

PETER Falk **33** YEARS OF **PORSCHE**  
Rennsport and Development. People, Cars, Stories

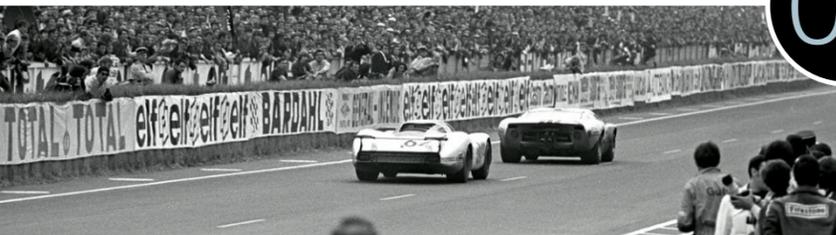
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## From Peter Falk's private archive 382

01 // Top racing in the sixties: The tiny Porsche 911 longtails with their 2.2-litre engines scored a triple victory at the 1986 Daytona 24 Hours.

Vic Elford/Jochen Neerpasch (#54) won over Jo Siffert/Hans Herrmann (#52) and Jo Schlesler/Joe Buzzetta (#51). Gerhard Mitter/Rolf Stommelen (#53) retired after an accident. Press boss Huschke von Hanstein put Hermann/Siffert/Stommelen into the winning car for a short stint so that their names were also recorded on the winners' list. The pole-sitting Ford GT40 of Jacky Ickx/Brian Redman (#8) was sidelined with gearbox failure. Peter Falk's race department built and ran the Porsches.

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## Logically, then came motorsport ...

From a very early age, I was greatly interested in all types of land transport, from tricycles to two-wheelers and then cars. So it's not surprising that I ended up turning this intense preoccupation with vehicle technology into a career. Logically, motorsport came with the profession that ultimately led to me contesting a lot of races and rallies. Sometime later I relinquished this hobby and made sure I left it to the real professionals, people like Jacky Ickx, Hans Stuck and Jochen Mass, to name just a few. They knew how to do it far better than I ever could.

During and after my career, several of my former colleagues, as well as many acquaintances and friends kept asking me to publish a book about my experiences. After several attempts at doing the rather onerous storytelling job myself, I relinquished the project and made sure I left the writing to a journalist such as Wilfried Müller. After all, he knows how to do it far better than I ever could.

Thank you to everyone who has contributed!

