

356 Registry



Volume 30, Number 6 • March / April 2007

Local / Regional 356 Clubs

These groups offer activities, information and fellowship for 356 enthusiasts from a particular geographical area. Each group operates independently and is not sponsored by the 356 Registry.

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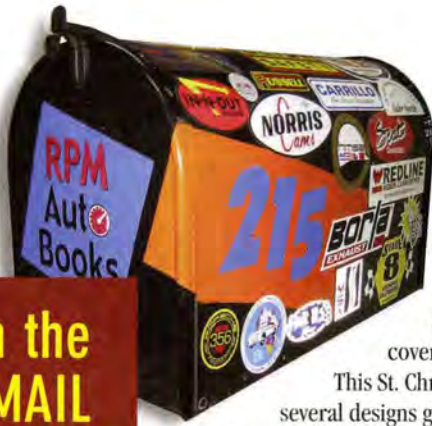


On the cover: Bob McCarthy's group stops above the Mosel river on their tour of Germany during the 1958 Treffen. Bob McCarthy Photo

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In the MAIL



Other recognition for 100 K.

Like so many other parallels with Porsche, in the 1950s, VW offered a badge to those owners who had covered 100,000 kilometers.

This St. Christopher version is one of several designs given to customers back in the day when warranties were 6000 miles, (which would have been at least four oil changes).

Porsche also offered a gold watch for the milestone, inscribed on the back with "100,000 km". The photo here is from **Marco Marinello**, and we hope **Jerry Haussler** will provide an updated article on these awards in the future.



No Clutch? No Problem!

Conrad Berg's memory was jogged reading last issue's clutch stories. He remembers a clutch adventure with his '64 Togo Brown Cabriolet (cover, volume 30-4) on the way from St. Paul, Minnesota to the West Coast in 1965. Crossing Idaho heading west, the clutch stopped functioning and he coasted downhill for many miles toward Spokane. Entering town, he had to start and stop the car in gear at stop lights, but made it as far as a motel where he checked in and waited for the local Porsche dealer to open at 8 am the next morning. "I killed some time by walking to a nearby theater where 'The Sound of Music' was playing," he recalls.

Checking out the next morning, it was a straight shot through five traffic lights to the Porsche dealer. "I made four of them by slowing or speeding up as necessary," says Conrad. "But the last one turned red, and I had to make a decision. Traffic was light and there was a gas station on the corner, so I turned into the driveway and pulled around the pump island and back out again. Not wanting to stop the car, I had to repeat the drill about four times before the light turned green and I could continue down the street. Each time I circled the pumps I drove over the air hose that would ring a bell, signaling a new customer. There were two men inside the big glass window of the station, and they watched in amazement as I went in and out, 'ding, dinging' each time. I don't remember, but I hope I went back and bought some gas there later."

Reaching the Porsche dealer, Conrad was surprised to find it was not a broken clutch cable but a broken cable support on the transmission. "The dealer was able to weld the piece and it lasted the three years I kept the car afterwards," he says.

So there you have it, a clutchless technique for dealing with stop lights and a thought about checking your cable support next time you're looking around under that part of the car. **GM**

America and the Roadster.

The photo on page 12 of the Jan/Feb issue provides an interesting insight into the model preferences of 1959/60. Using Dr. Johnson's model number tables as reference, the overall production proportions of Coupes/Cabs/Roadsters in 1959 for T-5s was 56/20/24, and for 1960 it was 58/21/21 - very consistent.

But look carefully at the picture, which shows the majority of the new T-5 Porsches delivered to PCA owners in Stuttgart as part of the September 1959 Treffen. Does anything strike you? On careful examination, there are 41 cars in the picture for which the model can be determined with certainty. Of these, 15 (!) cars are Roadsters, for a proportion of 37%. The Coupes are 42% while the Cabs are 21%. So while the proportion of Cabs is consistent with the overall production proportions, there are only 2/3rds as many Coupes as you would expect, and almost twice as many Roadsters.

I have never seen figures on this, perhaps they do exist, but this picture is anecdotal evidence that a highly disproportionate fraction of the Roadsters produced were shipped to the U.S. In fact, hypothetically, if half of the total overall production was shipped to the U.S., and the proportion of Roadsters shipped here was almost twice the overall proportion, that would imply that almost ALL of the Roadsters came to the U.S. (I am sure not all of them did since I was privileged to have dinner with Herr Drauz in Monterey at the 2004 Speedster event, and his personal car from new is a Drauz Roadster which he drives to frequent events on the Continent.)

Bartz Schneider



By March, it becomes hard for us Northerners to remember what warm weather felt like, but my faithful sun belt correspondents love to remind me. Thanks a bunch, guys. **GM**

From **Jim Fleming**: Finally Phoenix is having some typical winter weather with temperatures in the 70s. About twenty 356s showed up for our first of February gathering at the Coffee Plantation followed by a tour for lunch to Wickenburg.

Super (and Normal and Carrera) Sunday.



Here's what our neighbors saw on Super Bowl Sunday at our home in the Hayward Hills, CA. All the party people drove a 356 except a '54 (award winning) Speedster, which was home with an oil leak. Too bad it was overcast, you should be able to see San Francisco. **Stan Jensen**

UpComing Events

March 9-11Amelia Island, Florida
The Amelia Island Concours, at the Ritz-Carlton. www.ameliaconcours.org

March 10Los Angeles, California
The Porsche/ VW Literature, Toy and Memorabilia Swap Meet at the LA Airport Hilton. See www.lalitantoyshow.com for info.

March 11Costa Mesa, California
All-Porsche swap meet. All proceeds to Technology for Kids Foundation. Car Display: \$20. Swap Spaces: \$40 (at the door). Vendor Spaces Available: \$60 Contact Bob Lee 858-414-3523 or robert.b.lee@nsc.com. General Info: Jeff Trask, 949-697-4499 or NO911NV@aol.com, Pete McNulty, 949-487-2492 pmcnulty98@aol.com.

Location: 1645 Babcock Street, Costa Mesa 92627. Hotel: Ramada Limited Inn and Suites Newport Beach/Costa Mesa, 1680 Superior Avenue, Costa Mesa, California 92627. For special rate call 800-345-8045 and say you want the "All Porsche" rate of \$85/night. Hotel is 3 blocks away.

Open house at European Collectibles (next door) 4-7pm Saturday. 1665 Babcock Ave, Costa Mesa 92627. Directions: 55 Freeway (Newport Blvd) to 17th St., right on 17th to Babcock, left on Babcock.

