

1967 911S Outlaw Build



STORY AND PHOTOS BY MARK MADSEN



The car, as purchased.



A bit of my background: 39 years ago I started Designer Woods, a manufacturing company specializing in architectural millwork, casework and bespoke furniture. I often design and engineer custom pieces for clients. I have always had an appreciation and passion for design whether in architecture, furniture, art and, yes, automobiles, particularly Porsches.

This particular build came close to stopping before it even started. I was already in the finishing stages of my 1978 930 "outlaw" build. Then the infamous "friend's phone call." David informed me of a 1967 911S that was for sale, converted to a vintage racecar that had been participating in PCA track events for the past 20-25 years. At first I was not interested, but then David quickly mentioned that it had no rust, was drivable and comes with various original parts along with extra motors, wheels and racing parts. Okay, now he had my attention.

"Modified" and "Porsche" are my two favorite words and this one seemed to fill the bill and then some. David gave me the rundown including the asking price, which seemed reasonable considering the multitude of additional parts and pieces that were part of this deal.

The intention was to finish the car and list it for sale on a few Porsche websites. My wife and I immediately flew out for a day to see the car and hopefully complete



Paint, a painstaking but fulfilling stage of a restoration.

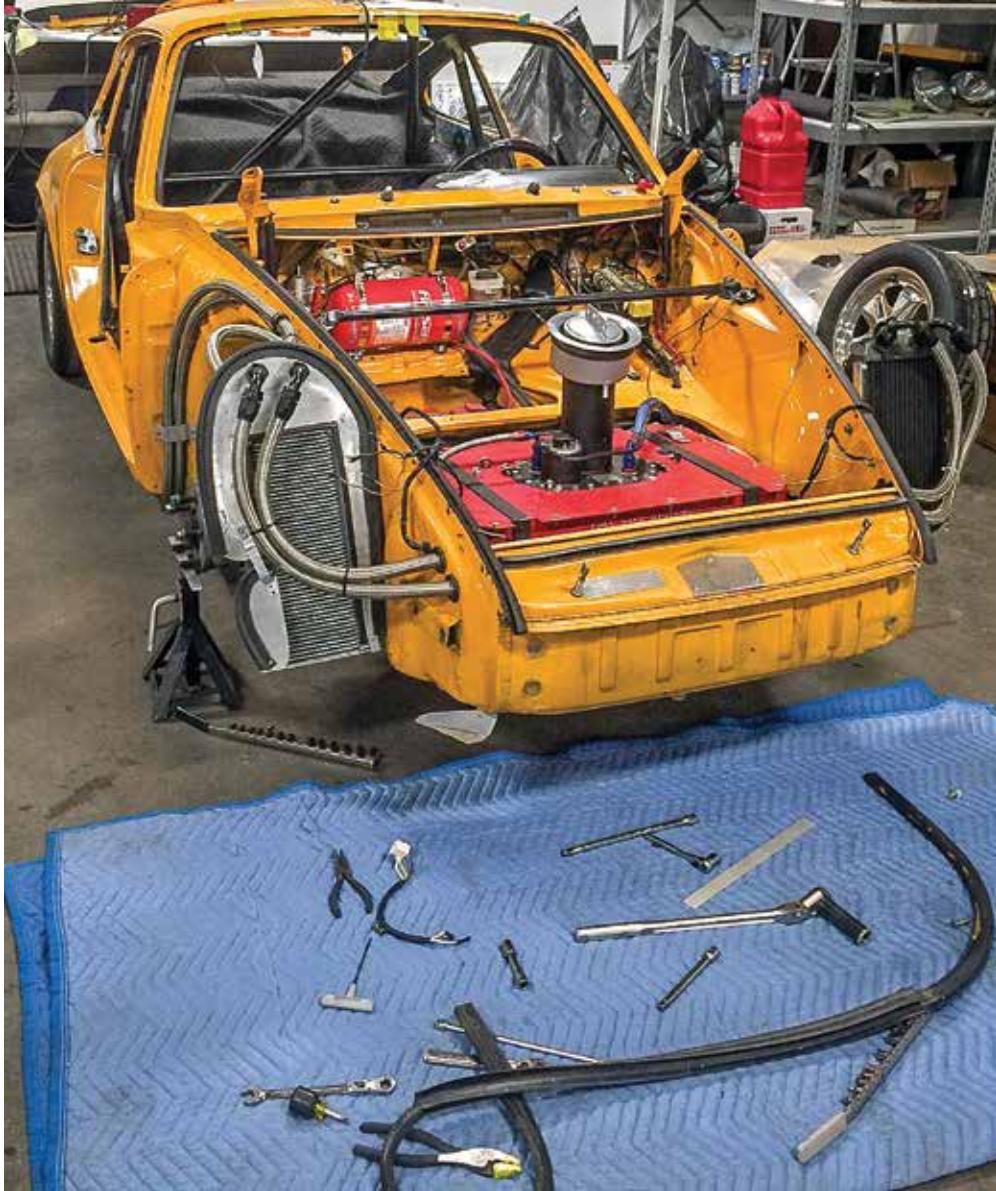


the deal, which we did that same day, and then we returned home where I started researching parts and how far to take the build.

The plan? Complete the '67 Porsche as a hot-rod in lieu of taking it back to factory original, which seemed a bit easier and definitely less costly. Also, following a few threads on Early 911 Registry regarding the factory original restorations, these seem to be highly critiqued if these builds are off at all – especially the correct bolts with the appropriate bolt head stamps. Viewing the car as purchased, the factory restoration would take a lot longer than I had time and money for, so I decided upon an "Outlaw" street-legal build.