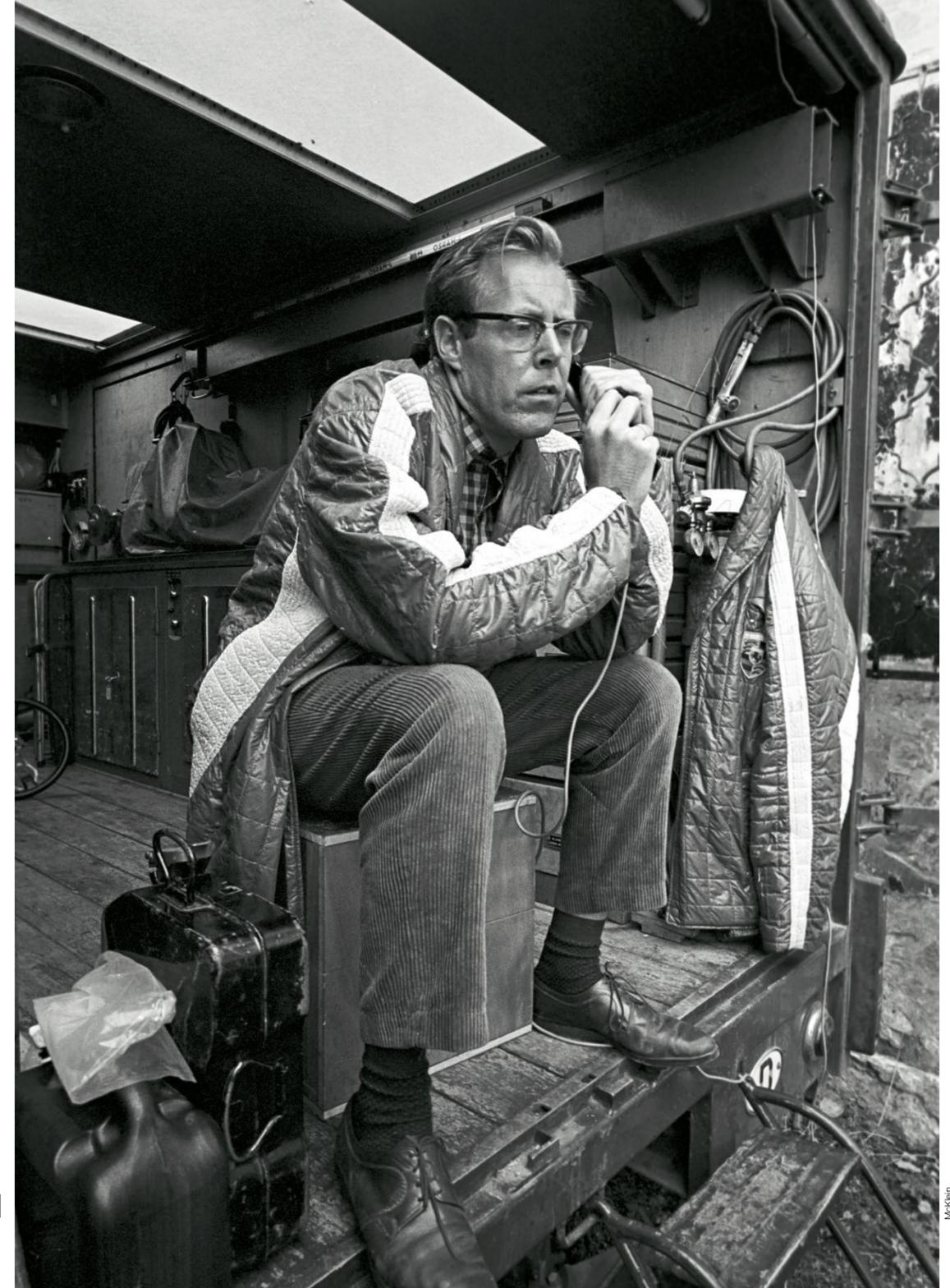
Peter Falk  
2016



Porsche Weiskfoto

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02-03 // Peter Falk in 1969 (far right), the year of Porsche's first world championship title ... and a good 40 years later at the Silvertta Classic rally.



McKen

03

## Falk talks ... at last

From the 904 Carrera GTS of the early sixties to the 962C and to the desert-959 of the late eighties, from Gaisberg to Le Mans and to Dakar, under Peter Falk's leadership, Porsche won countless races and championships. More than ever before or since. And away from the racetrack, Falk belonged to the small, dedicated circle that conceived and created the 911. He remained inextricably linked to Porsche's sports cars right up until the last air-cooled nine-eleven – thirty-three years at Porsche. One heard very little from Peter Falk in all those years, and there are two reasons for this. Firstly, he's the tall, quiet type. Falk is a refined, profoundly kind and friendly man. But "he says nothing" as his wife Ruth discovered while on their very first date back in the sixties. Secondly, Falk is a team player who leads from behind and lets his team members shine.

When we started working on this book in the autumn of 2014, he told me very clearly that it should focus first and foremost on the people and the adventures that they had around the world during those thirty-three Porsche years. Falk's memories thus turned into several hundred pages of Porsche from the inside: people, racecars, sports cars, places, adventures.

My heartfelt thanks go to Peter Falk for his openness, his patience and his sense of humour in dealing with my endless questions and enquiries. Thank you as well to Ruth Falk for very lively discussions and keeping me sustained with delicious Swabian "vespers". I'm also grateful to Peter Falk's former bosses, colleagues and race drivers whose contributions and anecdotes have given this book extra depth. And last by not least, danke to Dieter Landenberger, Jens Torner and Jörg Thilow from the Porsche Museum in Stuttgart-Zuffenhausen for their unflinching support.

Enough already. I've talked too much. Enjoy!

Wilfried Müller  
September 2016

04 // Peter Falk and Wilfried Müller in the "treasure chamber" of the Porsche Museum in Stuttgart-Zuffenhausen, summer 2016.



Markus Bolsinger

## >> 33 years, three months, three weeks and three days

Peter Falk is one of the authors of Porsche's modern history. He contributed important chapters, one of them entitled the 911. He belonged to the small circle of passionate men who put the successor to the 356 on its wheels. As the only descendant of the 356, the type 901, as it was originally called, was important for the survival of the small company in Stuttgart-Zuffenhausen. Falk accompanied the 911 through to the type 993, the last air-cooled nine-eleven and the first to feature a double-wishbone rear suspension, a fact he never fails to mention because, at the end of the day, Falk is a suspension man. Sometimes he worked closer to the nine-eleven, later the transaxle-Porsche, at other times his focus shifted to the racing and rallying tracks of the world. From the 906 to the 962C and the 959 for the Paris-Dakar, Falk steered the development and the race outings and played a guiding role for many dramas, triumphs and world championship titles from behind the scenes. That's what he wanted and he would have regarded anything else as excessively conceited. *My personal Porsche race.* That's what Peter Falk called his 33 years, three months, three weeks and three days, or 291,816 hours, with and for Porsche. *I was never stressed*, insisted the most successful head of motorsport that Porsche has ever had. After all, *my work had always been my hobby* – and that this would be the case became evident at a very early age.