March 28Hershey, Pennsylvania
31st Annual All-Porsche Swap Meet sponsored by Central PA Region PCA. Featured Porsche is the 1965-73 911. Pre-registration ends March 25th For info email Steve Baun at sbturbo@aol.com. www.cpa-pca.org/swap/

May 3-5Solvang, California
North Meets South, presented by the Porsche 356 Club. HQ hotel, Royal Scandinavian Inn (800) 624-5572. Ask for special 356 Club rates. Info and application form at www.Porsche356Club.org. Info: Jeff Task, (949) 697-4499 or NO911NV@aol.com

May 4-6Reno, Nevada
4th Reno Historic Races, Reno - Fernley Raceway, NV. www.renohistorics.com

June 1-3Sonoma, California
Wine Country Classic at Infineon Raceway. www.winecountryclassic.com

July 6-8Portland, Oregon
31st Portland Histories, Portland Int'l Raceway, OR. Featuring Porsche. www.portlandhistories.com

June 8, 9Willoughby, Ohio
Midwest Literature and Toy Meet at Stoddard Imported Cars on Friday, 20th Annual Porsche Swap Meet Saturday. See page 7.

June 26-July 1 Harbor Springs, Michigan
356 Registry East Coast Holiday, Boyne Highlands Resort. See page 10. All registration material available on line at 356registry.org.

July 7-8Dana Point, California
21st Annual Dana Point Concours. Tour, reception, car prep seminar. Registration \$65/car by June 10th. Special rates at the Laguna Cliffs Marriott, (949) 661-5000. Regist. forms at www.Porsche356Club.org

July 19-22Elkhart Lake, Wisconsin
The Kohler International Challenge with Brian Redman. Porsche is the featured marque at this vintage festival. www.roadamerica.com

August 16-19Monterey, California
Monterey Historic Automobile Races at Mazda Raceway Laguna Seca. montereyhistoric.com
August 31-9/3Lime Rock, Connecticut
The Rolex Vintage Festival. www.limerock-fallfestival.com

September 9, 10Ventura, California
The German Auto Fest at Seaside Park, Ventura. Industry show, People's choice concours, huge

Porsche only swap meet. Mid-engine mania: (Spyder, 904, 914, 916, Cayman and Carrera GT Porsches will be featured on Main Street), Sunday PCA judged concours, For Sale corral, daily seminars. www.GermanAutoFest.com or call 661-296-6545.

September 7-9.....Watkins Glen, New York
The Zippo Vintage Grand Prix. www.theglen.com

September 16:Worldwide
Drive Your 356 Day. Send your photos to the editor.

September 29:Leusden, Netherlands
First Annual Dutch Porsche Collectors' Day. Int'l Porsche model/ lit. Swap Meet in the Koopmanhuis (Pon Porsche Import Area). Porsche Art Gallery (Event Center), Porsche Clubs, Porsche cars parking area, more. Registr. material available online at www.koop-co.nl/porsche-swap. Porsche Modell Club, Henk Koop, P.O. Box 2, 7800 AA Emmen, Netherlands, (0)599-671442, Fax (0)599-671044

March 30-April 11, 2008 ..New Zealand
Carrera Downunder NZ. We explore the North Island of NZ on a 13 day tour leaving Auckland March 30, concluding April 11th. For details and pre-registration contact Rodger Anderson at r.l.anderson@clear.net.nz



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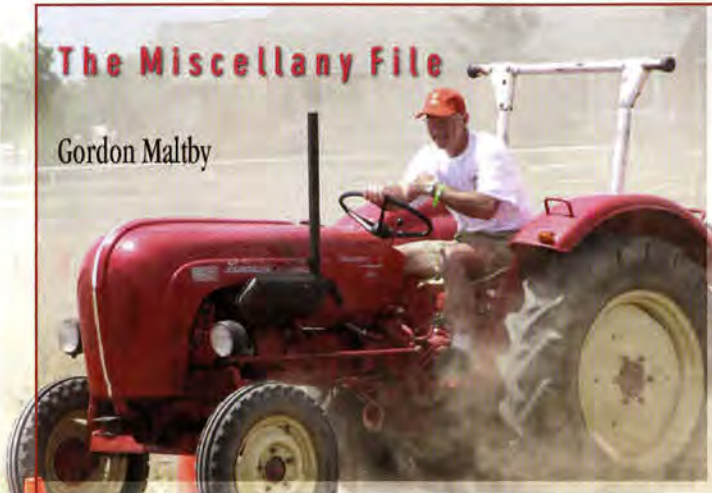
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est. 1978

The Miscellany File

Gordon Maltby



In this issue, I will mercifully cut short my ramblings and let you spend your time enjoying the great articles inside. Special thanks to Bob McCarthy and Marco Marinello for their marvelous stories, and to Phil Binks, who was tremendously helpful in filling in details on Ken Miles' association with Dolphin cars.

From Bruce Sweetman comes news that on February 13 Jim Watson's Lewisburg, Tennessee Porsche shop was heavily damaged by fire. His beautiful, unrestored 1960 Beutler was damaged, but may be repairable. If you would like to send a note to Jim, you can do so by contacting Tennessee Tubs President Nate Greene at ngreene@nainashville.com.

Bruce Baker is organizing the troops for an East Coast Holiday in September, 2008 in the Lancaster, PA area. Stay tuned for more info.

Quick notes and an invitation

Here's an invitation to show PCAers what the original Porsches are all about:

"Hello to all 356ers.

"My name is Skip Shirley and I am the 356 Advocate for the Porsche Club of America. My wife, Leslie and I are the Concours Chairs for the 2007 Porsche Parade being held on July 2, 2007 in beautiful sunny San Diego. We would like to take this opportunity to invite all 356s to attend the Concours showing in Historical Display. It is my opinion that all 356s should be designated as historical vehicles. If you so graciously attend and enter the historical vehicle class, there is no charge for registration and you do not have to be a PCA member.

"This event will take place at the Admiral Baker Recreational Facility in San Diego. All you have to do to enter is e-mail John Straub, who is the Historical Display Committee Chair in charge of this display. His e-mail address is VintgRacer@aol.com.

"Admiral Baker facility is located just East of I-15 and Friars Road. It can handle plenty of 356s and we feel it is a rare opportunity to attend a great PCA event and show your cars.

"Your 356 Advocate, Skip Shirley. Skip-products@sbcglobal.net"

And finally, two Whatzits. Answers on page 39. 



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20th ANNUAL PORSCHE SWAP MEET

June 8, 2007 - Midwest Literature & Toy Meet

June 9, 2007 - Porsche Swap Meet



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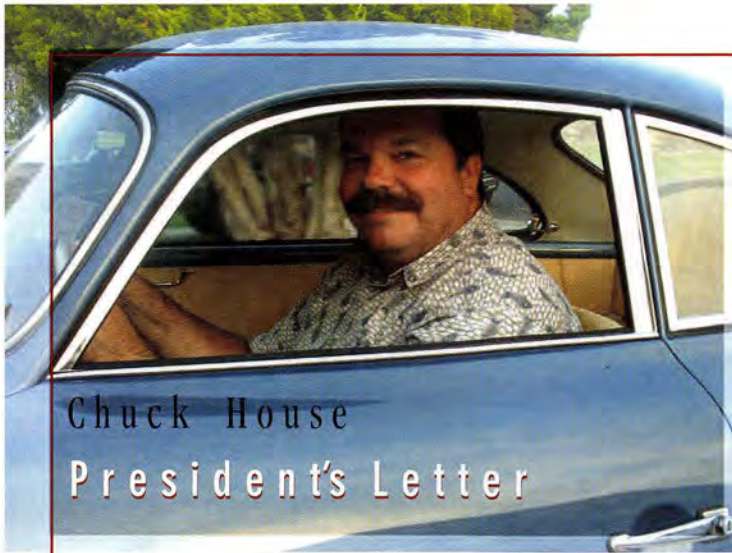
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Chuck House President's Letter

Hopefully those winter 356 maintenance projects are nearly finished as spring is just around the corner. Of course, those of us who live in moderate climates get to drive our 356s year round as evidenced by this weekend's drive up the California Big Sur coastline Marsha and I plan to make with friends visiting from Germany. Hopefully those who have had a harsh winter will be able to take their 356s out soon without the snow chains.


