasional burnt clutch wakes you up and I love the sight of a bunch of '70s hued 911s as much as you do, but the venue, weather and gentle tones of morning light all play part. However, first and foremost it's about the people. Finding 'my people' amongst this odd sub-culture we're part of isn't easy and you certainly can't tell by the type or model of car they drive.

My ongoing search to find 'my people' has taken me to a few of these. Sales and mechanical shops in Sydney and Melbourne have begun hosting events, one has been held at Palm Beach, the home to the long running soap, Home & Away. Whilst not finding Pippa or Alf in the car park, you can find everything from 356s to Macans. I lost count of the number of 991 GT3 RS, Boxsters and 997s... Cayman GT4s and even a 911 R. Good coffee from the local café (not a van) is a big bonus as is the stunning view over Pittwater, just the reward needed for abandoning the doona.

Matt Hart (the man behind The Escape Road) has

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organised a couple of mornings at The Tramsheds, a stone's throw from Sydney CBD. Matt leans towards early Porsches and his longevity in the scene ensure some eclectic and old-school Porsche people are in attendance. As I entered the car park just before 7am, there were already about a dozen cars parked up... owners huddled waiting for the café to open. From 356 A to 993 RS and everything in between, some quite rare (for us down under) stuff too. A couple of Speedsters come in convoy, a 356 and 3.2, five minutes pass and another 3.2 Speedster comes in. A handful of 930s, a 2.7 Carrera Targa and then more 356s and 914s. Within the space of half an hour, the car park is full of Porsches. The café queue is solid and there are smiles all round. An assortment of backdates and hotrods scattered throughout always attract attention with their Cibies, tartan and wide steelies. Some cars I was familiar with and plenty that were new to me... though most importantly, great to catch up with old friends and to make new ones.

"THE CAFÉ QUEUE IS SOLID AND THERE ARE SMILES ALL ROUND."



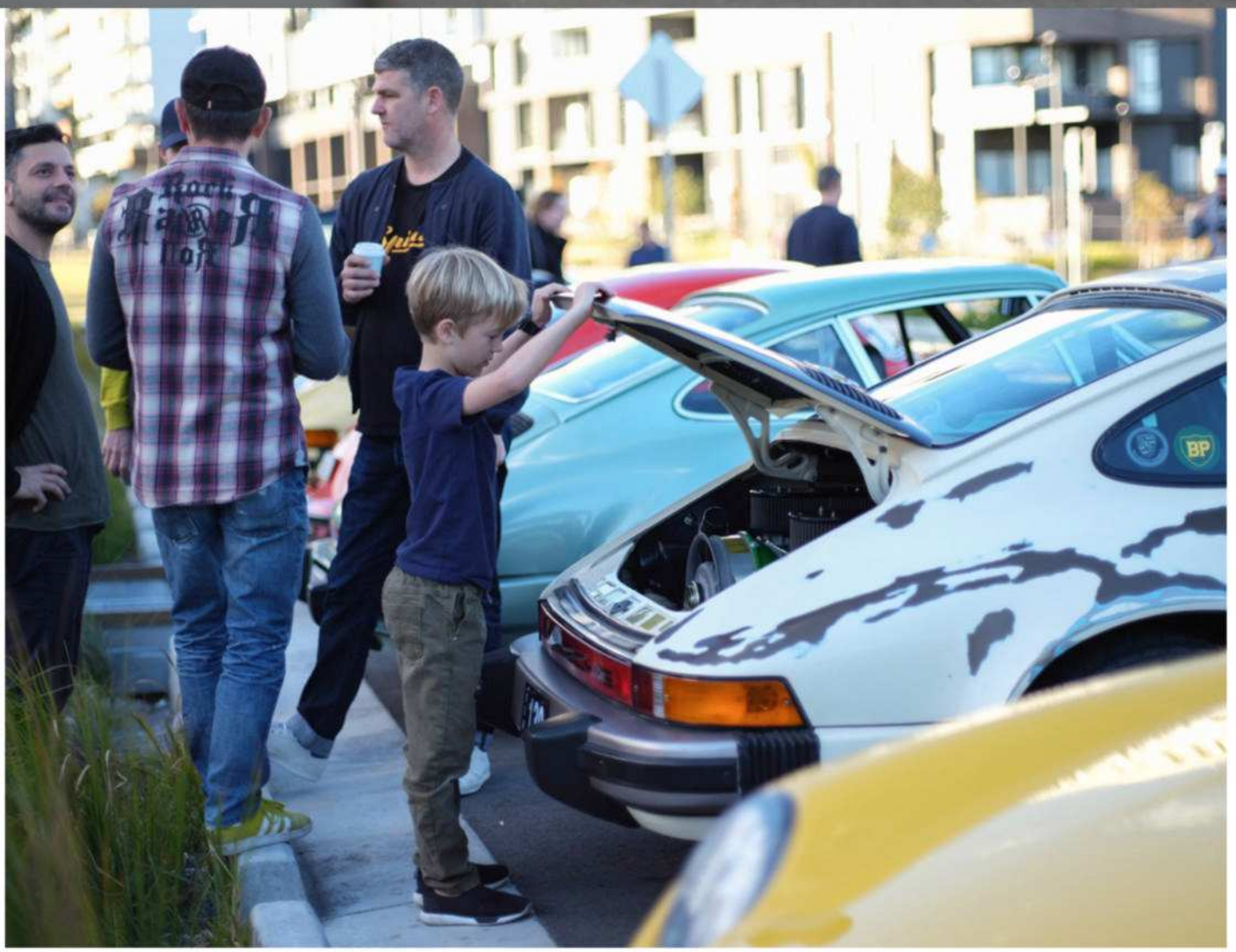








**"SEARCH FOR EVENTS IN YOUR AREA. IF YOU DON'T HAVE LUCK, GRAB SOME MATES AND MEET FOR A COFFEE... IT MIGHT JUST TURN INTO SOMETHING."**





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There is a sense of urgency and pace at some of these events. I want to chat. I want to look at the cars. I want to take some snaps to fill my Insta feed. Then you hear cars burble to life and see them leaving. Some are heading off on drives, others back home. At least they got out of their garages... is this the car event of the future? The event for people my age with continual pressure from work and family? Or is it simply the event that works with our busy lives... standing in a car park with a flat white on a chilly Sunday morning. Whatever it is, they have a place in our car world and they're here to stay.

By 9am the spaces in the car park will slowly be filled with SUVs and nondescript sedans in various shades of grey. Their drivers oblivious of what was... 'normal' life beckons, the car park is back to being practical and efficient. Until next time.

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I understand it's difficult in this day of litigation, liability and risk assessments for people to put their necks on the line, but I've missed the comradery that came with these more informal meets. One person stepping out of line can ruin it for everyone. A quick YouTube search will present numerous video compilations of drivers showing their lack of talent whilst leaving large events.

These meets aren't for everyone and it may take time to find one that suits you...but 'your people' are out there and when you find your tribe, you'll be motivated to get out of bed at six on a Sunday. For me, it's stealing a little piece of the weekend that others forgot about to indulge in my passion, whilst being home in time to spend the day with the family.

Now yes, driving is more my style, but who has time for that? 🐧





Broke - NSW - AUSTRALIA

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# GOIN' FOR BROKE

PORSCHE 991.2 911 GT3

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WORDS & PHOTOS Lee Dean









## **Porsche 911 GT3 991.2**

***This generation GT3 is out on bail, momentarily freed from the PDK only shackles of the first generation! Porsche have listened to the social media ground swell shouting “give us the right to choose who changes our gears.”***

***This GT3 car is momentous, not for the gear box free will but for the engine. Making a huge case of; the only 911 you will ever need!***



Chosen for its modern version of timeless Porsche motorsport purity and connection, for the performance and sound of its mental motorsport derived 4.0 litre engine, its modern looks, its modern Porsche cabin, for its handsome tough looks, a step down from the brutally efficient form of the GT3 and GT2 RS. Made in limited numbers, this car is sought after! All of these elements make for a buyer's remorse free transaction at your Porsche dealer.

I get a phone call from a friend who has a problem; he has to get a set of important documents to 'his guy' who is now residing in Broke, a small village in the Hunter Region of New South Wales. I ask, what's he doing in Broke? To which he replied, "He is staying there for a week..." Oh right, I see your problem, you just have to drive there!

Even though one could use the Internet or fax them or wait until 'his guy' returns from his stay 157 kilometres to the north of Sydney, clearly the best option is for us to drive them there. I said I'm in, on one condition, we arrive at dawn! I take the silence on the phone line as an emphatic - "I'm going to invite someone else!"











*"The 911 GT3 is  
taking the atmo rear  
engined concept into  
**brutally**  
fast territory"*





My bleary-eyed companion pulls up outside the house in his newly delivered Porsche Motorsport White 991.2 911 GT3 two and a half hours before dawn and as I drop into the fixed back full bucket seat I receive a look of screw your condition!

For generations the 911 has been known for its feel and ability to speak to the driver and in turn have the driver feel connected to the 911. This GT3 is Porsche's best shot at this type of car without bringing too much of the race track onto the road.

Our destination is a village of less than 300 people in Singleton Shire. The defining landmarks of Broke were built in the late eighteenth hundreds; among these the local primary school, post office and two churches.

Any feelings of 'what are we doing?' floating around the cabin... are swiftly evaporated by the realisation we are riding in the Porsche motorsport department's latest anti-stress fun machine!

With 500hp under the right foot, the 911 GT3 is taking the atmo rear engined concept into brutally fast territory, yet the ride sits a small step below uncompromising. The great thing about this latest iteration of the GT3 is that it cannot hide its modern 911 roots and we don't want it to. It is indeed the mix of modern street and track motorsport that makes the car so appealing, it walks the line so well.