### Early days: Latin and more wheel travel for a model car

Strictly speaking, it couldn't have been any other way. Already as a youngster, Falk increased the wheel travel on his three-axle Schuco model car using drills and a nail file.

Falk grew up in Schömburg, a quiet little village about 16 kilometres south of Pforzheim in the Black Forest, *a place I am still very fond of.* Born in Athens on November 27, 1932, Falk moved here in 1938 with his mother and attended the local elementary school between



Porsche Werkfoto

01

1939 and 1943: *The first and fourth grades were all in one class, grades five to eight in another room.* Eight years at the Grammar School in Pforzheim left their mark. *I learned Greek and Latin. It would have been good to have English under my belt for later but I wouldn't have wanted to miss out on this education. So much can be explained when you understand the classical languages. I very much liked to read the works of Heinrich Heine. My mother had a library with all the classics which I eventually passed on to my daughter.*

In addition to languages, as a pupil Falk was immensely interested in the subject of locomotion. As with the Schuco truck, the focal point was on "wheel travel". *While I was still attending college in Pforzheim I fitted a lady's bike with a front and rear suspension. I guess I was 30 years ahead of my time.*

These years very probably laid the foundation for his love of literature and engineering sciences, with which Falk would later delight and amaze his contemporaries. One moment he would write a short essay about the meaning of the word "Carrera" or a "Dictionary for Suspension Specialists", the next moment he would get to the bottom of a shock absorber problem or push a racing car to its limit.

At the age of 17, Peter got his driving licence. *My mother had to sign a piece of paper for that. We lived in a house above a car rental place and workshop. The business belonged to Alfred Kling. I was allowed to move the cars, they did all the repairs onsite. He was the guy who got me into motorsport. He was crazy about it and he helped me a lot.*

In 1952 Peter Falk passed his university entrance exam and the very next day, as he mentions with pride, he started at Mercedes-Benz in Sindelfingen. *I thought it was important to do an apprenticeship before studying. I had always been very interested in the practical side of things. A good friend of my mother's had found me a position as an apprentice. Every few years at Daimler they not only accepted 14-year-olds, but college graduates as well. So I was taken on and, from May 1952, I trained to become a motor mechanic. After two-and-a-half years, I requested to sit the final examination a year earlier than normal. In August 1954 I passed the test. What I learned there helped significantly later in my profession. I could look over the shoulder of the mechanics and say: "Try it this way or that ..." That was accepted because I knew what I was talking about.*



Archiv Peter Falk

02

- 01 // Peter Falk pushes a 901 prototype to its very limits on the skid pad at Weissach. The skid pad is a circular area with varying diameters.
- 02 // For those who want to work on suspensions, practice makes perfect. As a school pupil, Falk fitted his bike with a full suspension.



Archiv Peter Falk



Archiv Peter Falk

04

### Early racing: Bringing home the bacon, Trips defeated

At 18 years old and with Alfred Kling's backing, Falk celebrated his first successes in motorsport. A handwritten list of these, which he keeps to this day, begins with third place on September 25, 1950, at the gymkhana in Liebenzell. Falk scored the podium result on a Fox motorbike. Thus his racing career had started on two wheels, and with Falk at 1.86 metres tall and weighing 70 kilograms he must have looked quite a sight.

In his typical handwriting, Falk listed his early successes and trophies. From Liebenzell the slender Herr Falk took home "1 x side of ham" – not bad for those days. On October 8 at just his third event – it was a motorcycle rally in Tübingen – he won five kilos of flour. This was the prize for seventh place, which he had clinched on a DKW 125 motorbike. Other treasures included "1 x waffle iron" for second place at a similar event in Weil der Stadt on the Fox motorbike; "1 x thermos" for eighth at the Leonberg gymkhana; and "1 x glass crystal salt shaker" for second place at the Pforzheim fox hunt on June 22, 1952, fittingly scored on the Fox. On February 27, 1955, Falk won a gold medal for his victory at the Schömberg skjoring event on a Maico. He vividly remembers wishing it had been another side of ham.