I received a report from the 2007 ECH Chairman, Dave Peterson, on the upcoming Holiday in Boyne Highlands, Michigan this June 26th – July 1st. Dave tells me they have 285 participants signed up to date with almost 70 people signed up for the special Hill Climb. In addition, they have people coming from 26 different states and 4 countries outside the US. If you have not signed up yet, don't delay.

Perhaps most noteworthy is that they already have 30 registrants

Welcome, Holiday first-timers

who will be attending their first Holiday. This is something that all club members should be happy about; I know the trustees are. It is so important to encourage casual members who may just receive the magazine or take part in talk list discussions, to come to a 356 Registry Holiday. Once they come and see all the great cars and most importantly, meet and socialize with fellow members, they will likely return to future Holidays more enthused about the cars and the club. They will certainly go home charged up to finish that project, or even look for a new one to start! Getting together with other Registry members has a sort of spark plug effect that keeps the enthusiasm engine running.

More Registry on DVD

This issue marks the final number in the Registry's third decade of publication. I'm pleased to say that for the last fourteen years we have delivered a quality magazine to our members on a regular bi-monthly schedule. As we approach that complete 30 volume mark, Joe Johnson is busily scanning the most recent issues of *356 Registry* magazine for inclusion in the next installment of the electronic/searchable version on CD/DVD. As you already know, the first 20 years are available through the Registry Goodie Store. Anyone who has used the searchable database will tell you what an amazing tool it is. We hope to have the last 10 years finished and available by the end of the year. When this happens, it will be the culmination of much hard work, mostly by Joe, and will enable all members to search the entire *Registry* magazine archive for any data or past articles. This will be a huge benefit to the membership and to all 356 enthusiasts worldwide. The cumulative wealth of specific 356 information contained in the past 30 years of *356 Registry* is unequalled. Look to collect the entire series later this year. 

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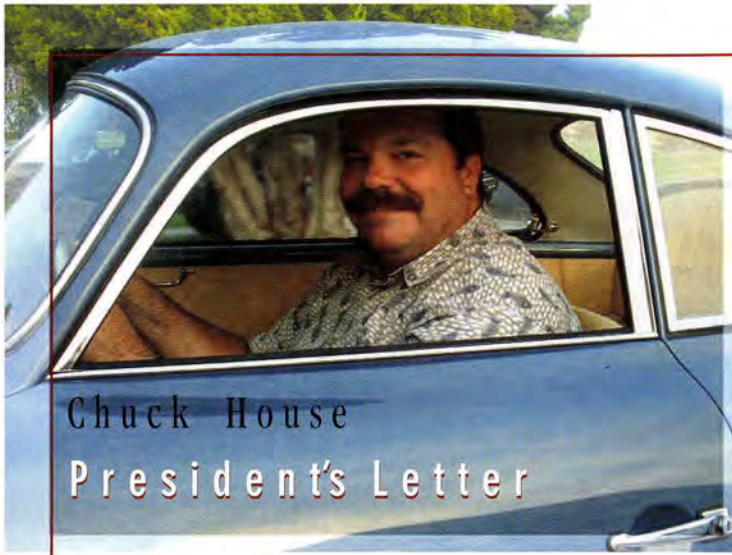


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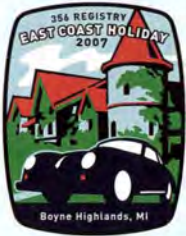
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We'll be having the same joys and experiences at the 2007 Holiday!



Meet your old friends, and make some new ones. You'll find perfect Porsche weather, warm enough for top down driving, but cool enough to not long for air conditioning.



Five fun-filled days of reliving those first Porsche years

- Secured parking in a picturesque valley setting, with benches located around the perimeter.
- Large, spacious Hospitality Room to meet, socialize and relax; the Goodie Store is conveniently located nearby.
- Separate transporter parking for those who will be trailering their 356s.
- Unbelievable driving roads for all.
- The concours will be held on an expansive lawn of the Lodge.

All registrants reside at the exclusive Boyne Highlands resort, 15 minutes from fine dining and boutique shopping with a free, dedicated shuttle to/from Harbor Springs & Petoskey. Special 356 Holiday lodging rates for those arriving early or departing later.

The Only 2007 Holiday This Year Is the East Coast Holiday

We have more Special Things in store for you!

- Join the 356 101 Tech Session for those wanting to learn the ABC's of 356 A's, B's & C's.
- There are gorgeous sunsets from the sandy beaches of Lake Michigan.
- Fashion Show & Brunch in historic Harbor Springs

Four Incredible Driving Events



Hurry! Relive the 50's & 60's over a fun course more than 8/10 of a mile long, with a 300 foot elevation change.

Great roads thru beautiful country-side
Special wine-tastings at selected wineries
Quaint villages along gorgeous shorelines



Hurry! Join in a pure fun event. This gymkhana run requires skill, driver/navigator communication, and good luck!

Scenic, winding drive to Mackinaw City
Fast ferry across to Mackinac Island. Fun day of nostalgia, fudge & sightseeing



A practice session through Skirmants Corner

June 26-July 1

All Registration Forms Can Be Found at
www.eastcoastholiday.com

Registration Form 2007 East Coast Holiday

ALL Forms available at www.356Registry.org

Last Name _____ First Name _____ Greeting Name (name tag) _____
 Co-Registrant _____ Registrant's 356 Registry Member No. _____
 Jr. Registrant _____ (15 years or younger)
 Street address _____
 City _____ State _____ Zip Code _____ Country _____
 Contact Telephone () _____ Cel phone () _____ e-mail _____

Please note: One car per registrant/co-registrant. If bringing two cars, please register separately.