Reassembly, when you first catch a glimpse of the light at the end of the tunnel.



The build begins

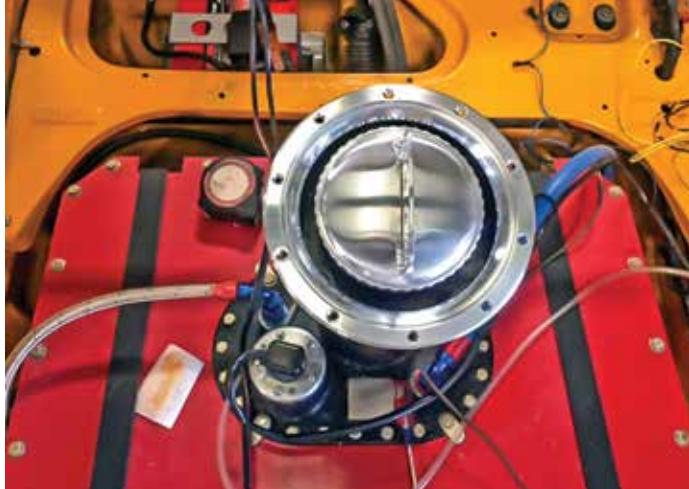
An overall plan began with the removal of all of the racing decals, riveted acrylic windows, rear acrylic windscreens and the plastic headlight venting grilles. A repaint or re-spray was not in my original plan, but more on that later. Additional teardown continued with the removal of the interior racing seats, counterbalance weights (located in the passenger footwell), fire suppression and miscellany.

One major discovery and determination was the fact that the fuel system, engine ignition system, brakes, suspension and the entire drivetrain did not need removal or modification. These systems could remain as is, which would retain the racing set-up and history of the car. The car was stripped down to the main body, an open bare interior

with removal of the hood, front fenders, rear deck lid, rear bumper, front spoiler and the rear turn signals.

Being a full-out racecar meant it had its own issues to deal with. The main one was how almost all of the interior racing accessories, acrylic side windows, fire suppression system and electrical re-work were attached using rivets. Drilling out these rivets was the first step. Also removing the front portion of the custom-fabricated full roll cage was next. The roll cage was welded to plates attached to the car's unibody structure, so removal was a vast spray of sparks and metal flake.

When I removed the trunk lid and front fenders, there was a nice discovery of twin Porsche 930 oil-coolers mounted behind the missing headlight buckets connected with stainless steel braided hoses. The oil cooling system was installed correctly and very well