It wasn't long before he switched from two to four wheels: *The Motorsport Club Stuttgart was looking for co-drivers. That was ideal for me because I didn't have money for my own car. At the Backnang autumn rally on November 6, 1955, I sat in the co-driver's seat for the first time and it was in a Beetle. We came fourth and we won ... a gold medal!*

On February 15, 1956, as stated in the handwritten list of successes and trophies, Falk contested his first rally as a co-driver in a Porsche. The Alfred Kling/Peter Falk team drove a 356 1600 Super at the Winter Rally Bad Neuenahr-Garmisch. One of their rivals was none other than Wolfgang Graf Berghe von Trips with his navigator Siegfried Günther. *We felt very proud to have him as an opponent. On the first evening we saw the two in a restaurant. They'd already built up a two, three-minute advantage over the opposition. We ate something and I then thought: "Actually, it's time to get our stamp and leave." But Trips and Siggie were so engrossed in their conversation that they forgot their starting time for the next leg. I was a young student and I kept quiet. Perhaps that wasn't*

05

Datum	Voranstellung	Platz	Preis	Kategorie	andere
1. 9. 52	Gebirgsrennen Liebenzell	3.	1 Schweinefleisch	Fox	
7. 9. 52	Bahnrennen Remlingen	2.	1 Liter Mehl	Fox	MP
28. 9. 52	Wald ADAC Zwettling	3.	1 Liter Mehl	Fox	9
1/2. 10. 52	1. Hildesheimer Mittelnachtsfahrt	2.	1 Liter Mehl	Fox	6
8. 10. 52	Bilderfahrt Neuenburg	2.	1 Liter Wein	Fox	2
5. 2. 53	II. Skijöring Schömberg	2.	1 Liter Mehl	Fox	2
5. 5. 53	Fuchs Jagd Birkfeld (55 km)	3.	1 Thermos	Fox	
5. 5. 53	Gebirgsrennen Remlingen	8.	1 Glas Salzschleuder	Fox	0,5
7. 5. 53	Gebirgsrennen Birkfeld	5.	1 Glas Salzschleuder	Fox	1
19. 7. 53	Gebirgsrennen Schömberg	3.	1 Liter Mehl	Fox	50 Plak
6. 2. 54	Waldrennen Schömberg	2.	1 Liter Mehl	Fox	1
0. 5. 54	Waldrennen Schömberg	2.	1 Liter Mehl	Fox	2
27. 2. 55	Skijöring Schömberg	1.	1 Liter Mehl	Fox	3
6. 11. 55	Zweierrennen Bad Neuenahr	4.	1 Liter Mehl	Fox	10,5
5. 12. 56	1. Winterrennen Bad Neuenahr	1.	1 Liter Mehl	Fox	12
5. 12. 56	2. Winterrennen Bad Neuenahr	2.	1 Liter Mehl	Fox	12
9. 12. 56	3. Winterrennen Bad Neuenahr	3.	1 Liter Mehl	Fox	12
12. 12. 56	4. Winterrennen Bad Neuenahr	4.	1 Liter Mehl	Fox	12
15. 12. 56	5. Winterrennen Bad Neuenahr	5.	1 Liter Mehl	Fox	12
18. 12. 56	6. Winterrennen Bad Neuenahr	6.	1 Liter Mehl	Fox	12
21. 12. 56	7. Winterrennen Bad Neuenahr	7.	1 Liter Mehl	Fox	12
24. 12. 56	8. Winterrennen Bad Neuenahr	8.	1 Liter Mehl	Fox	12
27. 12. 56	9. Winterrennen Bad Neuenahr	9.	1 Liter Mehl	Fox	12
30. 12. 56	10. Winterrennen Bad Neuenahr	10.	1 Liter Mehl	Fox	12
31. 12. 56	11. Winterrennen Bad Neuenahr	11.	1 Liter Mehl	Fox	12
1. 1. 57	12. Winterrennen Bad Neuenahr	12.	1 Liter Mehl	Fox	12
4. 1. 57	13. Winterrennen Bad Neuenahr	13.	1 Liter Mehl	Fox	12
7. 1. 57	14. Winterrennen Bad Neuenahr	14.	1 Liter Mehl	Fox	12
10. 1. 57	15. Winterrennen Bad Neuenahr	15.	1 Liter Mehl	Fox	12
13. 1. 57	16. Winterrennen Bad Neuenahr	16.	1 Liter Mehl	Fox	12
16. 1. 57	17. Winterrennen Bad Neuenahr	17.	1 Liter Mehl	Fox	12
19. 1. 57	18. Winterrennen Bad Neuenahr	18.	1 Liter Mehl	Fox	12
22. 1. 57	19. Winterrennen Bad Neuenahr	19.	1 Liter Mehl	Fox	12
25. 1. 57	20. Winterrennen Bad Neuenahr	20.	1 Liter Mehl	Fox	12
28. 1. 57	21. Winterrennen Bad Neuenahr	21.	1 Liter Mehl	Fox	12
31. 1. 57	22. Winterrennen Bad Neuenahr	22.	1 Liter Mehl	Fox	12