Holiday Information Details Is this your first Holiday? ___ Bringing Your 356 to the Holiday? Driving ___ Trailering ___ No ___
 Details of your 356: Year _____ Model _____ Body Style _____ Color _____
 Concours Class: Pre-A ___ A ___ B ___ C ___ Outlaw ___ Special Interest ___ Need Swap Meet space ___ Lit. / Model Meet space ___

Registrant	\$145.00	\$ _____	Please indicate windbreaker size for REGISTRANT
Co-Registrant	\$130.00	\$ _____	S ___ M ___ L ___ XL ___ XXL ___
Jr. Registrant (16 or under)	\$ 50.00	x _____ = \$ _____	Additional windbreakers will be available for sale at the Holiday.
Mackinac Island Event	\$ 36.00	x _____ = \$ _____	All Registration fees include: Name badges for
Hill Climb	\$ 25.00	\$ _____	access to all Holiday events and activities,
Awards Dinner	\$ 50.00	x _____ = \$ _____	Registrant windbreaker, Holiday patch, goody bag,
Late Fee (Registration postmarked May 1, 2007 or later)	\$ 50.00	\$ _____	Hospitality Suite, Wine Tasting and Concours lunch.
Total Fees Enclosed		\$ _____	

Lodging Please select specific Boyne Highlands lodging preference, indicating 1st, 2nd and 3rd choice.
 Rates are per room per night, and are subject to 6% Michigan State Use Tax, 2% Local Lodging Assessment, and 7% Resort Service Fee.

Bartley House	\$ 94	Heather Highlands Inn Inverness Standard	\$ 127
Main Lodge Double / Double	\$ 107	Heather Highlands Inn Inverness Deluxe	\$ 132
Main Lodge Queen / Twin	\$ 107	Heather Highlands Inn Inverness Loft	\$ 143
Main Lodge King	\$ 107	Heather Highlands Inn Inverness Suite	\$ 231
Main Lodge Standard	\$ 107	Heather Highlands Inn Pleasantview Suite	\$ 143
Main Lodge Suite	\$ 127	Heather Highlands Inn Pleasantview Loft	\$ 182

Cancellation and changes affecting arrival and departure dates must be made 7 days prior to arrival date in order to receive refund of deposit, less a \$10.00 administrative fee.

Special Requests: Boyne USA Resorts does its best to accommodate requests, but cannot guarantee them.
 Boyne Rewards No. _____

Arrival day / date: ___/___/___ Departure day / date ___/___/___ Share with _____

Lodging Payment Method Total number in party: _____ Adults in party: _____ Ages of children <18 _____
 ___ Check enclosed for \$ _____ ___ American Express ___ VISA ___ MasterCard ___ Diners Club ___ Discover

Credit Card # _____ Expir. ___/___/___ Signature _____

All reservations must be guaranteed by check or credit card deposit.

Check / money order should be equivalent to one night's stay, payable to **Boyne USA Resorts**. Credit card imprint is required at check-in for all guests.

NOTE: If you are planning to run either the **Hill Climb** or the **Gymkhana**, you must access the **ECH2007** web site for application forms.

Submission Procedures

Make check out to "356MCG – Holiday" Send Registration Form, Lodging Form, Hill Climb Entry (if participating) Gymkhana Entry (if participating) and check to:
ECH2007 Holiday
434 Hendrie Blvd.
Royal Oak, MI 48067

Cancellation Policy

Date % Refundable
 December 1, 2006 – April 1, 2007 100%
 April 2, 2007 – May 15, 2007 75%
 May 16, 2007 – June 26, 2007 30%

Confirmation of Holiday registration will be mailed by the ECH2007 staff within 10 days of the receipt of the registration forms. Hotel reservations are made upon receipt of the Holiday Registration form and remittance, and confirmation of room registration will be separately mailed by Boyne Highlands within 15 days of the receipt of the registration forms.

In consideration of acceptance of your registration for this event, you and yourself, your executors, administrators and assignees, do hereby release and discharge 356 Registry, Inc., 356 Motor Cities Gruppe, Holiday officials and agents, promoters, sponsors and property owners for all claims of loss, damages, actions whatsoever in any manner, arising or growing out of your participation in this event. You authorize the use of your name and/or photograph taken at this event for use in any media or any form of publicity.

Registrant Signature _____ Co-Registrant Signature _____ Date _____

All entries that are not signed will be returned and will not be accepted. This is a requirement of participation in the 2007 Holiday.

Remembering the 1958 Treffen

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INVOICE No. **4552a, 58** Stuttgart, 22. Sept. 1958
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Your order No.	ditto	
our Comm. No.	881 140 L	Job order No. 25 003/58
We have shipped to you by rail by vessel		
1 Porsche-Car Typ 356 / 1600 Limousine		
Chassis No.	105 003	
Engine No.	P 82 570	
Paint	stonegrey	
Upholstery	corduroy green	
Door-lock	K 184	
Ignition-lock	K 184	
Tyres	angeibers	\$ 3.950,-
Special equipment:		
increase for special paint		
1 head rest, corduroy		\$ 26,20
additional set fittings		\$ 11,50
1 luggage rack silver metallic		\$ 2,50
1 Ponto-Stabil outside rear view mirror		\$ 18,50
increase for chrome plated wheels		\$ 3,-
supplementary side windows		\$ 59,50
additional switch for flash light		\$ 5,80
		\$ 8,60
Terms of payment:		\$ 3.165,70
Place of fulfillment Stuttgart	transfer:	

By Bob McCarthy

It was about a year after I had sold my Pasha Red '54 America Coupe and bought a black '57 Normal Coupe with green leatherette that Bill Sholar sent us a most interesting letter. Bill was founder and then-current president of the PCA. The letter announced plans for a club-sponsored trip ("Treffen") to Stuttgart, affording the opportunity to special-order a new car for delivery at the factory, followed by a guided tour through Germany! My car was almost new, but I had not a moment's pause; I'm goin', I'm ordering!

We were sent comprehensive literature and instructed to order by about June or July (of 1958). I ordered a Stone Grey Super Coupe with special green corduroy (like the '54 America), chrome wheels and Euro bumpers; I hated, and still dislike, the reinforced American bumpers (with built-in towel racks).

On September 28, 1958 my buddy Rudy Salchi and I, along with about 70 other PCA members were on a Lufthansa Constellation headed for the Flughafen at Stuttgart. Upon arrival, we were pleased to be greeted by fifteen or twenty local Porsche owners, with their cars

The invoice for Bob's A coupe. Below and opposite: At the Porsche visitor parking lot, Treffen members get ready for their tours. June Syze's special-order Pink Porsche was among the cars.



arranged in an arc right on the tarmac where we deplaned. We took delivery of our new cars in the airport parking lot. Porsche was such an item there in Stuttgart that the streets were closed off and our forty new Porsches, together with the locals, processed through the streets in a long queue, arriving at a stately Schloss for orientation. We were divided into five groups because no hotel could handle all of us together. Rudy and I were directed to the Hotel Glemseck, located right on the Solitude race circuit. As a brief aside: the next morning dawned rainy and on a short run on the circuit I was more than a bit dismayed to find that the new Engleberts on my car were treacherous on wet roads.

The next morning we were at the factory in Zuffenhausen to be checked out. It was quite brief; an in-depth visit would come later, and again at trip's end. Franz, a young factory driver assigned to our group, climbed into his red Normal Coupe and we were off on our particular tour to the northwest. Other groups went on different routes. We passed through towns and cities that I had only heard about: Pforzheim, Heidelberg, Mannheim... and followed a course northward on the Rhein, where there were seemingly endless terraces of grape vines, heavy with grapes ready for harvest. Our ten shiny Porsches drew continuous stares all along the way and the citizens would wave and call to us in German... what else? During the adventure we stopped for various photo-ops and to enjoy the delicious and satisfying German cuisine.