Aerodynamically the new GT3 has twenty percent more downforce with the same drag as the last generation, mainly due to the treatment of the air flowing underneath the car. We test this aero out as we shoot up the M1 under the cover of darkness heading north, then veer off to the left and warm the tyres and brakes on the famed "Old Road" from Cowan to Calga. Diving into corners, the searching directional headlights never leave us wanting and the roar of the 4.0 litre announces our arrival, sending the local wildlife scattering, but this is Australia and we need to be alert out here predawn! A sign to Peats Ridge Road wooshes past and we peel off and follow the road through its namesake suburb, it's a road









*“At **nine** thousand revolutions per minute, this engine produces a sound of mechanical majesty that grabs a hold of your spine and shakes out all the good chemicals”*







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full of longer sweeping bends in contrast to the tight twists and turns of the Old Pacific Highway.

As speed builds the revised rear wing of the GT3, sitting higher and further back in this generation, pushes the huge rear Michels into the coarse chip tarmac we are travelling on, starting a few feet back from the road the twisted shapes of gum trees stand guard at the roadside. We pass the Kulnura general store and I'm reminded of the last time I drove this road... but we are back on the horse now and what a steed it is!

At nine thousand revolutions per minute, this engine produces a sound of mechanical majesty that grabs a hold of your spine and shakes out all the good chemicals. I can only assume that owners made to garage their cars through the winter would need to be prescribed anti-anxiety drugs to make it through!

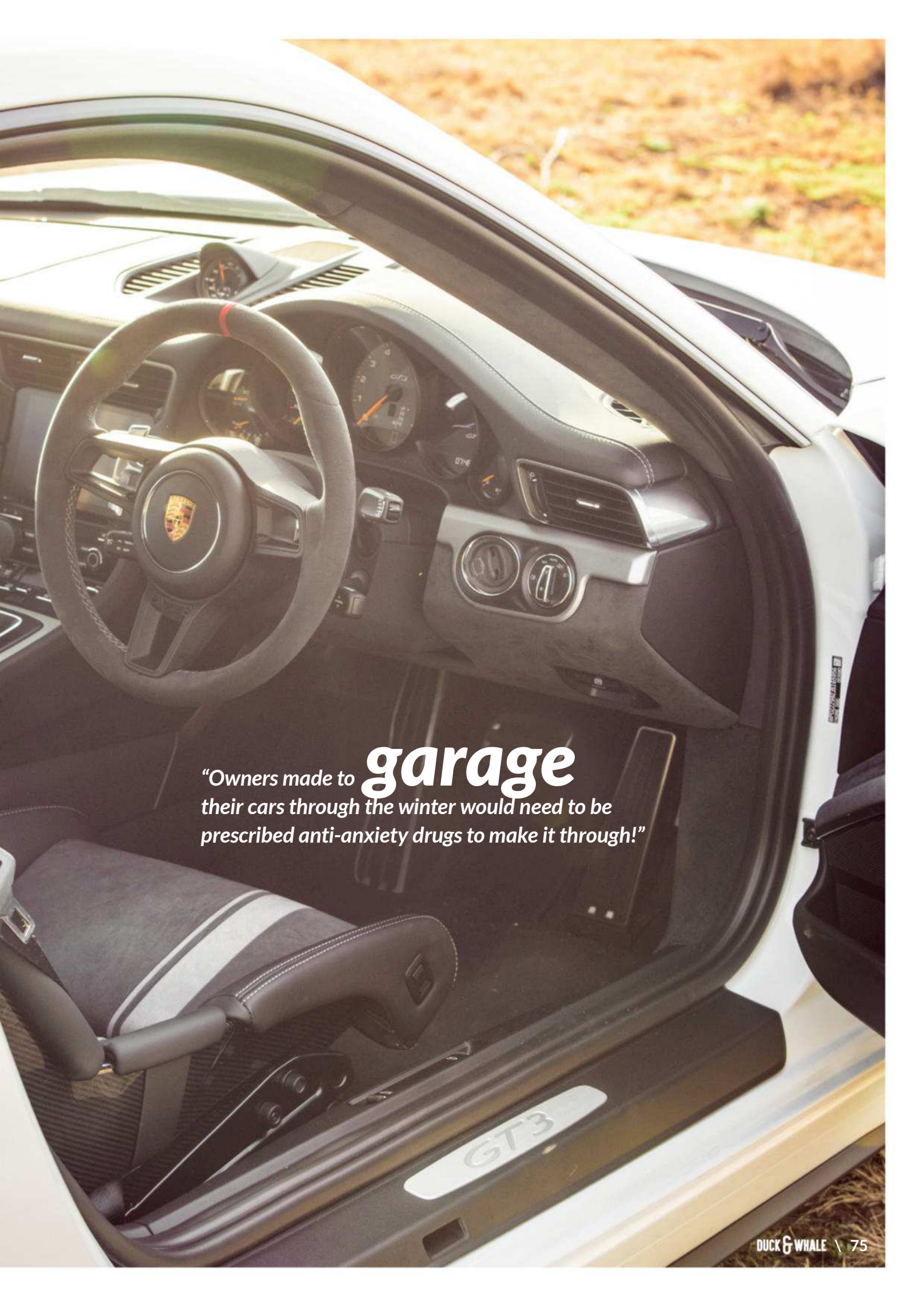
That's right, despite the larger 4.0 litre naturally aspirated engine this 991.2 911 GT3's red needle sweeps right up to 9000 rpm, previously only the smaller capacity 3.8 could reach those lofty revolutions, the previous 4.0 litre versions of the RS and R stopped at 8800 and 8500 rpm respectively. And those last 1500 rpm are glorious!

Just as the GT3 does away with the unnecessary, so has its engine, the Porsche motorsport engineers have lowered internal resistance with a new crank and oil system, plus the hydraulic valve lifters are out, resulting in a climb in peak RPM and a spike in rear wheel horsepower and useable torque through the mid range.

At Bucketty our path changes name to the Great North Road and we start a beautiful descent down from the ridgeline, our GT3 has Carbon ceramic breaks and gasp a PDK! Yes, the gearbox not of the moment, yet this slightly revised unit continues to shift impeccably fast despite its 7 speed manual counterpart getting all the press. Multiple flicks of the left paddle behind the steering wheel has the revs flaring and the







“Owners made to **garage**  
their cars through the winter would need to be  
prescribed anti-anxiety drugs to make it through!”



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
driver's eyes are fixed on a line through the corners. Orange road signs sporting directional arrows and 25 km/h suggested speed limits appear as we tuck into sandstone walls and guardrails, visibility is improving as the sun lets us know it's on its way!

We nod at the Wollombi Tavern as we blast past the town and push onto the Paynes Crossing Road, the road itself gets a little tighter while visibility improves due to the cleared fields on either side of the road. Winding through farmland and homesteads, we are shadowing the waterway known as Wollombi Brook. The handsome GT3 is now moving through picturesque countryside lit by a soft morning sun reflected off the underside of the clouds.

We pick our moments and send roars of intent echoing through the valley, we reach the Paynes Crossing Bridge and cross with a firm grip on the steering wheel and seat fabric... The bridge delivering us into the Shire of Singleton where the road widens and improves in quality, taking the name of Wollombi Road this stretch of tarmac is seemingly made for such a motorcar, lined with vineyards and overlooked by rolling hills. We confirm our agreement that this mornings journey of "delivery" goes a long way to restoring the work life balance that simply sending an email could never do. Up ahead, Broke is in our sights!

We pull up to a property on the south side of Broke, which provides views across farmland to the Broken Back Range, the most conspicuous feature of which is the sandstone formation known as Yellow Rock.

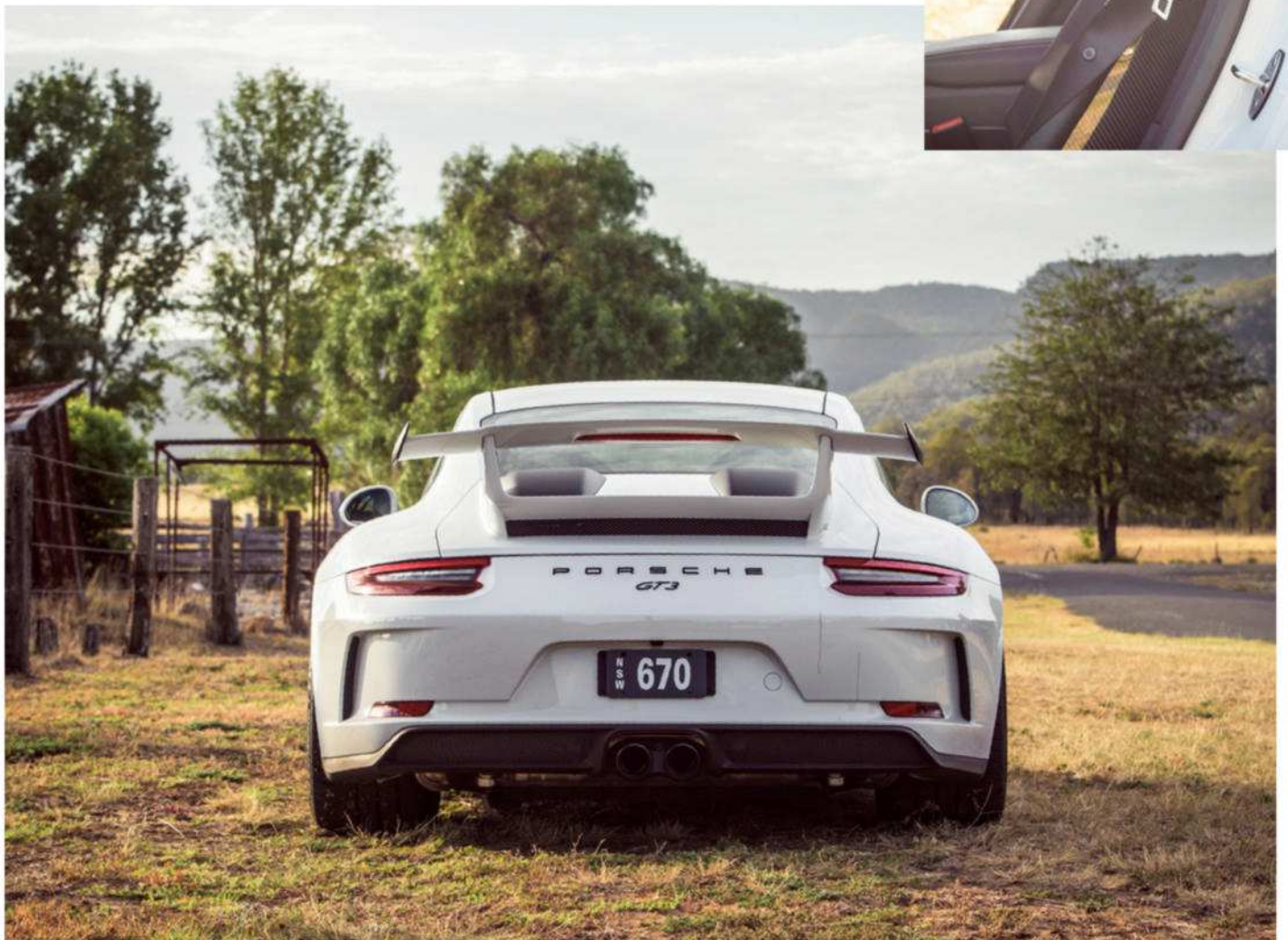
My counterpart leaves the GT3 parked on the water-starved grass to the roadside. We have achieved our goals for the morning.