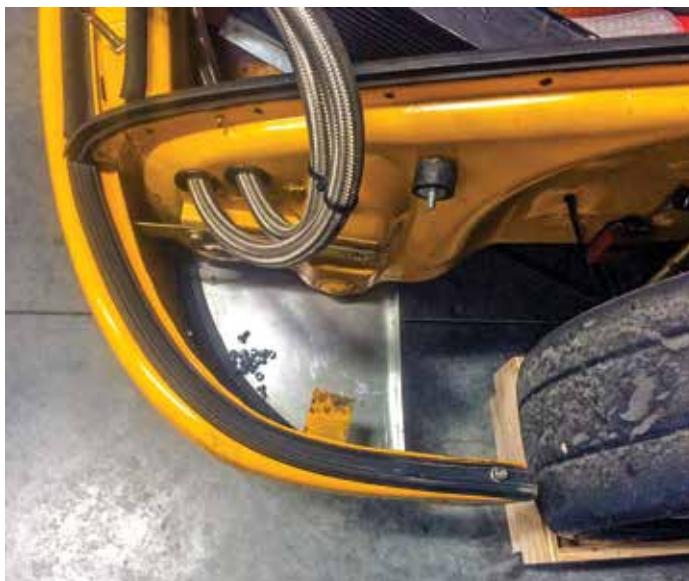


done. A "Fuel Safe" fuel cell was installed with an in-trunk fuel fill, along with the electric fuel pump. Neither one of these systems required any work or service, however, I intended on modifying the fuel fill to a through-the-hood fill.

Now sitting with a fairly "clean plate," I completely evaluated the car for missing items or repairs needed to bring it to street-legal status. First of the updates was the electrical system. The previous owner fabricated his own system, eliminating the factory wiring harness completely. I began to re-install the factory harness, keeping the "racing" harness along with the dash-mounted fuel pump and ignition cut-off switches to run the fuel pump, ignition system and engine. I separated these systems and wiring from the factory harness and completed the installation.

Finding a 1967 Porsche 911S wiring diagram online was a huge resource and key to completing this work. I needed to add the front and rear turn signal assemblies, wiper switch, turn signal switch, headlights, headlight switch, interior lights and switches, instrument lights, engine bay and trunk lights, rear license plate lights, back-up light switch, factory fuel level sender, fog light switch and Cibié hood-mounted lights and a new (original) fuel and oil level gauge.

Finding an original 1966/1967-dated fuel and oil level gauge at a decent price was daunting at best. I finally settled on a 1970 gauge, then sent this off to North Hollywood Speedo to perform a

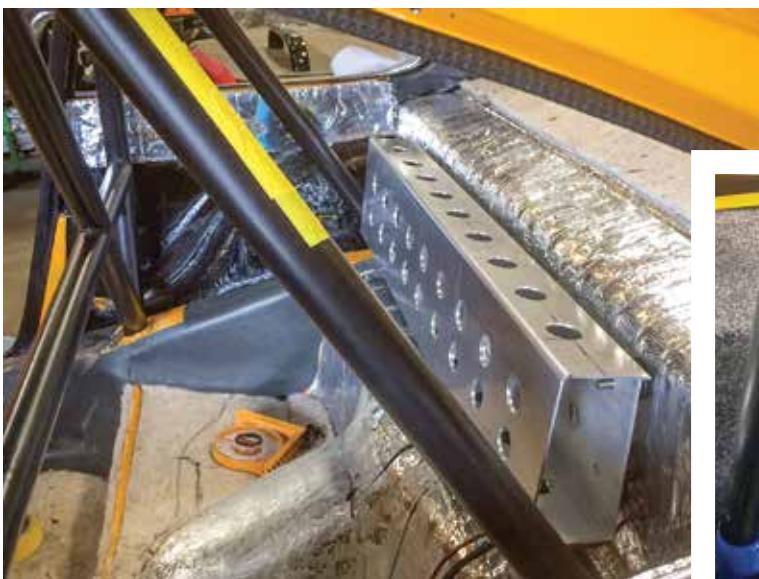




backdate to appear as an original green SWB gauge. The result was excellent; I can't tell the difference.

I ordered or found the remainder of the new or used original parts. The parts list was extensive. These were purchased from various individuals and vendors in the United States. Including an original 1960s Cibié Pallas, located from the parts thread on the Early 911 Registry via a fellow member in France. These had the original yellow bulbs. The housings were original and needed a bit of work prior to paint. However, the metal trim housings were in great shape and just needed to be re-plated in polished chrome. Great a find!