Upon arrival at the Stuttgart airport, the Americans were greeted by a welcoming committee of German Porsche owners. Below: Bob's group at the Hotel Glemseck on the Solitude circuit.

After some days of northward travel, we intersected the Mosel River at Koblenz, the northernmost point of our tour. I remember being somewhat puzzled by my impression of Koblenz as being rather rural (maybe inaccurate) because I could so clearly recall the wartime reports of its being heavily bombed during the war that had ended some thirteen years before. It didn't seem industrial - therefore a source of arms and such. Well, I have no notes to refer to and forty-nine-year-old recollections can get a bit twisted; mine more than some others, perhaps.

The trip was soon resumed - now southward, following the Mosel through beautiful countryside and grape arbors - miles of them. Wine and more wine. In the midst of all this, we





stopped off at the Nurburgring where we were permitted to do a few laps - just like the "big boys"! We picked up the pace a bit, but I doubt we would have posed a threat to any of the professionals. We started out in a long line close together, but the cars soon became fairly well spaced out. At some point during the run "Pinky" vanished from among us unnoticed. After a bit of a search, Pinky's red Cabriolet was discovered upside down in the ditch, off the left side of the course. Miraculously, he had only a broken arm, but was very thoroughly bruised. His new Porsche had been very good to him,



Above: On the first leg of the trip up the Rhein valley. **Left:** At the Nurburgring, "Pinky" overcooked a turn and ended up in a ditch. The car was sent back to Porsche and repaired. **Opposite:** Two Porsche-powered boats on Lake Constance. Going for a ride were from left, Rudy, Bill Sholar and Wolfgang Raether.

but had gotten all wrinkled up in the process. If I remember correctly though, the Factory promised to make it all nice again. Happily, Pinky rejoined us within a few days, on foot, but he sure didn't look like much. I think he probably was very glad to be back, and also glad we had been obliged to take out insurance.

We continued southward along the Mosel, driving and absorbing the whole experience. Among our dining experiences there was a stop at the Zeller Schwarz Katz, probably along the Mosel. One of the pictures I took there was in the last issue. I wish now I had made better notations on all the pictures. After even more of such wonderful experiences we arrived at Trier, which is right on the border with Luxembourg. We stayed at a hotel right in the city - something a bit more sophisticated than most of our lodgings had been, though the hospitality was always gracious. We were soon on our way again, sailing along past Saarbrücken and Karlsruhe into Stuttgart from the west. At the Factory our cars were given the 1500 Kilometer service; my car had 1512 km on it. How's that for German attention to detail? (I still have the receipt.) Some of the Supers would backfire when you restarted it hot. Herr Lenz, the service manager made note of it, but I don't recall that he made very much fuss over it. More attention was paid to the cars that had balky release cogs on the front and engine lids. They would get hung up when you tried to close the lid. The factory mechanics made everything work.

Next, our route brought us southward again and the next big event was our crossing the border into Switzerland at Schaffhausen, a beautiful city on, again, the Rhein river. Our lodging there was at the Schloss Hotel Rheinbühl. I still have that receipt too, as well as a beautiful wooden coathanger that I swiped. It's only a coathanger, but it's beautifully crafted - like a Porsche. We had a gorgeous room; it cost 26.85 Dm. Some of Rudy's family lived fairly close by, so we had a nice, if somewhat

Right: In Switzerland, not all the roads taken were paved.

Below: At a rail crossing, the Porsches stand among the more plebian forms of transport on German roads.



brief visit with them. They too were very obliging people; we had met many of those.

We drove east through Switzerland and very soon we were at Lake Constance on a cold and windy day. The attraction there was Porsche-powered speedboats. A few adventurous souls among us jumped at the chance to go for a little spin for which they returned damp and shivering but smiling nevertheless. It's hard to get enough of this Porsche atmosphere even when occasional discomfort is part of it. The exact sequence of our various stops has become jumbled, but my recollections and even my photos prove to me that during that week we were also in places like Interlachen and St. Moritz and we also rode the cog-railway up onto Jungfrau, a 13,668 ft. peak were at the top of the world we looked out across an endless field of snow. There was no sound; beautiful, deathly silence. None of us spoke. It was a great contrast to the cows returning at evening on the cobblestone streets of Interlachen. My pictures show that too; Switzerland is full on contrasting places.

The meeting place

By the following weekend we were in Merano in northern Italy where Porsche had planned big things. On Saturday there were many motor events; competitive tests of driving



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skills attended by our five tour groups reassembled for this great weekend, plus Porsches from all over Europe - dozens and dozens of them. The most memorable trial, I think, was a small factory-supplied chassis with reverse steering: turn left, you go right! I don't think the catalog ever offered that one as an option. That evening there was a lavish "Dance Soirée" (their words) with challenging social exchanges and amazing wine, which we recalled enjoying more that evening than the next morning.

Leaving the great excitement of the Merano weekend behind, it was just a short 25-mile drive to the north that brought us to the Brenner Pass, our entrance into Austria. During our brief time processing there, it began to snow. I thought right away of my new



Above: At the Merano Treffen, a German Porsche owner at the street competition starting line. See LM Baker's photo of this same spot in the last issue, page 49. Left: The "reverse steering" competition using deviously designed carts through an obstacle course of oil cans.

"friends" the Engelberts, that had been so squirrely that first morning on the Solitude circuit, but there was nothing to fear; apparently the 1500 miles that had gone since then was what they needed. We continued due north across the narrow neck of western Austria through the ski country. That season would be starting within a month or

so, but the weather was still comparatively mild while we were there. We visited the various famous resorts in Innsbruck, Garmisch-Partenkirchen and Oberammergau which were obviously preparing for the busy season ahead.

In a day or so we were in Munich which is famous for great beer and now famous as the home of BMW. At that time, BMW was struggling and unknown to American motorists. It was familiar only to motorcycle fans and to sports car fans as the builder of the long-gone Typ 328 - and not much else. They also were familiar to World War I historians as the builder of engines for the Fokkers and Albatrosses.

Rudy took a big interest in the Bavarian beers and we hit a few of the Rathskellers while we were there. Keeping up with Rudy I found to be a challenge, but it was fun trying. I lost track of Rudy some few years after the trip and I was

saddened recently to hear he had died of lung cancer a few years ago. At the time of the Treffen his car back home was a 1500 Normal 1954 Cabriolet. It had been originally silver with blue leather. He bought it used with the paint in poor condition, so he had it beautifully repainted in '54 Mercury "Persimmon." I recall that I had misgivings when he announced that plan, but I would say now that it was not a bad idea. It was a very



Above: Some of the group inspect a serious-looking 356 Coupe outside the Reutter repair facility. Left: Inside the Reutter works, painted bodies receive glass, insulation padding, wiring and trimming before being sent across the alley to Porsche for drivetrain installation.

nice Porsche. You couldn't be surprised when Rudy surprised you. He was that kind of guy.