05

*the proper thing to do, but their bar-talk suited us perfectly. Alfred Kling grinned, poked me in the ribs and put a finger to his lips. The good Count Trips received his stamp a minute too late and was out of contention. Kling and I finished the rally in front of him, we won our class and we could say with great pride after four days that we had beaten the Count. Unfortunately I never worked with Count Trips as a Porsche factory driver. He went to Ferrari. Then on Sunday, September 10, 1961, I had done something in Zuffenhausen and was on my way home in my Beetle when I heard on the radio that he'd been killed at Monza. It was such a shock that I had to pull over and gather myself.*

The student quickly became a sought-after co-driver who went on to secure some major international rally successes alongside various chauffeurs. *This was only possible thanks to my dear mother who paid for my further studies.* Falk's list includes victories at the Geneva Rally and the international German Rally of 1957 in a Borgward. On the endless road race Liège-Brescia-Liège, Falk finished sixth overall in 1958 with Eugen Schäfer – incredibly in a Fiat 500. The duo tackled the Liège-Rome-Liège rally that same year in a



Archiv Peter Falk

07

1.3-litre Simca: *Dear Schäfer was a stubborn chap who wanted to do all the driving. On the return trip from Yugoslavia, increasing exhaustion made him slower and slower. In the Alps I finally said to him: "We can stop now because we're not going to manage this leg." Because if you exceeded your time allocation you'd be out. We had a major row about that. I got out of the car, walked to the next town and caught the bus and train home. I really admired Strähle and Linge at that time. They had a phenomenal constitution, they drove four nights without stopping and withstood these brutal target times.*

Falk and Alfred Kling finished the 1959 Rallye Monte Carlo after 4,000 kilometres in a DKW 1000S in "the classification", and came fourth in the Wiesbaden Rally. "Wiesbaden" may sound harmless, but the rally covered 1,000 kilometres. The Weiss/Falk team was a regular feature of the entry lists back then: *Herr Weiss was the boss of the Borgward dealership in Stuttgart. He was a good friend with whom I also contested the Lower Saxony Rally. That was another tough event because it went as far as Istanbul and back. Pure adventure is what drove me in those days.*



Archiv Peter Falk

06

- 03 // Falk wraps his 1.86-metre frame around his Fox 100 at a hill-climb race in the Black Forest.
- 04 // Victory at the Schömberg skjoring event with a borrowed Maico 250. The tyres had studs and the skier was obviously fearless.
- 05 // This handwritten list records early successes and prizes won. At the Bilderfahrt Neuenburg, second place earned him "1 bottle of wine". Here's mud in your eye!
- 06 // Test driving the Fox at Schömberg. Helmets and other sissy accessories were still optimistically renounced around 1950.
- 07 // Early 1960s: Walfried Winkler and Peter Falk tackle the Nürburgring-Nordschleife going in the reverse direction with their DKW Junior. "The two-stroke engine had quite a job on the uphill."



Archiv Peter Falk

08



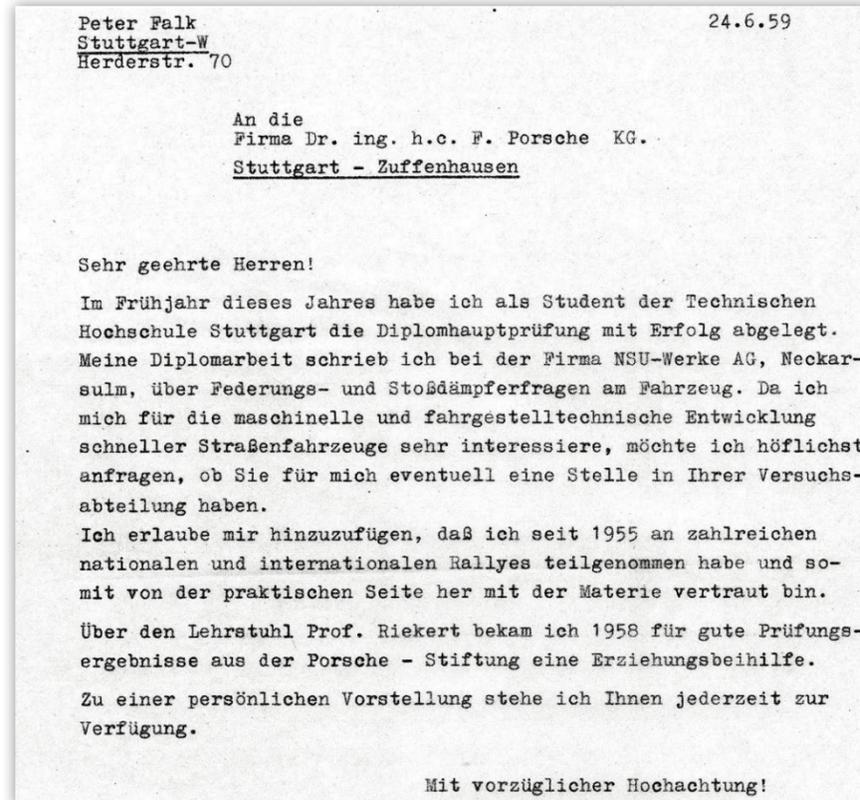
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09