The New GT3 is a supremely talented athletic performer and in my opinion the greatest GT3 Porsche has ever built. We know we are preaching to the choir here but this 911 new is stupidly good and in my opinion, the one to take home to mother. 



*"We pick our moments and send* **roars**  
*of intent echoing through the valley"*









I V O R Y

WORDS MARCUS LACEY

&

PHOTOS SKO MEDIA

T H U N D E R







Australia's Nullarbor Plain is a vast expanse of barren terrain, inhospitable to all but a few species that have adapted over thousands of years to take comfort in the harsh environment. It stretches more than 1,000 kilometres from west to east across the border between Western Australia and South Australia. And it's flat. Rising to just 64 metres, the almost treeless, arid landscape offers little; except a route to traverse the Great Australian Bight.





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And so, one small 1965 Ivory 356 SC finds itself in just that predicament. Strapped down hard, sheltered from the searing sun by the solid steel casing of a rugged shipping container, it rides on the flat bed of a trans continental freight train. Crossing half of the mainland to get to one of the country's great motoring events.

Its owner and driver, Michael Broughton, grew up in South Australia's capital, before moving to Perth many years ago. He explains, "I'm an Adelaide guy originally, and I've never driven at Collingrove, (home to the 2017 Australian Hillclimb Championship) and I've never driven at Mallala. I used to go as a kid and watch other cars, so this is a 'tick the box section'; we've come over to have some fun!"

His words sum up the sentiment of hundreds of other enthusiastic drivers and navigators, as well as the thousands of passionate motoring fans and spectators who have come

from across the nation to soak up what is arguably Australia's greatest active display of innovative (insert 'fast') motoring history.

Porsche has always positioned itself in just this space; bold, advanced and always true to its core of focused driving machines. To test the limits of the German marque and its drivers' skills, the twenty five Stuttgart entrants will find no better environment than the four days of twisting and torturous stretches of Adelaide Hill's tarmac.

Recently renamed The Adelaide Rally, the event is run under a CAMS Touring Road Event permit and focuses on spirited driving challenges and touring as well as hardcore rallying. Comprising twenty seven stages over three days, the event takes in the best short sprint stages from the traditional Classic Adelaide Rally roads and combines these with hillclimb and track sprints, as well as closed road touring.





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Michael tries to get the SC out to events in WA whenever possible; Northam and Albany 'round the houses' events and the tracks at Collie and Barbagallo. "I don't wrap it in cotton wool, I get it out and squirt it."

Michael continues, "We're not sure how it's going to go over here, we are in the Regularity class, so we're trying to keep to a time but we'll just have some fun and go from A to B safely. Obviously we've got wet conditions to start here this morning, I'm so glad I brought road tyres, I was going to bring my track tyres!"

The gracious curves of the 356 stand out against the well maintained grass field of the staging area, as drivers ready themselves for Day 1, and the start of the event. Scattered amongst the 250 entrants are a broad variety of enticing Porsches, from modern day hi tech, to the gracious 356 we stand alongside.

And it looks beautiful. The car was stripped back to reveal former paint colours of red, then green, before the gorgeous ivory, the

original factory colour, was applied. "I've had it for 26 years, it's a Porsche SC, so it's the last of the series, with the four wheel disc brakes and it's a great little car, very reliable," said Michael. Just what's needed as cars and drivers head to the hills.

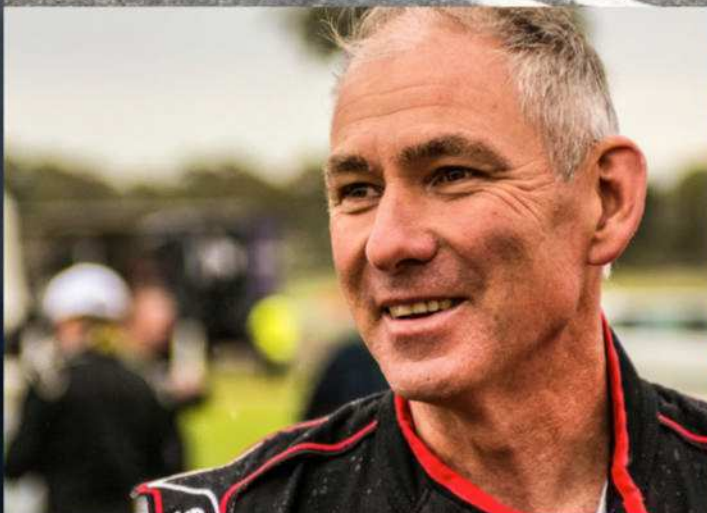
While Michael's sweet 356 hits the spot, it's contrasted by Mark Sandford's thunderous red 1972 911 RSRT. Entered in the 'Spirit' class, it has plenty of that!

"I looked out the rear window and all I could see was a wall of flame! I'm glad no one walked near the rear of the car at the time," said Mark. "Oh my god, we thought you were on fire!" exclaimed one of the other competitors. "Just fuel settling into the straight through exhaust. We burnt that out and it was fine," concluded the driver. With this impressive display and rumbling roar, the 911 joined the variety of other tuned engine notes to re-awaken the quiet little hamlet of Uraidla and head out amongst the hills again after lunch on Day 3.





"I DON'T WRAP IT IN COTTON WOOL,  
I GET IT OUT AND SQUIRT IT."





**"OH MY GOD, WE THOUGHT YOU WERE ON FIRE!"  
EXCLAIMED ONE OF THE OTHER COMPETITORS.  
"JUST FUEL SETTLING INTO THE STRAIGHT THROUGH  
EXHAUST. WE BURNT THAT OUT AND IT WAS FINE"  
CONCLUDED THE DRIVER.**







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Fuel however was an issue the day before for the highly tuned 911's 7R magnesium 2.7 litre power plant. A refill in the hills left the engine sluggish for half a day before being cleaned out, the exact cause still a mystery, with additives or water in the mix possibilities.

Rolling out of the factory on 29 Dec 1971, (model year being 1972), chassis number 9112500935 was originally a Signal Yellow 'T/V Coupe' delivered to the UK and like many early race cars was converted to RS/RSR specs in the late '70s and then later forward dated to Turbo look.

The mill runs a twin plug setup, S cams and the fuel injection replaced with IDA 3c Webers for better throttle response.

It retains its 1973 interior with Mark having no intention of returning it to the 1972 interior as he likes to keep its life story intact.

A magnesium 915 transaxle with the early 4.43 final drive ratio and aftermarket strengthened

side cover looks after final drive to the RSR 15's, 9" on the front and 11" on the back.

Konis front and rear, front and rear sway bars, and alloy trailing arms stabilise the mass, while alloy S callipers with Hawk Rally Blue pads pull it up.

The many twisting and turning roads of the Adelaide Hills are made for this classic Porsche.

"On the previous stage, we were one second faster than the 800hp GT and four seconds faster on Basket Range. That's a supercharged V8 Mustang, latest thing on the road, but anything straight he'd probably flog us!" said Mark. The day before, cars took to the notorious Corkscrew, a very tight, very steep section of hairpins and cutbacks, another of his favourites. He explains, "A really good section for us, very tight, we love that. Getting the gears just right is fun." The near slick Pirelli tyres help.



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The tyre selection was inspired by the Porsche Museum itself. "I was in Germany earlier in the year and had the chance to visit the museum in Stuttgart. There was a beautiful Martini RSR shod with these Corsas, and I said if they're good enough for Porsche, they're good enough for me," claims Mark. The Pirelli Corsa P7s front and rear look sensational, 235-45R15, and 305-35R15 respectively.

"I've badged this little hot rod a RSRT to pay homage to its T roots," said Mark. "It might be that I'm a bit of a control freak, but what I love most about driving the car is its performance without any aid...no power assisted anything. It's rough, rugged and visceral, while the wide body and tyres keep it looking plain sexy."

The last stage of the rally is a short track section. Like a full on race start, the brutal 911 blasts onto the circuit from the slip lane entry, no easing onto the track for the warm up lap, it's full throttle, full noise, all the way!

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It's a real push in the back as the sticky black contact patch grips the smooth bitumen transferring all the highly tuned 2.7 litre's power through the recently rebuilt transaxle to the massively offset rear wheels.