The trip was winding down as we headed westward toward Stuttgart-Zuffenhausen. The great remaining high point was our exploration of the Factory and the mysterious creation of these amazing little cars with their invisible welds and perfect panel fits. The men who built them are mostly gone now; computers and robots rule. Morgan roadsters back in the '50s really had a reputation for "caring and hand craftsmanship." I heard more than once that every Morgan was painted by the one man - using a brush! Porsche won't ever be accused of being that up close and personal, but watching the assembly and finishing and inspection processes there made you feel you were certainly seeing extremely competent and skilled workers. They were focused; nothing was taken for granted. I don't know if many of these same men were fortunate enough to have a Porsche themselves; they all arrived on bicycles.

We were treated royally upon our "homecoming" - it had that sort of atmosphere and we were encouraged to ask questions and make our requests. Many of us bought tools and accessories because, as we knew, these cars invited the owner to participate in their upkeep. It's half the fun. Wolfgang Raether, the then-director of operations, conducted us around the various shops and we had limited permission to wander. I got a few treasured pictures in my wandering. I often wonder why I didn't shoot more of them. Compared with what the factory is today, Porsche then was like a country store. Perhaps there will never be anything quite like it again.

The next morning, after we watched our cars be driven away to the holding yard to await implementation of our instructions, and for eventual shipment, we were off to the Flughafen by bus. In some ways it felt as though we had just arrived although it had been three full weeks. Unfortunately, the weather had been mostly cool and drizzly, but that seemed unimportant. My Porsche arrived, together with four or five others, at a pier of the Brooklyn Navy Yard here in New York on Wednesday, December third, 1958. The radio antenna had been broken off and someone had swiped my liter of Stone Grey paint and the oval German license plates - the other cars still had theirs - but otherwise all was well.

With the passage of time, my picky nature treated me to one or two regrets; given the absolutely golden nature of the opportunity I'd had, I should have been ecstatically happy. Yet even in Germany I developed the nagging feeling that the Normal engine in my previous black car delivered a much more satisfying driving experience overall, given the limited



Bob's last view of his Coupe (above) in Germany, as a Factory driver takes it to a holding yard for shipment.

Right: His first view of the car a few months later at the Brooklyn docks.

chances that my driving environment provided for open road hot-dogging. I really had a chance to compare; I had both cars together for several months. Starting up from still with the Normal engine was a lot more like slipping on a banana peel. I liked that better than the way the Super had to make a decision first. Paul Sagan, the dealer who sold me the black car in March of 1957 had alluded to that in a previous chat, but when a young guy hears "more power" the tale is told. It's not always true.

The other nagging dissatisfaction was with the paint / upholstery combination. Another friend had an Ivory '53 America coupe with green corduroy (and carpet). Based on that, I decided that corduroy would look just fine with the stone grey. My green corduroy was a bit different and my assumption that there would be matching green carpet was unfounded. They installed tan carpet - too many colors. Looking back, I realized the value of being very thorough and specific. Eventually I ordered from Reuter a complete black corduroy interior and



installed it myself; a lot of work and - at the time - scary, but the result made me much happier. In the months between February and June of 1958, when I finished the order for Treffen delivery, why I never requested paint chips and cloth samples, I just don't know.

Finally, I will say I enjoyed the car very much nevertheless, and drove it until January 20, 1963, when some guy in a chevy van ran a red light and T-boned it on the passenger's door. Stunned, I forgot about the brakes. It slowly wandered across to the left curb and hit a lamp post. Even then I always wore a seat belt, so I wasn't hurt, but the Porsche was totaled. I later bought a silver Normal coupe, but that was "store-boughten." Not quite the same thing. 🚗



Bob's 1957 Normal Coupe, black with a green leatherette interior. He had this and his new Stone Grey Coupe together for long enough to develop a new appreciation for the Normal's engine.

Trial to the Nile

10,000 kilometers
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on 3 continents

By Marco Marinello



From the Porsche archives, a 356 delivered to Prince Abd El Moneim of Egypt. Top: Carol and Marco.

The 15th of January, 1980 was a lucky day, in that I finally completed my collection of *Christophorus* magazines. Studying the last few issues I had searched a long time for, I found an article in *Christophorus* No. 4 from 1952 which was about two Gmünd 356s delivered in 1949 to Prince Abd El-Moneim of Egypt. The article included a picture of the 356 in front of the famous Sphinx and the Cheops pyramids in Giza, Egypt. I was so fascinated by the contrast of ancient monuments to the (then) modern car, I promised myself that one day I would park my own 356 at exactly the same spot.

Carol, my wife, and I have done many vintage car rallies throughout Europe. In 2001 we received an invitation for a new rally called "Trial to the Nile." I knew immediately that this would be my/our opportunity to fulfill my dream to drive to Egypt and park my 356 in front of the pyramids.

The event was organized by Bart

Rietbergen from Holland and Keith Baud and Jeremy Dickson from the UK. We knew that these guys were excellent rally organizers because we had participated in the "2000 Mile Trial" rally to the Arctic Circle, under their organization in the year 2000. The new rally to Egypt was set to take place from the 13th of April to 5th of May, 2002.

After registering I started to prepare my 356 B T6 Roadster #89616 with a stock SC engine for the 10,000 km trip. The brakes and suspension were rebuilt, the engine checked, the engine tinwork sealed against dust, the Garmin GPS installed, spare parts were packed and many other preparations had to take place.

On April 12th we set off from Zurich to Mainz in Germany for the scrutineering and the start. There, we met the other 84 competitors with their vintage cars such as: Volvos, Healeys, Mercedes, Jaguars, Bentley and a small Porsche group with three 356s and three more 911/912s.

South and East

The first leg took us from Mainz to Istanbul, Turkey, passing through the Czech Republic. We visited the TATRA car museum in Koprivnice which is a must for Porsche enthusiasts to understand the similarity of Porsche and TATRA cars. For example, the T602 was a two-seater race car with alloy body, tubular chassis, 4 cylinder opposed, air-cooled mid-mounted engine, and it was already built in 1948, five years before the 550 Spyder.

From the Tatra mountain range we went on to the Slovak Republic, Hungary, and into Romania through and over the totally remote Carpathian mountains. We passed old villages with wooden houses void of electrical power and oxen-pulled wagons which made you feel like passing through the 19th century. Then on through Bulgaria to the Black Sea to cross the border into Turkey (three hours of very strange customs controls including a 20 Euro, 3 second health check!). Finally we drove into the fascinating city of Istanbul.

Each rally day contained at least 4 or 5 regularity and navigation sections, and about every other day a short high speed slalom or gymkhana type event. On the regularities one had to match the exact time with variable average speeds and to make sure not to get lost. Navigation was mostly by maps, some of them very poor, and later into the rally the desert sections were driven with the help of way-points on the GPS. For the speed events the driver had to make sure to be faster than the bogie time and still be sensible enough to finish the rally. Some did, some did not...