- 08 // Tour d'Europe 1962, with Walfried Winkler in the Porsche 356 B Super 90.
- 09 // The Porsche of Winkler and Falk in Monaco. The pair had survived the North African sections.
- 10 // Falk was always a man of few words, and his job application at Porsche KG is mute testimony to this.

## A decision for life: Porsche

At the completion of his studies in the autumn of 1958, Falk took a short break before applying for jobs at Bosch and Porsche. *I didn't find Daimler that interesting at that time, because I'd seen during my apprenticeship there that everyone was just a small cog in the big company wheel. I wanted to work in a broad area, I wanted to use my abilities and test them in practice.*



10

Archiv Peter Falk

Both Bosch and Porsche said "yes". *At Bosch it was all about chassis components such as air suspension. That was interesting, too. But I chose Porsche because Porsche was an automobile manufacturer and Bosch was a supplier.*

During his early Porsche years, Falk remained true to his rallying passion – now sometimes supported by the company. After all, what are vacations for? In 1960 he competed with the former motorbike ace, Walfried Winkler, in a 356 C Super 90 borrowed from the factory on the Tour d'Europe going from Nuremberg to Travemünde at the Baltic Sea with minor detours through Austria, Hungary, Yugoslavia, Bulgaria, Turkey, Syria, Lebanon, Greece and Italy: 10,000 kilometres in two weeks. *There was no service, no one did any reces. The roads were at times in very bad condition and the required pace was high. Winkler and I used up our annual holidays for this rally. Porsche provided the car. Two spare wheels, several small spare parts, brake pads, reserve jerry can, tools, a bag with a few clothes. That was all we took for 14 days.* Winkler and Falk finished fourth overall and won their class. Two years' later they repeated this achievement, but this time the route took them through Spain and Morocco. *On our big events such as the Tour d'Europe there were no pace notes, we simply followed a map. As a co-driver I always really enjoyed preparing the whole map business and navigating us through the rally.*

Walfried Winkler, born in 1904, was a four-time German Motorbike Champion, European Champion and world record-holder. He came to Porsche in 1957 as a test driver and was not exactly young anymore. *Huschke von Hanstein had recommended me as a co-driver and it turned out that I actually did more driving than the somewhat elderly Winkler.* Peter Falk not only drove a lot, he was also quick and good. That would prove to be exceptionally useful in the coming decades.

- 11 // Waiting in Gibraltar for the ferry to North Africa.
- 12-13 // Winkler (above) and Falk in 1962 in Portugal, where very few motorists dared to venture.



Archiv Peter Falk

11



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12



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13



Porsche Werkfoto

14

14 // The bosses go testing: In the 356 sits the head of the experimental department Helmuth Bott talking to Ferry Porsche, while the director of testing Helmut Rombold listens. Young Peter Falk watches in the background.

### A small company, or the culture of short communication lines

*We were a small company* said Peter Falk about the first of his 33 years at Porsche. At the time the 901 was unveiled at the 1963 Frankfurt Motor Show, 1,372 people worked at Porsche KG and Porsche Karosseriewerke GmbH. During the year of the first Le Mans win in 1970, this number had grown to 3,891. By 1979, the family-owned enterprise employed around 5,000 staff. When Falk finally hung up his jacket at the end of 1992, around 7,000 people worked at Porsche AG.