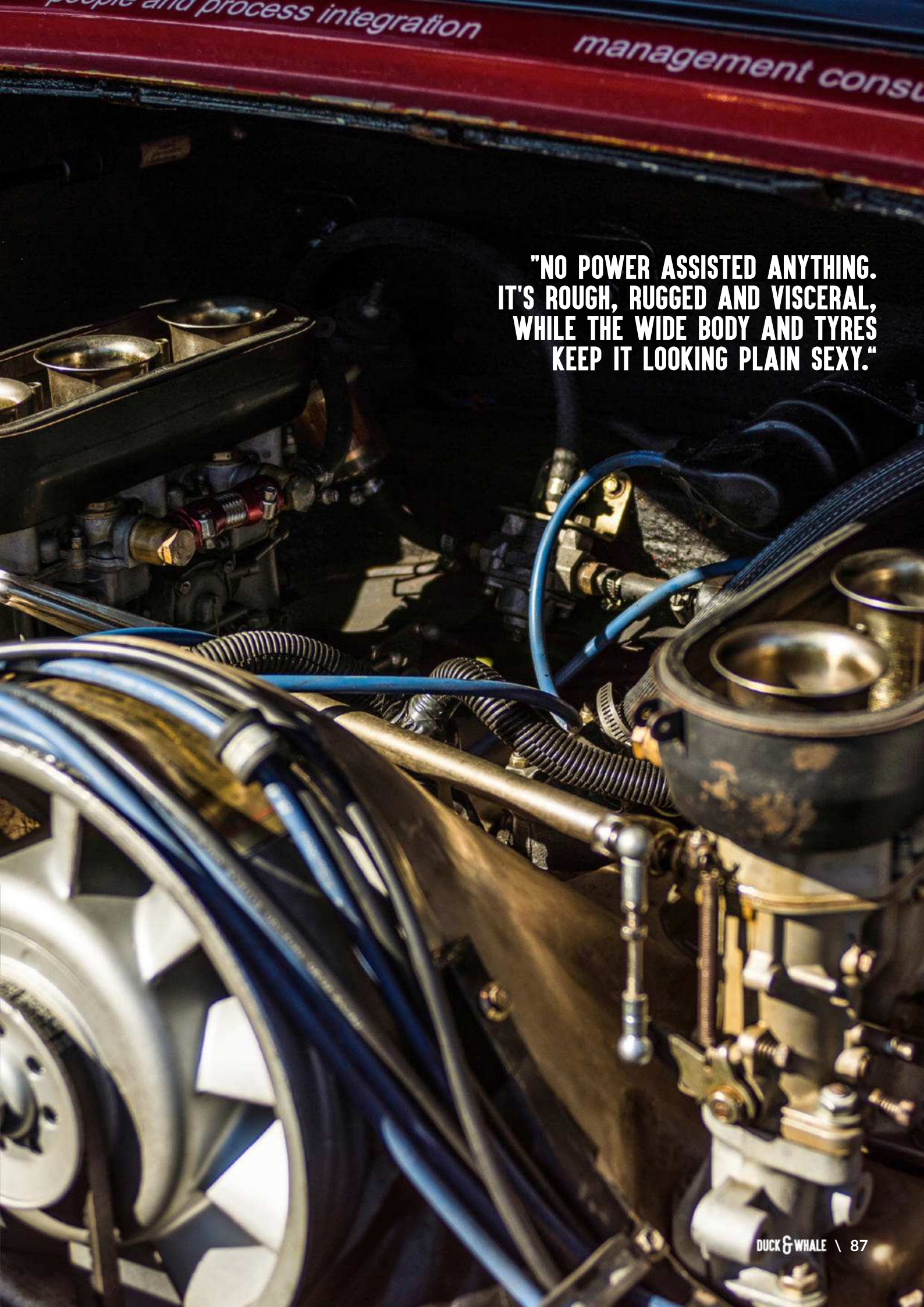
The track in question is the infield Victoria Park section of the original Adelaide Formula 1 Grand Prix Circuit, and now the Adelaide 500 Supercar event.

Approaching the chicane, the track drops away to the left, and without any familiarisation laps it's really guessing the apex, but the chassis does everything asked of it, turning in left, then out right. The cavalcade of official photographers stationed behind the armco, will have no spectacular moment to shoot from this well sorted machine through the tricky section, just flat direction changes as car and driver work with an uncanny understanding built from a close relationship spanning many years.





**"NO POWER ASSISTED ANYTHING.  
IT'S ROUGH, RUGGED AND VISCERAL,  
WHILE THE WIDE BODY AND TYRES  
KEEP IT LOOKING PLAIN SEXY."**







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The right hander onto Wakefield St which follows is tight and it's hard on the brakes, speed washing away in an instant before the throttle is gently but quickly applied to the floor, before blasting up the hill. Then it's hard right again, back onto the infield, once more difficult to sight, but as soon as the car is through and onto the easy left high speed section the downdraft carburetors open fully, inhaling a rich blend of 95 octane and oxygen before exhaling through unrestricted, bellowing exhausts, turning thousands of heads in awe as this brutal sounding and beautiful looking red beast thunders by.

It's the southern hairpin of this circuit which really shows the car and wheelman's attributes. As the RSRT exits the apex, it flows to the outside of the track applying throttle at just the

right amount to balance adhesion and power delivery, a feeling best experienced through the seat of your pants, the real race car sensation of latitudinal slip and forward thrust all in one.

And in not more than a moment, the short section is done. Every braking, every acceleration and every corner is so rich. And the sound!

It's fun, lots of it, in a classic Porsche. **06w**

*Thanks to Adelaide Rally teams:*

**Car 177 - PORSCHE 1965 356SC**

**Driver:** Michael Broughton

**Co-Driver:** Greg Blackall

**Car 202 - PORSCHE 1972 911 RSRT**

**Driver:** Mark Sandford

**Co-Driver:** John Hunter

**Instagram:** @Porsche91172rt





# DUCK & WHALE

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*Interview*

**K O R N**

**T H O N G T O U R**

INTERVIEW & PHOTOS Nick Blunck

912 PHOTOS Sticky Ride

— BANGKOK - Thailand —











**On the hot, bustling and crowded streets of Thailand's capital, where the familiar and the exotic collide, you will find a group of die hard air-cooled fanatics called the Renndrive crew - a passionate group of like-minded enthusiasts, all celebrating the beauty and simplicity of an iconic design. Duck & Whale catches up with Thai architect Korn Thongtour and gets a closer look of two of his beloved 1960s classic Porsches on the streets of Bangkok.**

The day starts with an 8am hotel pickup with Korn, Tenn and the Renndrive crew. Tenn is our driver and translator for the day, he tells us his day job is directing films. Our ride is a tasty late '60s R inspired hot rod. Korn has organised the early morning tour through old Bangkok; known for ornate shrines and vibrant street life. Six classic Porsches cruising the normally bustling streets is quite a sight. Nothing beats passionate locals showing off their town and even more so, how the language of Porsche has no boundaries.

**Tell us about your 911 E?**

This car is a Thai delivered 1969 Bahama Yellow 911 E, One of only 1,968 built, this car has had only one previous owner. The E is special because the Porsche 911 E model of 1969-1973 essentially replaced the short-lived 911 L (Luxus).

The 911 E was designed to be the more comfortable, more driveable model of 911 fitting between the tamer 911 T (Touring) and the high-performance type 911 S (Super). The technical spec of the car is as follows; 1,991 cc flat 6-cylinder engine, Bosch mechanical fuel injection, 140 hp at 6,600 rpm.

**You have had the car restored; talk us through the restoration process?**

I set out to make this a Porsche with a new soul in an old body, historical accuracy is paramount to me so we started by matching the colour back to the original year of manufacture; the engine is original as well. Most impressively, the original interior leather and seat covers have been very well maintained and remain in great condition to this day.

Many of the parts have been replaced or restored, we tried hard to match the exact year and make of each part in order to make the car as complete as possible. The engine, brake and electrical system were all worked on over the 18-month restoration period.

**Let's talk about your 'one better than 911' - your 912.**

This car is also Thai delivered, it is a 1967 Slate Grey 912, this is my first classic Porsche. I've had the car for 3 years. The car itself has been in Thailand for about 50 years but it didn't look like this by the time it came to me!





**This car was in rough shape when you acquired it correct?  
How long did the restoration take?**

Yes, almost every part of the body had to be constructed and replaced except the roof. It's amazing to think the original look was so out of fashion, many cars were played with as time went on. We spent about 2 years in and out of the shop turning back the clock on the 912. I was keen to be involved in the process so we went through and supervised every part from bodywork and the paint job, to various installations.

Often when we went, our son Jittakorn and our younger daughter Jamikorn would come with us. It was interesting to see especially Jittakorn's curiosity in the restoration process in a way that I didn't think a 2-year old would. Perhaps it was somehow related to all the Porsche car rides we did during the pregnancy. I love seeing their interest in the cars. It definitely makes me very happy to share the experience with them. Little Porsche People in the making!

**Was it a standard restoration, or are there any modifications to the car?**

My only thought about this horn grill SWB 912 was to restore it to the original 1967 year of manufacture condition.

Smaller restorations inside the project include a new Porsche 4-cylinder engine, suspension, brake system, electrical system and the iconic five dials on the dash.

My wife wanted the interior to be different from other cars, which are mostly black. We decided on brown leather and wood steering wheel to match the wood console.

**Tell me why you chose to take the car back to a standard 912?**

When I received the car it had been through many past modifications. The car was white in colour. The engine was from VW. The body was rusted. It didn't drive and the brakes didn't quite work. I felt that this would be a very fun challenge. I found the process of restoration quite enjoyable. I started looking for parts that matched the original, including the 4-cylinder engine.

The first year, all the effort went into just making the car driveable. The body was still a little rusty and the paint wasn't perfect. I actually found that quite beautiful. The car actually reflected its history. The engine was fixed up enough to drive short distances. This became the car I drove my wife and our first baby home from the hospital in (It was a great memory for my wife, our baby and me). Even during the pregnancy we would take a leisurely drive around the neighbourhood in our free time. It felt like we were taking our son out for a drive haha.