After a one day break in Istanbul, which was used mainly for servicing the car and a little sightseeing, we crossed the Bosphorus bridge to the Asian side.

Continent crossings

The second leg took us through eastern Turkey to Ankara, the capital of Turkey at 4500 feet altitude. The eastern part of Turkey was one of the big surprises to most of us, with beautiful high mountains, pine forests, clear mountain streams and lakes. In the far distance to the east, there were the snow covered mountain peaks of over 15,000 feet. It felt like driving through the Black Forest in southern Germany. Then we headed south to the most eastern corner of the Mediterranean Sea to cross the border into Syria. That border crossing was one of the many highlights of our trip. We were greeted by a young girl music band, a group of important officials and hundreds of spectators. Helpers from the local vintage car club made sure we did not have to get out of the car for the border controls. They took our passports and car documents, rushed into the

small building to get them stamped and rushed them back to us. The whole official procedure was done in less than 15 minutes - 15 very friendly and welcoming minutes!

No matter what you are told, or read about Syria and also Jordan, our experience was only positive, with very friendly and courteous people, who were truly happy to see us there. They never tried to cheat or rip us off, as we experienced later in Egypt! Past the border we spent the first night in Syria, then headed east into the big desert to visit Palmyra, the most famous of Syria's historical sights. Palmyra developed as a trading city and can be traced back as far as the 2nd millennium BC, while the Bible records the founding of Tadmur (its original name) by King Solomon in the 1st millennium BC. The influence of the Assyrians, Persians, Macedonians and Romans give this site a mythical feeling. After an exciting dinner in two big tents in the middle of the desert and under zillions of stars, we started out the next morning towards Damascus. There we were allowed to drive our cars straight through the famous old town market which caused a major traffic jam. Damascus is the oldest continuously inhabited city in the world. From there we headed south towards Amman, Jordan.

The next morning in Amman we had to do one of the speed events on the local driving exercise track to the amusement of hundreds of spectators. Two local spectators showed up with their 356s. Unfortunately, some rally guys overcooked it a little and had to spend an extra day in Amman to fix their cars. We headed south to the Dead Sea for a swim, or better, a float in the lake and then on to the world famous city of Petra, another highlight of our trip. Petra was the capital of the Nabateans, who carved grandiose buildings, temples and tombs out of the solid sandstone rock. They were skilled traders, facilitating commerce between China, India, Greece and the Roman Empire.

After a good viewing of the incredible city and a thrilling evening banquet in the desert under the open sky, we headed further south on the Kings Highway to the port of Al Aqaba. A short ferry trip took us across the Red Sea to Egypt. Before the rally started it was decided to avoid Israel at Elat, so as not to take the risk of blocked border crossings.

After five hours we arrived in Egypt at Nuweiba on the Sinai Peninsula. The border crossing into Egypt would be a two page nightmare story that nobody would believe anyhow, that's why I leave it out here!



The rally route, and a gas stop on the outskirts of Amman, Jordan. A warm welcome to Syria included a large road sign, a band and greetings from local officials.

Below: A 356 is an attraction to young men the world over. Here some young men are pleased to have their photo taken with a Porsche at a tire service facility in Ankara, Turkey.



We crossed the Sinai over some very remote mountain roads and headed north to Suez to cross into Africa. Near Suez most of the competitors were short of fuel and we all stopped at a big gas station. If there is one thing for sure that a rally driver knows, is the reading of your fuel gauge. I had set my fuel switch to reserve shortly before the gas station. Therefore, I knew that I needed 46 to a maximum of 47 liters of fuel to fill my tank. To my surprise the pump meter read 55 liters, which is more than my fuel tank would hold! The same situation happened to several other guys. This obvious rip-off started to turn into a major turmoil. The local Army Police sorted things out, but it sure left some bad feelings and this was not the last "not so pleasant" experience.

From Suez we headed south again along



the shore of the Gulf of Suez. All along that shoreline are dozens of brand new, gigantic hotel complexes like small villages, mostly for European sun-hungry winter tourists. We stayed overnight near Hurghada, world famous for scuba diving, with a day's rest before the last leg to Cairo.

continued

After the rest day with some service work done on the car we had another very special speed and navigation test into a deserted mountain range near the sea. One of the local adventure tourist attractions is a "dangerous" trip in a 4 wheel drive car into the same desert mountains. After these poor tourists were taken and shaken for 6 hours on very bad roads and washed out river beds, they had the shock of their lives. They encountered 80 totally mad drivers with vintage cars roaring up the mountain roads at full speed. They could not believe their eyes to see so many vintage cars coming all the way from England, Holland, Germany bashing up and down the same roads (or were they just dry river beds?) on a time trial!



Left: A rally checkpoint in the Egyptian desert.

Far left: One of many fords in eastern Turkey on a special timed stage. Free car wash! Advice from experience: never turn on the heater after a ford crossing, as the inside of the car will steam up like a sauna!

Below: In the white desert near the Libyan border.



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After that short fun event we headed west in a strict police- and army-escorted convoy to Luxor. Since Luxor was the sight of a terrorist attack 6 years prior, the Egyptian tourist board wasn't taking any risks.

The Nile valley, especially at Luxor, is certainly one of the most fantastic sights on earth. The lush green vegetation along the Nile river looks like a green ribbon surrounded by yellow and brown desert. We visited the "Valley of the Kings" with its temples and tombs, the most important historical sights in Egypt.

The following day we drove further west into the big, very big, White and Black desert, with two nights in tents, literally in the middle of the desert. Some more speed events cheered up the crews and the local spectators to overcome our disappointments of the two disastrous camping nights. We barely survived, but were looking forward with anticipation to the last stretch of 1,000 km and the finish line right in front of the Sphinx and the Cheops Pyramids.



Finally, I parked my little brave 356 right at the spot where the picture of the Gmünd car was taken 53 years prior. What a thrill and how satisfying to reach my goal!

After 10,000 kilometers, 3 continents (Europe, Asia and Africa), and 22 days of excitement and adventure, we enjoyed our stay at the world famous Mena House Oberoi Hotel in Giza and undertook some sight-seeing in Cairo.

After two days the whole gang flew back to Europe, the cars were taken back by sea container and three weeks later I had my trusty Roadster back in my garage.

It never missed a beat, but due to three tire punctures we lost out on one special stage and therefore, ended up in the middle of the ranking list. It was never our goal to win but to conquer the challenge.

What did Ferry Porsche suggest? "Driving in its purest form." DRIVING - YES! 🚗



Top: Palmyra main square with the impressive Roman temples.

Left: Two gorgeous Sphinx (the Greek word for daughter), one from 3000 B.C., one from 2000 B.C. The older Sphinx is 65 feet high and 260 feet long.

Above: My dream - my 356 in front of the Cheops pyramid, 470 feet high.