While finishing the parts vendor sourcing and awaiting shipment, I needed to address the paint. The removal of the racing decals resulted in removal of some of the paint and showed the obvious UV light damage to the paint. Most of the decals were "shadowed" from sun damage. The race paint finish had a patina to it, but also had about three or four shades of Signal Yellow. At first I thought I



MSD electronic ignition installment.



could have some paint made to match the panels that were untouched and re-paint the others. After a few weeks and too many test pints, I gave up and gave into the fact that the car needed a re-spray. The race paint was in decent condition and was completed over a bare-metal, windows-out paint job. So I stripped a few pieces that required a bare metal start and then aggressively sanded the rest of the body. I decided on a Signal Yellow color, even though the Kardex noted that the original paint was Bahama Yellow. I applied a white primer to the prepped body and parts and followed with the color and five coats of clear. Once these were wet sanded and buffed I began the re-assembly process. I would polish the finish once assembly was completed.

I began on the interior by repainting the dash in a matte black along with the exposed roof interior and roll cage. I installed a Dynamat sound liner to the interior panels, new RS lightweight carpet, RS door panels and ST seats from GTS Classics in black vinyl with black corduroy inserts. I used as many original parts that came with the car as were available, including the dash, dash aluminum trim, and vinyl basket weave inserts. The door and rear side window caps were original and in

great condition, so I just cleaned and treated the original vinyl and finished the interior installation.

I was starting on the windows and side vent frames when I discussed my design with a friend who agreed with me that I should paint the "R" stripes in lieu of vinyl decals. The decals seemed the easy way to go, however, a better result was obtained with paint. I decided on doing a compete set of stripes including the hood, roof and deck lid. So that meant I had to take out the windows and windscreens that I had just installed, tape off the interior and the rest of the body, and roll it back into the spray booth. I just love a fluid design/build project – revisions on the fly.





Back from applying the black stripes and it was off to the re-installation of all of the windscreens, side windows and doorframes and glass. I used the original chrome frames even though they had a bit of lightly scratched patina, but overall were in great shape for 51-year-old parts. All glass and acrylic panels were installed using new rubber and chrome trim at the front and rear windscreens.

The same acrylic rear windscreen when the car was raced was used. I ordered "R" style rear deck lid hinges in stainless and integrated

them with new drilled-out rear windscreen stay bands. The window stay and hinges are now a one-piece unit to give it a bit more custom look.

Door handles were drilled and re-plated. The original front and rear turn signal housings were re-plated, however, the original lenses were scarred and slightly damaged. I ordered new old stock for the front lenses and very nice reproductions for the rear lenses. This brings up the revision to rear "R" style taillights. I ordered these from

a commonly used vendor in the US. However, fitting a SWB body didn't quite work out as intended. I believe I have around 30 hours logged to re-work and re-shape these to fit.

I wanted something different for the through-the-hood fuel filler, so I worked with a friend who has a small metal fabrication shop to style a finish ring instead of going with a non-trimmed drilled opening hood look. I also wanted the ring attached by using small fasteners with nuts on the backside. I plated the ring and gas cap in polished chrome, but had the plating firm perform a brushed finish to give it more of a satin stainless steel appearance.

Even though I have been in the design/manufacturing industry for a while, as some projects progress, your initial design intent evolves. Revisions and re-designs also evolve, as goes this vehicle. The factory original rear deck lid grille just didn't look right to me. I painted it black (the previous owner had it in blue). However, it still didn't seem correct and so I rethought the whole grille idea. Mixing modern and classic together works well in the custom furniture business, and why not in classic auto restorations also?

I went to another friend's large metal works facility looking at scrap stainless steel grilles. I found one that reminded me of late '50s and

'60s racecar grilles, but after this was cut to size I realized I needed some more. I immediately thought of clear acrylic, which probably was a bit of a singer design stuck in my head. That's the process that influenced the rear grille. This was also my thought process fabricating the enclosure for the rear firewall, racing-purpose mounted engine ignition electronics.

I also wanted to go with yellow lettering on the tires. This was a "What the hell?" moment. If I didn't like them, I could always reverse the tire faces and remount the tires with the plain face out.

The advantages that I had on this build are that the mechanical aspect was well sorted, the body had absolutely no rust, and the boxes of original parts were in very good to excellent condition. Oddly enough, what amazed me the most was the condition of the sun visors and the front mats. These looked almost new, let alone being 51 years old at the time of the build.

With this build I have found that I love rebuilding and reimagining classic cars. My next chapter has a goal of turning this hobby into a business: "Design Werks" specializing in Porsche models 911s, 912s, 914s and 930s to create bespoke air-cooled "Outlaws." ■