When the time came, I sent the car to the body shop for a full restoration as per the original goal. The first thing I had in mind was the colour dark grey to complement metallic rims, covers















and chrome hardware. Incidentally that was the same year the 50-year anniversary 991 came out. I saw the iconic image where the old was parked next to the new, and both were in Slate Grey. I felt like that was definitely the deciding factor. It had to be slate grey (6601-G).

**Out of the two cars, do you have a favourite?**

If I had to pick one, I would say the 911 over the 912. It is more fun to drive and more powerful. I particularly love the roar of the real air-cooled 6-cylinder engine. However, what I love about the 912 is the charm in its shorter body form and colour. The SWB has a more classic feel to it, as it's older.

**What is it that you love about the air-cooled Porsches?**

Air-cooled Porsches are one of my most fulfilling hobbies, especially after my design work as an architect.

Even in the '60s cars, I can drive them alongside the new Porsches and still find every trip absolutely exhilarating.

During long trips to the country, I would usually roll down the windows. We'd experience the nature surrounding us:

the scent of the soil, trees and of course the benzine from the engine in the mix haha.

I love hearing the sound of the air-cooled engine. I would hear the original header pipe. And the best part is being able to press hard on the gas pedal and harness the full power of the car. It brings me such great joy.

**Tell us about your Porsche collection?**

There are 5 cars total in my collection in different states of completion. They are: '67 912, '69 911 E, '70 911 E, 911 S Targa Soft Window, 911 RSR

**What is your next Porsche project?**

The project I am happy to say is complete is the 1973 inspired 911 RSR. You should be seeing that soon.

There are also ongoing projects I complete annually.

Working on vintage Porsche is a great source of inspiration for me. What I hope to achieve here, is to leave behind these Porsches for the next generation, to be enjoyed and taken care of. These are for my children Jittakorn and Jamikorn. **D&W**





## NORBERT SINGER

Mr Singer has a full resume; amongst which, the task of developing the Porsche 911 road car for racing, he created the most successful customer race car that Porsche produced: The Porsche 935 won at the 1979 24 Hours of Le Mans outright. Singer designed the bodywork of the Porsche 956 and 962 Group C cars which won no fewer than 7 24 Hours of Le Mans titles. In the 1990s, Singer engineered the Porsche WSC open sports car which claimed two victories in 1996 and 1997, and finally oversaw the Porsche 911 GT1-98 project which achieved Porsche's 16th win in the 1998 24 Hours of Le Mans.

# ENGINEERING

THE  
PORSCHE

## HANS MEZGER

Mr Mezger first worked on the valve train of the Fuhrmann-designed Carrera engine. Then to the design department when work started on the type 804 flat-8 Formula 1 engine. He also took part in the 1960s F1 programme, undertook design leadership for the first Porsche 911 production engine and lead of the famed 1960s Race Design office that turned out the 917s. He spearheaded Porsche's development of turbocharging with the 1100hp 917/30 and its transition to the 911 Turbo.



**WE SPEAK TO BART KUYKENS** #AFLAT6LOVEAFFAIR

**TO DISCUSS HIS APPROACH TO SHOOTING**

**PORSCHE LEGENDS NORBERT SINGER AND**

**HANS MEZGER WHO BOTH FEATURE IN HIS**

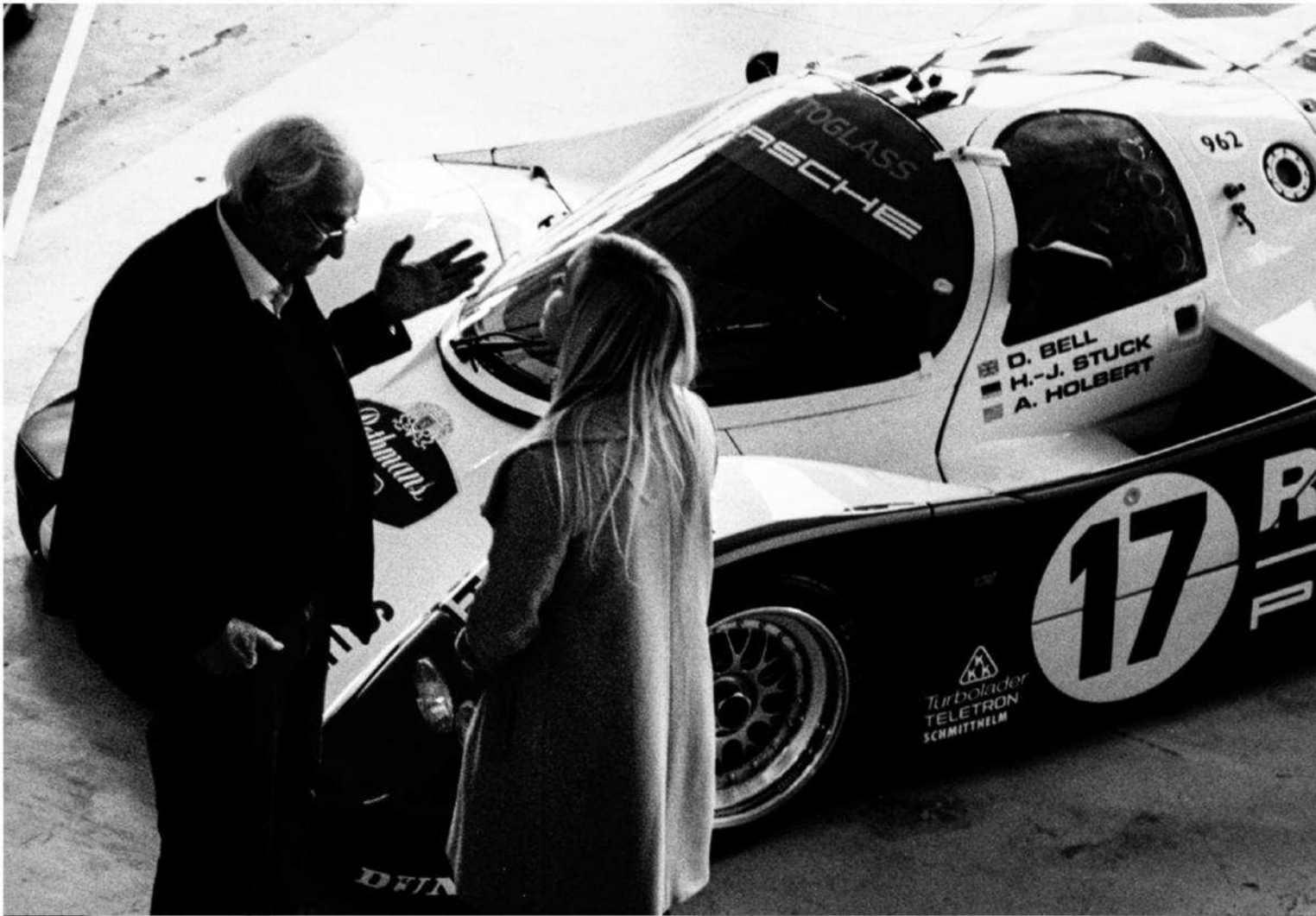
**BOOK "A FLAT SIX LOVE AFFAIR" #3**

**HIS CAMERA OF CHOICE IS AN ANALOG**

**LEICA M BLACK \**

d&w









# NORBERT SINGER

AUTOMOTIVE ENGINEER  
PORSCHE

## Share with us how your photoshoot happened with the legendary engineer Norbert Singer.

I have a contact at Porsche (Jessica) and she hooked me up with Mr Singer as well as with Mr Mezger after a few mails and calls. I explained my analogue black and white project 'a flat 6 love affair' and told her my modus operandi. A few months later I waited patiently in front of a big gate at the secret Porsche storage in Kallenberg near Stuttgart where we agreed to meet. Mr Singer was a few minutes late due to traffic so I could have a look at the many race cars, prototypes and other Porsches inside the huge building. I was blown away. I have never seen so many 'poster cars' in one place, just amazing.

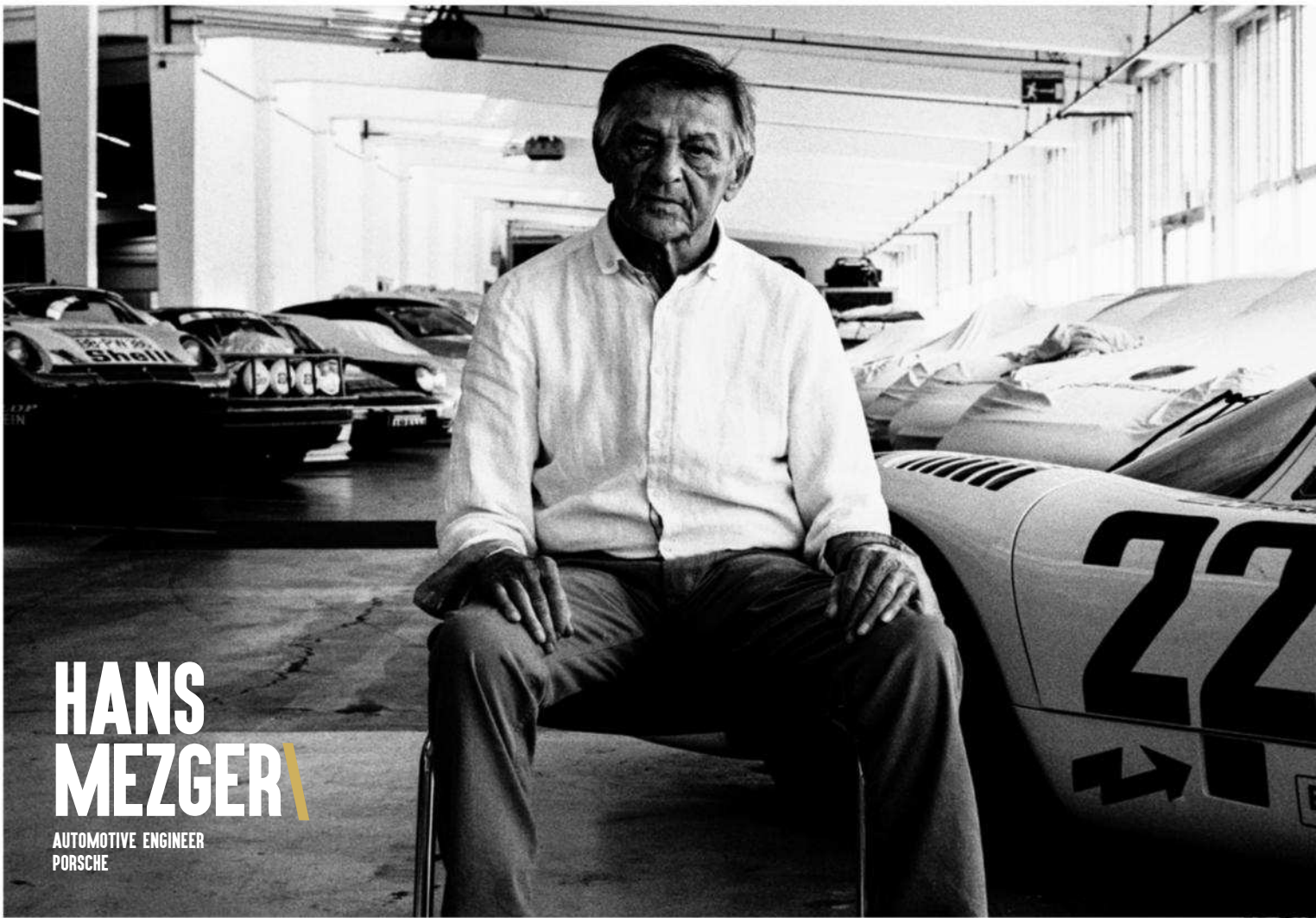
## For more than 35 years, this gentleman helped Porsche deliver unprecedented levels of success in world sports cars, share with us the conversations of the day?

