

THE GREATEST PORSCHE SPECIAL EVER?



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Back in the mid 1980s, when I was racing my Porsche RSR in England, I used to take part in the “Inter-Marque” series (still going, I believe!), the “Ferrari Versus Porsche “ series and the “Modified Porsche series”. Gideon Hudson, driving his Autofarm built RSR replica used to win most of the races where Porsche was featured and there was a motley assortment of wonderful “Specials” in the Inter-Marque series, such as Malcolm Hamilton’s highly modified E Type Jaguar and another highly modified, Gerry Marshall driven, Aston Martin DBS. All this besides the occasional 934 and 935 Porsche, to say nothing of the seeming myriad of other modified Porsches, Astons, Ferraris, Jaguars and ACs. Happy days.

In 1988, a very beautifully built white RSR replica showed up. It had been built by a very good driver called Mike Youles and had, amongst other tweaks, a very powerful 3.5 liter engine built by the late Bob Watson. Mike won that first race and then dominated the Modified Porsche series with his ever-evolving RSR. His only real opposition came from Josh Sadler, the boss of Autofarm, who had some pretty titanic dices with Mike, in his 935 look alike, which had started life as a real 1973 RSR, 911 360 0636.

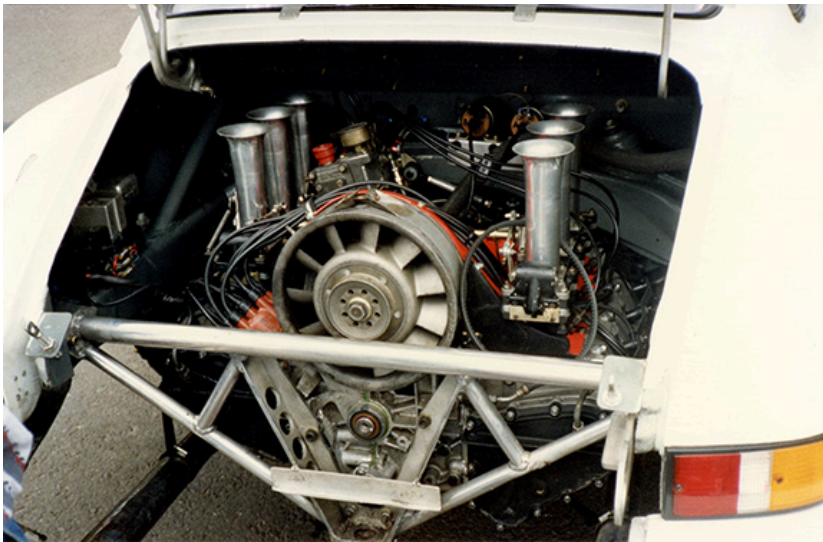


Mike Youles went on to race Group C cars and is happily still around. I bumped into him at Silverstone a few years ago and we enjoyed reminiscing about those times. Happily, Mike's old RSR replica is still with us too but boy, has she changed! (See the photos.) Today, in the hands of long time owner and racer Richard Chamberlain, she has evolved into a (very) modified flame spitting 935. So fast is she, with built in ground effects, that she regularly races with, and beats modern GT machinery. Just watch a couple of YouTube videos with Richard driving.

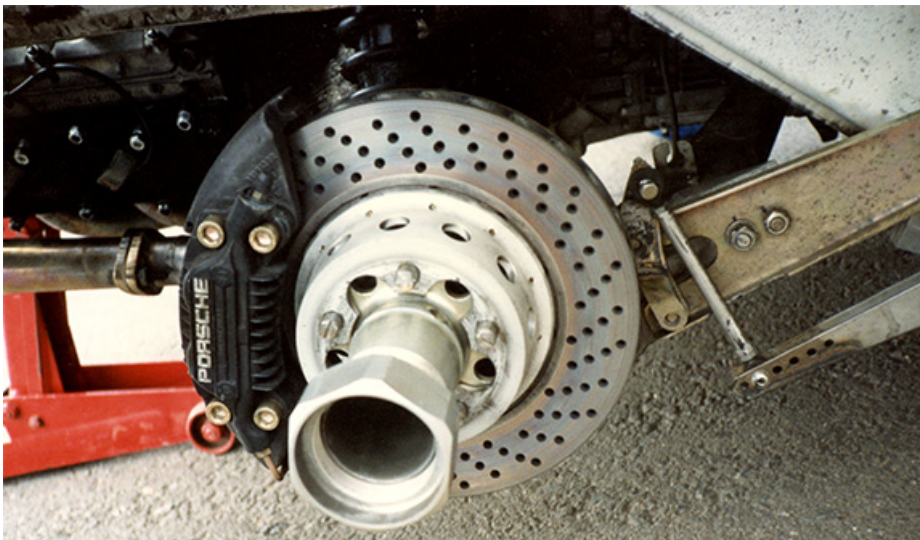
The old RSR went to Josh Sadler's partner Chester Wedgwood after Mike Youles' tenure with it, carried on racing and then went to Richard. Here is what Josh Sadler had to say about the car:

Josh: "The evolution route takes you all the way via us and Chester Wedgewood to Richard Chamberlain's current mighty GT Cup "935". To my mind, unquestionably the fastest '935' derivative ever, ground effect, fully sequential, etc., etc. I love that car."

Here's Richard's description of the car today: "I have all the old invoices from when the car was originally built – including a very detailed invoice from Bob Watson for the entire engine but I don't have much from Steve Colgate. I thought Mike Youles built the car himself but I could be wrong. I think Steve "sourced" (!!) a lot of the components for Mike but Mike and some friends did most of the building."



“I think the car is now roughly 50/50 tube frame to unitary chassis. All the bodywork, including the roof, is carbon fibre and the front end is a one-part K3 moulding. The front splitter is our design and has a wing cross sectional profile, the rear wing has a twisted chord and again is our own design, the car has a front diffuser with the air exiting from under the doors and the rest of the floor is completely flat, again made from carbon honeycomb sheet.”





“Yes, it’s our take on the Moby Dick car. The tail is not quite as long and ours is a bit more draggy but it develops loads more down force so for most tracks it’s a better compromise.”

“The engine is 3.4 litres, 74.4 stroke and 98 bore. Power is dependent on the depths of your pocket (!!) but I race it at 1 bar boost where it makes 600 bhp. At 1.3 bar it makes 740 bhp but as you know they are getting too hot at this point!”

“Actually, it’s a really great car!!!!



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