A *small company* meant that improvisation and commitment were needed, and for Falk and his team this meant modest budgets and simple technical equipment. One major advantage of this “small firm”, however, was the culture of direct lines of communication within a small team. Even the company owners, later members of the board, were not above talking to the mechanics in the test workshop. The factory racing driver doubled as a senior foreman and shared his tips on improving performance with the apprentices. The head designer and the R&D boss accompanied engineers on test drives through the Sahara. They listened, observed, and thus learned what worked and what didn’t. The direct connection to all levels and departments turned sports car ideas into concrete reality in a very short way.

Peter Falk’s first boss was Helmut Rombold. When head of development Claus von Rucker left the company, Rombold initially assumed responsibility for overall development from April 1, 1964. In his personal journals, Peter Falk described a typical working day with Rombold:

*Early sixties, Monday morning, 7am, the road testing department is lined up waiting for him: five engineers/mechanics, a typist and a secretary. In a hurry, he stomps up the wooden stairs to our office (nicknamed the express train because it’s long and narrow), bent forward like a question mark and with an overstuffed briefcase tucked under his arm, he lets loose: “Falk, your suspension damper is as hard as a rock!” He takes two steps: “Rau, the driver door rattles!” Two steps further, “Spannagel, your brakes still squeal like a stuck pig!” Another two steps, “Schirmmacher, the car’s far too loud!” Two more steps and he reaches Bott: “Helmuth, your tyres are hopeless in the wet!” Three more steps and he disappears behind a glass wall into his office at the end of the “express train” and buries himself in his files.*

*We all know what we have to do. Some hours later, Rombold reappears, plonks himself down at each desk and discusses with each of us – very formally – about solutions. Harmonious, competent, friendly, proactive, detailed, often leaning into a car in the workshop or during a test drive. The morning rampage is forgotten.*

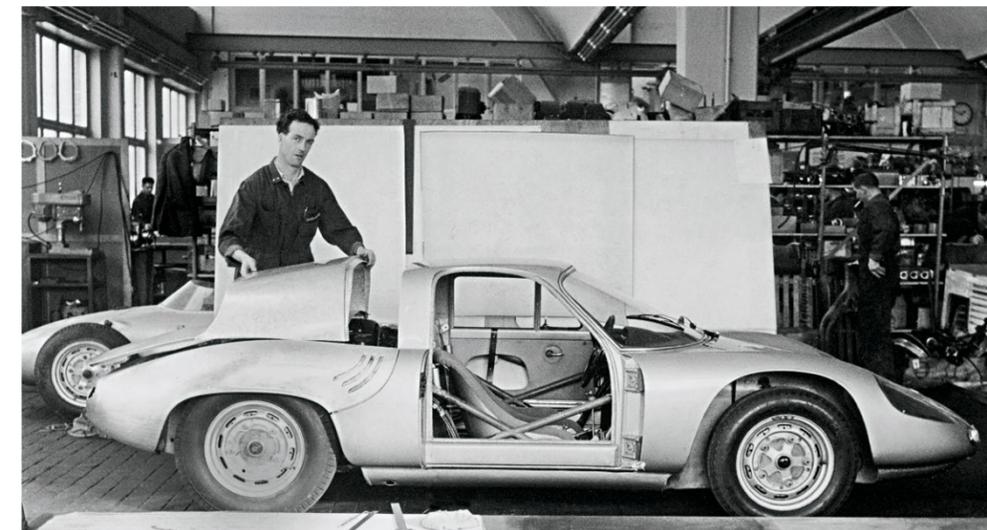
*Rombold was the man who hired me. Many years later, he told me he had enquired about me at the Technical University in Stuttgart, and it seems he liked what he discovered. When I delivered my first test report to him (on retrofitting an air conditioning unit in a 356), he called me in to his office and praised my work, certainly not because the job was a particularly brilliant feat of installation and cooling performance, but simply to give me, the newcomer, encouragement. I found that terrific. He was an extremely tough critic, especially when he didn’t agree with something, but if what you produced was convincing, he recognised a good solution honestly and without reservation, and he never sold them as his own ideas. He placed great importance on projecting a good image – and he impressed upon us strongly not to “embellish” test results, or in other words not to change them to make them look better. Whoever did this might as well start looking for a new position.*

*Once you got closer to the man, you marvelled at his breadth of knowledge, his preferences and interests, which he enjoyed sharing in small circles. He once invited me to accompany him outside the experimental department to witness a solar eclipse – he was aware of my interest in astronomy. While we were looking through our blackened glasses, he philosophised about ancient Chinese and early Egyptian insights and the eclipse prophecies of those times.*

*But above all he was a very popular boss. For many years after his retirement he took over the technical documentation at Weissach. He simply couldn’t stop. He was a workaholic.*

*In the nineties at one of the traditional Porsche pensioners’ evenings in the Casino at Zuffenhausen, I had a long chat with him about God and the world, about the company and former employees. Suddenly he said to me: “Falk, I’ve had enough.” Any more questions would have been inappropriate.*

*He died eight days later.*



Porsche Werkfoto

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15 // Such gems were also created in Zuffenhausen. This photo of the first prototype of the 718 RS 61 was taken in the winter of 1960/61.