He told me many stories and some were very interesting. One story was about the tyres and how the car reacted on camber and caster for example. Driver A came in after a

When Mr Singer arrived we had a short chat about what I wanted and how we should proceed. I must say it went very smoothly. I asked Mr Singer to walk around the storage and stop and talk about the cars he worked on and I would take pictures in the meantime. It may have seemed a little strange to him at first because I like to shoot very fast and try to shoot from unusual angles. As an artist I have to think not only about the car and the person but also about the image, which might end up in a gallery for example. Because I am not shooting for a magazine, I am a photojournalist, I use this freedom to explore and use the full space around me with a twisted point of view. I also like the imperfection of analogue photography and I am a big fan of 'flou artistique'. The shoot went great, Mr Singer told me funny stories about certain cars and he always felt where I was so he almost always adapted to the frame I was looking for.

few rounds and said it was 'way too much'... Driver B came in and said it was 'a little too much'. Who's correct? What is too much anyway? Mr Singer told me this was something he really liked back then, looking for the best possible solution. He told me it took years to study the tyres and how they wore out in certain circumstances. Also each driver was different and had other experiences and needs. Nowadays drivers trust numbers and computers.





# HANS MEZGER

AUTOMOTIVE ENGINEER  
PORSCHE

## Share with us your photoshoot experience with the engineering giant Hanz Mezger.

Taking pictures of Mr Mezger was a totally different experience. First of all his English is not very good and my knowledge of German is worthless so the introduction was not very smooth. I tried to explain my way of working but I realised I had to freewheel and just make him comfortable. It was weird giving your hero instructions of where to stand

## What was the great man like and did the day go smoothly?

Mr Mezger was very friendly, very humble. I had the feeling we could go on for another hour he was very easy going. We didn't talk that much, not like I did with Mr Singer,

## Tell us about your art book series.

As you can see in my books, my focus is always on the people and the cars; I like to interact with them both at the same time. Shooting this series of 7 books in black and white is like a journey for me, I meet so many people and

and where to look but at this point you have to make the switch in your head and go for results no matter what. With these kinds of people you know it's now or never. What are the chances you can shoot him again in such a great location and alone with him for an hour? And given the fact I shoot analogue and mostly only 2 rolls of film it has to be spot on.

so unfortunately no fancy stories here. But I had a funny experience when leaving the building with Mr Mezger! Given his age (88) I thought he would be driving a new Macan or something but no, he jumped into a flashy white 991 cabrio and left the stage...

visit so many places that it's like one big movie in my head. Very rewarding. Getting mails on a daily basis from people all around the world asking questions about the books or the equipment I shoot with is the cherry on the cake for me.

Follow Bart on Instagram @bartkuykens  
#AFLAT6LOVEAFFAIR









# B A N G E R

PHOTOS Nathan Stirling

# G E E L O N G





*Carrera GT*

73213-H  
ABSOLUTE PORSCHE SERVICE





#HANGARBANGER







## IN JANUARY THIS YEAR PORSCHE GUY AND HISTORIC BUILDING OWNER JOHN ORCHARD HOSTED A PORSCHE PARTY IN THE CBD AIRCRAFT HANGAR IN GEELONG.

The deal was made and this grand old girl was sold and poised for demolition a week after the gathering to make way for a 12 storey hotel development. The hangar was originally located at Milne Bay PNG to sleep the troops when they arrived by ship during WW2. From 1950 onwards it was home to Trans Otway bus depot. The architect who designed Trans Otway had to think outside the square as building materials were scarce post war. So a team was sent to dismantle 3 of the hangars, shipping them back and rebuilding in situ to make them 1.5 times original length and built in tandem. Rather than on ground level as they would have been, columns and beams keep them looking much more grand than their original aesthetic.

John was hoping to get eighty Porsches for something of a social send off and thought it would be a perfect way of conserving the space with photos of the cars he loves shot against the industrial architecture of the hangar.

With the help of the Porsche Club of Victoria and Porsche Forum Australia, the Victorians answered the call and two hundred plus cars rolled up and parked inside, outside and roamed the streets to help see the weary old building off.

The clear success of the day left the crowd asking where the next one will be held!

Here is a selection of images from the day.





#HANGARBANGER













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— SYDNEY - AUSTRALIA —

P E O P L E

# BYRAM JOHNSTON

DRIVE FOR PLEASURE

DUCK & WHALE





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***I grew up in a family where cars were always being discussed. I wasn't old enough or savvy enough to add much content but I used to do what all good children should do; I listened. And I enjoyed.***

**T**he scene in those days was 'American muscle' and my father, and indeed his father, were right into the Chevrolets, Packards, Dodges, Fords and Buicks. They were the kings of the road in the '50s and '60s and with their capacity for relaxed cruising, we did lots of long trips in one or other of those big American V8s.

In the early '60s, when I was quite young and still not old enough to be trusted behind the wheel, my father took my brothers and me, for what was the first of many overseas trips.

He was a savvy businessman, what today would be called an entrepreneur, and he revolutionised the paints and inks industry here in Australia by bringing to that market the concept of mixing colours from a white base, thereby removing many of the inefficiencies which had previously existed when mixing individual colours for the consumer market.

It was on one such overseas trip, that I had my first encounter with a Porsche and, amazing as it may seem, I can recall it as if it was yesterday. We had slipped over from London to Holland and were chugging along the autobahn in a comfortable but rather slow bus. You will remember I was used to the V8s which my father used to drive.

Out of my window I saw three, what seemed to me to be rather small cars going past at a very impressive speed. They were white and I could see the flashing blue lights and the writing which signified that they were police cars.

My father, seeing my nose pressed up against the window of the bus, confirmed that they were 'Porsche 356 B convertibles'. I had no idea how he knew that but he did have an interest in Volkswagens and gave us a run down on what he knew of this little sports car, finishing with the statement that he thought they were 'very good small cars'.

In one of those little fortuitous happenings, that often change the course of our lives, even though we may not realise it at the time, when we stopped at a typical truck stop a little further on in the journey, there sat the three police cars and their inhabitants. I can remember that, although no one asked why they had been going so fast, we asked every other possible question about the little Porsche cars and were delighted to discover that the policemen responded to our enquiries giving as much detail as they could and letting us look inside the cars. I had never seen anything like them.







911 50  
50 Years of the Porsche 911 - Tradition. Future

TOW





We knew that father had always held the opinion that the best engineers in the world were German. He admired their training, their attention to detail and their 'simple things done perfectly' approach and he was of the opinion that these cars were simply a reinforcement of that opinion. If that was good enough for father, it was good enough for me and, on that day, a seed had been planted.

Many years later, after going through University and earning a little bit of 'hobby cash' on the side by buying, 'doing-up' and selling a few Volkswagens, I got into a Karmann Ghia, itself a lovely little car and within 6 months of that I'd decided to move onto the next stepping stone and buy a Porsche.

As luck would have it, I found a bloke in an advertising agency who was selling a 356 B and, of course I had to have it even if it meant me selling a few cars to make it happen.

My first Porsche. It was 1973 and there were a few 'go fast' cars around that time, like the Alfa

and 240Z, and I've owned a few, but I really loved that car. The 911 Carrera RS had just been released around the same time and, man, that car really did look 'the business' ....but in the world of Porsche ownership everyone has to start somewhere!

A couple of years later, my 'love affair with Porsche' was, it must be said, very pleasantly interrupted by another love affair, this time of a far more personal nature which saw my wife and I spending the next six years working and travelling in Europe.

Returning to Australia in the early 1980s, the family having expanded to a membership of four, I made the inevitable transition into the Porsches of that period ...the ones with transaxles and backs seats. I have owned examples of the 924, the 944 and a 928 S4, and it wasn't until 1993 that I returned to my core via a 993 with a C4S. In all honesty, and with some modesty, I can say that I have not made many mistakes in my life but this was an















unbelievable car and, in hindsight, I probably shouldn't have sold it!

With my preference now clearly established in my mind, and with no disrespect towards front-engined cars, I bought the RS and from then on it was basically a progression of 911s for me.

Being financially able to indulge my passion, I have focussed on 911s from the '65 - '89 911 eras, and I now have the three you see illustrated here in the garage.

The 996 Carrera model, the 996 Turbo, followed by the stunning but raw 996 GT3 RS, showing in the sister red and white RS livery of the 1973 Carrera RS. I now have the 991.2 Carrera S and that, in all honesty, is a cracker of a car.

It took me several years to track down my RS and, having secured that, it occupied centre stage and I started to build diversity around it.

I mean, I would love to still have examples of them all, in fact we just sold a really nice '81 SC and before that an '89 3.2, but you know life opens up opportunities and sometimes you just have to trust your instincts; like how I came by the orange one. I knew the car from 1993, the history was there, it came up for sale and it 'ticked all the boxes'. It's fair to say I have been behind the wheel of nearly all of them ... I mean, how could you not ?

I've been really lucky to have my wife and family support my passion for cars and they

have involved themselves thoroughly over the years. Like me they have found an affinity with the culture, what we've found with Porsche is, it's the full spectrum of people involved here and you can speak to anyone and share stories, people just love the car stuff and are honest with you.

Porsches are an everyday, practical, high performance car and they don't have that many problems or cause their owners too much concern. Ok, maybe the battery goes flat if you have to leave them undriven for a while but for the most part my Porsches don't stress me and I'm confident that other owners would agree.

I had been on the lookout for the right 1973 Carrera RS for quite a long time and funnily enough it landed just before the 993 911 C4S was delivered from Sean at Porsche Centre Willoughby.

Not many people can say that a '73 RS was their first 911 and I think I have had a smile on my face ever since.

With the children now older I'd gone back to the 356 A, this time an orange one and in another example of the twists and turns that life occasionally presents us with, Jeff Dutton found the '73 RS with an owner who wanted a 356 A.

You know Jeff was excellent. He said at the time, if you don't like the car you can have your money back and I believe he has said it every time we have met since. No chance my friend.











Just to give some background as to values this was in 1995 and I traded at '\$85k plus the A' and with that sitting then at around the \$20k mark, you can do the maths.

The juxtaposition of values, the 993 C4S came which were a couple of hundred as my daily. Then I got a call about the 996 coming...

Around that time, I started to do track days and Super Sprints and then we went to events like the East Coast Classic which we did for six years in a row. We did the Dutton rally, the wonderful Classic Adelaide and we took the car down to Tasmania a few times. The three and four day rallies were our focus and our favourites. In all these events I've had a few different co-drivers, but have particularly enjoyed it when my wife or my son Nathan occupied the other seat.

At that time people appreciated that it was an RS, but not to that point which I see now where people can't get their head around why I would actually drive it. There is a lot of financial 'what if' nonsense surrounding the RS and I am determined to stay out of that and quietly get on with it. I didn't buy it to do anything with it other than drive it! I don't care what it's worth. We have rebuilt the engine but other than a stainless steel exhaust, the car is as it was.

The RS has been my motorsport car and, as such, it has a trip meter and a half cage but, other than that it is as it came out of the factory. I've never owned any car for as long as the twenty-three years I've had this RS. I wonder how many people keep a car for twenty-three years, still use its full potential and still enjoy it. It has been such a part of me that, when I open the garage door, I sense that it is as excited as I am about what is ahead in the drive today.

In the different days of long ago, my father had me steering his car from the age of four and I would just be out, although not on public roads, driving anything I could get my hands on, I got my license the day I could and I was away. In real terms, sure there are risks of injury in the kind of driving I do and I know that if I had an incident that resulted in something that



stopped me driving, it would be devastating. Maybe that's the little voice that tells me to 'never let my driving ego write cheques that my driving abilities can't cash'.

With my family, education and work life, any thoughts of trying to become a professional driver just were not feasible and as a result we do the very next best thing which is to drive for pleasure.

We've driven many thousands of kilometres across the USA, up, down and around many countries in Europe and I count myself very fortunate to have been able to drive probably an equal number of kilometres around Australia.

On the road I like to push myself, still within the limits of the road, and off-road I like to push myself just that little bit more..

Which brings me to the Orange Beast.

I liked what Porsche had done over the years with the Paris-Dakar Rally, especially with the wonderful 959, and admired those cars and the incredible details under the skin. I had seen the orange 911 out on rallies and I'd even actually driven the car on various rallies with the boys who ran it. Therefore there were no secrets about the car and I knew that it had been if not 'abused, then heavily-used'. It was an ordinary 1970's 911 with a 2.7 motor which was getting plenty of use. In passing, I had said to the then owner that if he ever felt the need to 'move it on' for any reason, then I would be happy if he would make me the subject of his first telephone call. Fortunately for me, he did and it became mine.







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The motor was running exceptionally well and it had a fair bit of money recently spent on it. I knew the image that I wanted for the car; the duck tail and the look of a Carrera with the RSR style Fuchs wheels.

Grant at Autohaus worked on the suspension to get it riding higher and fit the bigger tyres.

Driving it, or perhaps some would say 'chucking it about', is really a whole lot of fun and such a contrast to the other two classics. The way in which it covers the ground and flows around off-camber corners and over undulations is so different and special. Words alone do not do it justice; it has to be felt. If there was no engine noise, it would almost be serene. But what would be the point in that. It does have noise and loads of it.

When discussing my intention to participate in the Targa Florio Australian Tribute drive, which toured the Victorian coast and countryside, my wife asked, "Which car have you entered for us?" I smiled and said that I'd entered the RS at which point she smiled and said "Good choice !"

Near where we live there are some great dirt roads and I'm often out there, ostensibly checking on the neighbours but, in reality just enjoying this beast at full tilt with a trail of dust in the rear view, and often the side view mirror. It is such a great thing .

Back on the 'black top', as they say in the USA, when it comes to a choice of car the 550 is the one that any fervent admirer of all things Porsche would want to own.

Which brings me to the Spyder. My unique 911 Spyder. The concept for this car was to take a 911 platform of the eighties and give it the essence of the Porsche 550 Spyder of the mid fifties. As befits their reputation, the guys at Autohaus Hamilton understood exactly what I wanted to achieve and decided to come along with me on the journey.

We started by importing a '85 911 Targa, from the UK and then sat down to discuss design.

We chose the Targa as the donor car because it was originally designed as an open car and so it has the right amount of strengthening, meaning we didn't have to touch the chassis floor pan.

With an emphasis on using Porsche parts, the roll bar is from a modern Boxster with wind deflector, the rear shell is from an '89 Speedster and the seats are delightfully tailored reproductions based on the '73 RS.

The 3.2 litre motor came out for a 'freshen up', the suspension was rebuilt to road touring spec and ride height. Other than the heat exchangers and the muffler everything is per standard, we have kept it this way because we really didn't want to build a race car.

We spent a huge amount of time getting the lines on the car exactly as we wanted them, and I particularly wanted the curve from the engine lid to flow up the shell and just touch the top of the roll bars and end at the top of the wind screen, leaving just enough head room for the







two occupants. The chassis work and backdating to the long hood pre '73 era was handled by Zag and now carries the '73 RS rear bar with custom central exhaust cut-outs for more of a retro look.

This car also sports two of the defining features of the 550; the gold Spyder badge on the tail and a slightly protruding fuel spout in the centre of the bonnet.

Without doubt most time was spent on the development of the windscreen. The design was inspired by the Porsche 356 speedster and commissioned from experts who build speedboats with a custom chrome finish.

Sharp-eyed readers will notice that it has a decidedly different rake to that of a factory 911 windscreen. Speaking of glass, the car has no side or rear glass which quite literally makes this a 'blue sky' car. With no side windows a lot of effort went into tailoring the bodywork on the tops of the doors and all the door-based electrics were removed. The door card is a custom classic '73 style with a long horizontal pull strap and handle.

The silver colour is individual. It is taken from the Martini Racing 911 RSR Porsches of the '70s and it complements the RSR finish on the wheels.

Perhaps it is only when the car is able to stand alongside other Porsche silvers that the real uniqueness of this silver becomes evident.

Because it has been deliberately maintained as 'street spec' I take every opportunity I can to drive it. I loved being part of the process by which it was created and I reward myself for all the effort which I expended by taking it, weather-permitting, for a run at least two or three times a week.

I really wanted the Spyder to be an exercise in design and an exploration of possibilities. I didn't do it to build a hot rod, it is very understated and elegant and for me, it is the Porsche that Porsche should have built. **OGW**



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## O P I N I O N

*A view or judgement formed... not necessarily based on fact or knowledge. That sounds like me.*

N I C K T A Y L O R

### *Less is more*

I am the last person who should be talking about fashion. My daily 'uniform' of jeans and shirt (out, never tucked in) has remained unchanged for over 20 years. Sure, the shirts change, the shoes and boots are updated but a follower of trends is something I am not... in marketing terms I'm more laggard than early adopter. I held onto my Blackberry for as long as I could and only recently did I sway from Ray Bans. When renovating, we chose a white bathroom... we can't offend anyone with standard white, right? However when it comes to cars... this is all thrown out the window.

This is a delicate subject. Fashion, trends and what makes something cool is a topic that can offend though it's also one that sparks considerable debate with like-minded enthusiasts. Personalisation, modification and just plain messing about with cars isn't new and making something your own is generally the right of passage for all car people. Firstly, let me be clear, discussing what is or isn't cool... is not cool. In an effort to remain vaguely cool, I'm not going to do that. So, let's look at trends instead...

My Porsche passion really starts with the 911. I dig 356s and I love the look of them, but for me it's the 911 I grew up with. From launch through to the early 1970s, many 911 owners wanted to race, rally or hill climb their very capable little cars. The Factory recognised this and produced a guide outlining the modifications done to factory racers and the parts needed so that privateers could make their own ST or R. These 'Sports Purpose' modifications were often subtle and mainly internal with single minded outcomes.

Towards the late 1970s and certainly the 1980s, Guards Red and whale tails ruled the scene. 'Excess' was celebrated and many older 911s were made to look

new. The subtlety previously found from the factory still existed mechanically, however externally slant-nose guards and bolt-on flares reigned.