Porsche Weisk foto

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### Ferry Porsche: A quiet patriarch

In a script for a television show in 2005, Peter Falk described Ferry Porsche's style:

*Ferry Porsche rarely visited the test workshop because he was kept informed by his managers. For this reason, I had little contact with him. If he saw a group of engineers and mechanics in discussion over a component, he would join in and ask attentively what the problem was. He would listen to the facts and enquire if a solution had been found. If yes, he would have the solution explained, nod, and continue on his rounds. If the answer was no, it took about the same length of time and he would present his proposal. It was not uncommon for his suggestions to hold the key to the solution or point out a direction in which they could continue.*

*It was always astounding how quickly Ferry Porsche grasped the facts, how he analysed problems and suggested ways forward with clear and concise statements. This underlined just how exceptional he was as an engineer. But he was never one to insist we used his proposals. Instead he would say: "Think it over." He never railroaded people, in fact, they were all motivated and, when a completely different solution was found, Ferry Porsche would have been the last person to rubbish it. This behaviour, and the uncomplicated and friendly way he spoke to everyone no matter what position they held, made him extremely popular.*

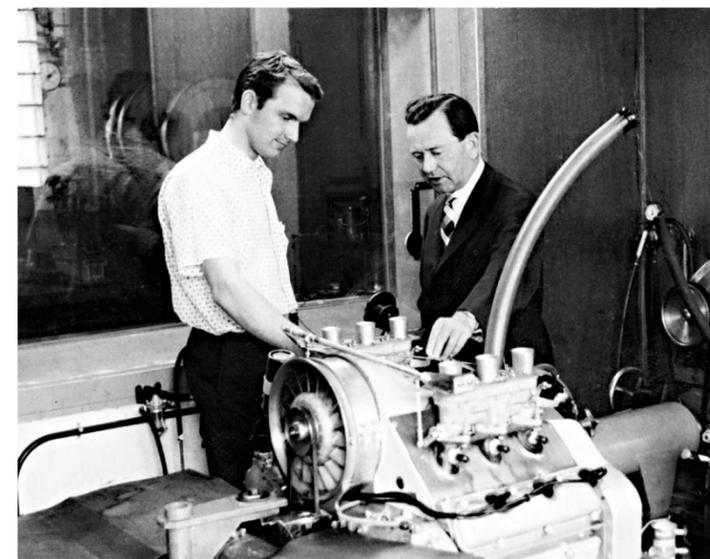
*In the sixties and seventies, Ferry Porsche often took part in the weekly development meetings. We discussed new and ongoing developments as well as details, like, for instance, how a new steering wheel should look. Often these discussions led to such a clash of opinions between departments that arguments would escalate. Many would glance surreptitiously or openly stare at Ferry Porsche, hoping that he would intervene. Ferry let his people wait a while before explaining how he envisioned the solution. For the most part, his ideas were a compromise with which all sides could agree. His statements were backed by his extensive technical and customer-oriented understanding, and, because he always put forward his arguments in a very calm and often very humorous way, he very rarely met with dissension. If he did encounter opposition, he would deal with it in a pragmatic way.*



Porsche Weisk foto

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*From time to time, Ferry Porsche wanted to drive a test car when something new had been fitted, such as a different gearbox or another engine. He never drove fast, he never went to the limit, but he always came back with many insights and constructive criticisms, for instance about a sticky gear change or an engine that was sluggish at low revs. These complaints were often justified, because our test drivers always drove the same cars and at some point they became a little inattentive. He made his comments with a certain reproach cloaked in irony. He would occasionally suggest that we should sometimes drive other brands' cars.*



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- 16 // Engine designer Hans Mezger (left), Peter Falk and Ferry Porsche in 1962 at the Solitude track outside Stuttgart.
- 17 // Ferry Porsche in 1968 surrounded by his nine-elevens, and, of course, one racing car.
- 18 // Ferdinand Piëch (left) with his uncle Ferry Porsche in 1963 looking at a 911 engine.
- 19 // Standing proud in front of the latest sports car icon. In front of the car: Ferry (left), F. A. Porsche, and Ferdinand Piëch.