I feel like modifications in the 1990s slowed... wings were often added to 964s and 993s creating RS lookalikes, but most of the 911s built in this period escaped serious mods. The trend of modifying earlier cars to look like the current continued with many SCs adorned with 964 bumpers.

This is about where I stop. The subsequent years didn't excite me as much as the earlier... the 996 felt much more mass produced and was a much easier car to drive attracting a different buyer. Since then, the gap between air and water cooled has grown and sadly you tend to fall in one camp or the other. Sure, there's some crossover and I've been lucky enough to race a 996 Cup Car regularly and I love it, but I'm firmly planted in air-cooled territory.

When I thought I'd seen it all... along came Singer. When they first launched, I was in awe. My ultimate 911 until I saw the price tag. They quickly went out of my mind, only to be reminded at various events when seeing someone's 'interpretation of a Singer'. Flattering I'm sure for the folks at Singer, but the majority of these cars miss the mark... by a lot. Last year I was lucky enough to spend a few hours at the Singer factory in LA. This visit changed my view on these cars... they are amazing and we should all be in awe of what they're doing. Getting up close to these machines with their passionate staff pointing out all the tiny details finally made me see what it was all about. They truly are an amazing piece of kit and the 'everything is important' sign hanging in the workshop is the precise mantra for their builds. Sadly, they remain out of reach for most of us.



Pic: Rob Scheeren



I'm sure we will end up with the Melbourne or Sydney commission from Singer in Oz in the near future, but for the moment we're left with the generic lookalikes that we see down under which tend to focus on looks alone with little attention given to the mechanicals. What may look amazing at ten feet is often hiding a high mileage SC or 3.2 with little thought given to the details. You can recognise these cars when you check out the interior... standard vinyl clad tombstone seats with the only change limited to the addition of a Prototipo wheel. I hope that they are works in progress, though they don't seem to evolve.

With longhood 911s the trend has changed from creating 'sports purpose' beasts, with many owners now opting to restore their 911s to 'original'. A decision reached heavily due to values I'm sure. Easily reversed, subtle mods are still popular... think wheels, cibies and seat inserts. A sensible way of protecting the investment whilst putting your own stamp on it I suppose. Then there are stickers. Porsche scripts, stripes, numbers, roundels and period livery inspired wraps and themes. I'm not going to harp on about it these, but please... sometimes less is more.

Personalising and making something your own will never go out of fashion. However, just because you can, doesn't

necessarily mean that you should. Before you start on your own journey, take a trip through Porsche's history and review the company's amazing back catalogue. The factory's modifications were simple, purposeful and with real reward... a subtle tweak here and there designed to come together to enhance the driving experience, making something truly awesome... rarely were they cosmetic and to simply 'stand out in the crowd'.

*Nick*



Pic: Singer Vehicle Design





## C O L U M N 4 1

*A seasoned business professional, philanthropist, entrepreneur and Porsche racing car driver.*

G E O F F M O R G A N

### *A true team sport*

**S**o it's February 1992 and I'm off to Brands Hatch GP Circuit in England to race a 924 Turbo. Once again I wonder 'can I do it' but excitement, adrenalin and that scary sensation of going to the edge forces me on. The funny thing that I have learnt about this FEAR is that once the flag drops or the lights go out it disappears. For me life is not a dress rehearsal, you only get one go so PEDAL TO THE METAL!

In those days there were no simulators so I arrive at Brands Hatch very early – it's bloody cold and the circuit looks like ice. I meet my kind benefactor Paul Smith for the old-fashioned way of learning a circuit – the track walk. Paul is a senior member of the Porsche Club of Great Britain (PCGB) and very active in its day-to-day management. I met Paul while he was working as an IT specialist in Australia and struck up a warm friendship. Paul would come to races with me here in Australia and clearly had a passion for motorsport. He returned to the UK and blow me down if he didn't send me a note asking me to come to the UK to drive in a PCGB event at Brands Hatch in a 924 Turbo, all costs covered – just bring your helmet. I need a lot more friends like Paul.

Brands Hatch Grand Prix Circuit is the heart of British motorsport for both club and Grand Prix drivers alike. Very fast, twisty, up and down, tricky off-cambered corners, calling for BIG BALLS. Love it!

Paul is a great help and continues his generosity throughout the four day event. I learn a lot and luckily I perform well, go fast, don't crash and get a little trophy. The first race for me was an incredible culture shock as everyone was rubbing bumper bars, door handles or side-view mirrors, no quarter given. It felt like a full-on GP weekend. A totally new level of aggression and desire to win compared to Australia.

One thing I am learning and continue to learn following this obsession for speed is that professional race car drivers are like drug addicts – they love to drive – have to drive – ANYTHING. Their 'pushers/dealers' are their sponsors and

benefactors. They supply the means for that speed fix. For them being on the track in a car is what they live for – the faster the better.

Through Morgan & Banks I had been working with the newly arrived MD of Porsche Cars Australia (PCA), Nicolas Leutwiler on a new strategic plan and recruitment project bringing in some fresh talent. Like most Germans, speed is a natural part of everyday life and Nicolas was a very handy race car driver in his own right. In 1992 Porsche had launched a new car in Europe, the 968 Club Sport. Nicolas wanted to bring it to Australia to take on the Bathurst 12 Hour for production cars. It was decided that it should be a two-car team. In preparation for Bathurst we targeted the Sandown 6 Hour which Mazda had already stamped their name on.

It was a difficult preparation because the 968 Club Sport cars would not arrive in Australia until 6 – 8 weeks before the Sandown race in early 1993. Through his association with PCA, Peter Fitzgerald Racing Services (Fitzzy) was asked to prepare using a mule 968 to make up the roll cages, suspension, exhaust and engine tune so when the factory 968 Club Sport cars arrived it would be a seamless and quick conversion. All went extremely well. Track testing the final product, the cars were perfect. All the drivers loved them. Car One: Peter Fitzgerald, Brett Peters and Nicolas Leutwiler. Car Two: John Smith, Kevin Waldock and myself. We qualified third and fourth and the Mazdas clearly had the speed. With Team Manager Alan Horsley and Chief Engineer and Strategist Barry Jones, Mazda were a formidable force to be reckoned with. Having said that we knew they were vulnerable. If we pushed them they would run out of brakes and have to do a pad change and the Porsches could do the full 6 Hour Race. Push push push and delight for our team to see both cars come in for pad changes. Gotcha!

Porsche 968 Club Sports' first time out - first and second. PCA and Nicolas were over the moon. Our sponsors were absolutely ecstatic. What did I learn from Sandown? Six drivers, same car, same circuit, same conditions only different skills and natural talent. Smithy and Fitzzy in a league of their own, Kevin and Brett very capable V8 Supercar drivers and Nicolas and I on a steep learning curve but with lots of help



we came up to speed. In the end endurance racing is about looking after the car, making NO MISTAKES and bringing it back ready for the next driver. NO HEROES – IT'S A TRUE TEAM SPORT (Having said that my great friend and mentor John Smith is the worst person to follow into a car. He has extracted every last 100th of a second from the car every lap. It's like getting onto a Melbourne Cup horse after the race and trying to run it again).

At Sandown we learnt a lot about the cars and many adjustments and changes were made in preparation for Bathurst. We needed double everything – fuel fillers, crew, tyres, fuel, wheels and luck.

The Bathurst 12 Hour was my first true long distance race and it was an incredible experience to stay focussed. This time we were a two car Falken Tyres team. Clearly Mazda was our number one target but we were not discounting the Supras which were incredibly fast but somewhat unreliable. Aboard one of the Supras were my good mates Rick and Neal Bates and they were going to be quick. Our drivers were exceptional. Car One: Fitzzy, the incredible 'Gentleman Jim' Richards and Brett Peters. Car Two: John Smith, Kevin Waldock and me. The 968s were incredibly fast for what they were and an absolute joy to drive. A two hour stint went by in the blink of an eye. We were changing the Falken tyres when required but the car was so kind to them we could double stint them. This was a real exercise in strategy, patience and speed. Aboard the number one Mazda was John Bowe, Dick Johnson and Greg Hansford. They always ran a second back up car. Again their Team Manager and Strategist was Alan Horsley and the Crew Chief was Barry Jones who in his own right was an incredibly fast driver and in the future Alan Jones would partner him in a Mazda and be every bit as fast as the World Champion. I didn't know it then but Barry would soon join my MOGSport team as Team Manager.



Back to Bathurst. The Falken team did achieve second and third to the Mazda in first. We were all still somewhat smarting after a safety car stuff up which affected both of our cars by at least a lap. There was no recourse and we had to suck it up. A double podium slipping through our fingers.

We were sitting down to celebrate our second and third places with pizzas, beer and KFC. Fitzzy was called to a meeting by the Chief Scrutineer and Stewards. He returned about an hour later to inform us that both cars had been disqualified. OMG – talk about instant deflation and disappointment. The drivers and crew alike were shattered. Apparently the non-Porsche wheels Fitzzy had ordered had an offset of five millimetres outside the specs. To make matters worse the offset was the wrong way. There was no performance advantage, in fact probably a disadvantage. Incredibly we did feel that somehow Mazda may have known about this before the race started.

How do you get over such a disappointment? Nothing is ever perfect, particularly in motor racing. You can always go one tenth faster. The pit stop can always be slicker. The car can always be improved. That human element, officialdom, the judge of fact, can also cost you a win. So, you learn in motor racing to suck it up. I also learnt that even though Bathurst was twice the length of Sandown, Sandown was tougher. The circuit is more intense whereas you can get into a rhythm and a flow at Bathurst. Sandown is just hard grind all the way. What a baptism of fire both races were; of pressure to perform and not let the team down, to keep up your speed and not lose position, all the while fighting with these experienced touring car racers.

All the time I am learning, being given great support and guidance by the more experienced drivers and team members, having lots of fun and pinching myself to believe that it's really little old me getting in and out of these cars surrounded by so many talented and clever people.

I love these 968s but a 993 CS is on its way...

Regards *GKM*.







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