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Hybrid solutions to the
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Light = Fast

By Gordon Maltby

Ken Miles began his American racing career in MGs and ended it in Carroll Shelby's Cobras. In between those spindly wire-spoke-wheeled English cars and the thundering American V8-powered LeMans coupe in which he met his fate, he spent several years as a premier Porsche pilot in Zuffenhausen's front-line racers, the Spyderys. Miles drove one of the first 550s on the West Coast for John von Neumann in 1956.

The previous year, on the East Coast, Emil Pupilidy had put a Porsche engine in a lightweight Formula 3 Cooper frame with a custom body. This "Pooper" hybrid concept was duplicated by Pete Lovely on the other side of the country in Washington state, and Lovely won the SCCA's F Modified class in 1955. Poopers were just the beginning of a trend over the next few years that saw several Porsche engines installed in race cars that were lighter and more nimble than Porsche's Spyderys. Ken Miles himself would be instrumental in creating and racing a few of these.

Miles' first race weekend in a Porsche Spyder was auspicious in two ways. At Torrey Pines in January, 1956 he flipped one of von Neumann's 550s in practice, but in the next day's Under-1500 feature, won handily ahead of Lovely's Pooper and several other Spyderys.

While these Poopers ran with pushrod

engines, it was soon clear that front-runners in SCCA Sports Racer (Modified) classes would need more horsepower than these could produce. Under-2-liter engines from Coventry Climax were making upwards of 160 hp, well beyond the best pushrod Porsche's output. In the meantime, the 4-cam was being continually developed by Porsche, keeping pace and then some with the power in mid-engined Lotus and Cooper racers, its main competition.

Taking the hybrid concept in a different direction, Dr. William Eschrich put a four-cam engine in a Lotus 9 in 1956. The significance of this transplant was that it was a front-engined car (the hood bulge was very interesting) and the powerplant was said to come from none other than 550-055, a Spyder wrecked the previous fall by a young movie star.

In the middle of the 1956 season, Miles couldn't help but notice Lance Reventlow's quick 1100cc Cooper, which was nipping at his 550's heels at Pomona. Trying the car, he was impressed enough to have von Neumann's shop install a 1500cc 4-cam in a similar Bobtail Cooper. He either won outright or did very well in this "Pooper" against larger-engined cars through January of 1957, when pressure from Zuffenhausen forced von Neumann to sell the car, and return to promoting the Porsche name, unadulterated, through racing 550s.

Above: Ken Miles in the Dolphin/Porsche and a Lotus 23, a car typical of the lightweight British racers that motivated Otto Zipper and Miles to create the "Porphin". **Below:** Miles drives the Pooper built at von Neumann's shop in 1956.



Allen Kuhn

Miles left von Neumann's employ and went to work for Otto Zipper's Beverly Hills Porsche dealership in 1958, still driving Spyderys, and continued for the next four years. He also drove Ferraris, Jaguars and other larger-displacement racers on occasion. Late in the 1960 season, he drove a mid-engined 1100cc Formula Junior built by the Dolphin Engineering company, located just east of San Diego. His initial win was followed by disappointing results the following year, and both Miles and the car's builders, with whom he had been working closely, saw the writing on the wall. The Dolphin company would switch to sports racers.

Birth of the Dolphin

The Dolphin Engineering Company was headed by Robert "Bud" Hull who had worked in California's aerospace industry, in addition to spending some time as a commercial tuna fisherman. His love of the sea, surfing and Dolphins gave his new company its name. Besides, he was quoted, "All the good animal names were already taken."

Hull had raced a Porsche Speedster and modified Cooper locally, and when he met John Crosthwaite, they went into business building race cars for the new open-wheel Formula Junior series that debuted in the USA in 1960. Crosthwaite's credentials included time as a designer with John Cooper and Lotus in England. He came to the US as part of the Lotus team at Sebring and found his way to California with Lotus, then as a mechanic with a sideline of working on race cars.

The team's first product was a strong but light space frame, single seat open-wheel racer with sophisticated wishbone suspension and an 1100cc engine. With an 85 inch wheelbase and a Fiat engine it weighed under 900 lbs. wet. The fiberglass bodies were made by the nearby Livesay boat company. A 1960 magazine article quotes Hull as saying, "The few pounds weight difference is not as important as the many pounds money difference standing in the way of an aluminum body." More weight was



Phil Binks

The ninth and last Formula Junior car built by Dolphin was raced five times by Ken Miles, the last at Mexico City in January, 1961. It is now owned and was restored by Phil Binks and his son Dan. Ken Miles was Phil's driving instructor when he started racing in 1958, and young Phil hung around the Dolphin shops on occasion. He remembers when Miles sat in a box of plaster to make a mold for a custom seat, which is still in the car.

saved through fitment of their own 8 lb. cast magnesium 15-inch wheels.

Writer David Woodhouse wrote in *Vintage Motorsport* on Miles' connection with the company: "A factory team consisting of Hull, local racer John Biehl and Dolphin sales manager Warren Boynton competed with moderate success in the 1960 season, and a total of nine cars were built. Boynton was also responsible for getting Ken Miles as a Dolphin driver. Bud Hull remembers, 'We were sitting around wondering who we could get, and Boynton suggested Miles. It sounded like a long shot, but he said, 'It'll only cost 85 cents to find out,' and proceeded to pick up the phone. I went outside to work on a car, and in about ten minutes he came out and said, 'He'd be delighted.'"

In 1961 the company had a new, lower model called the



The Dolphin America (right) has a track four inches wider than the Junior from which it was derived, and carries an FIA passenger's seat which is as comfortable as the driver's.

There is every reason to believe that its under-200-pounds of unprung weight against 775 pounds total, with oil and water but no fuel, will give it a good ride and roadholding.



The independent rear suspension features an A-arm at the bottom and a simple tubular strut at the top end of a magnesium hub carrier. Both upper and lower arms are threaded for camber adjustment, and two long parallel radius rods locate the hubs and control toe-in.

A State That's a Real Paradise for Special Builders



Bud Hull, at the wheel of the Dolphin America, says he will deliver the complete car less engine and gearbox for \$4,500 FOB factory at El Cajon. Ready-to-race Climax-powered car may cost up to \$7,000.

CAR #44 DRIVER



DESIGNER Bud Hull peers across wraparound windshield of his Dolphin America. Removable fender panels cover the headlights.

NEW YOU-BUILD-IT CAR

THE newest sports car to splash on the scene is the Dolphin America, a low-slung, low-flying, fiberglass-bodied charger with a tubular space-type frame. It will sell as a kit car or fully assembled and ready to drive at prices ranging from \$1,195 to just under \$7,000. Designers Bud Hull and Don Maslin say that just about any small-car engine can be installed as the D-A's rear-mounted power plant.

Built on an 85-inch wheelbase, the body is 146 inches long, 30 high. The car's highly advanced racing suspension provides a surprisingly comfortable ride. The long nose is an air scoop that draws the ozone coolant into a horizontal radiator in the front. The car weighs only 775 pounds—the magnesium wheels weigh a trifling eight pounds each—hence acceleration is very fast. Top speed is around 150 mph.

Strike your fancy? If so write Dolphin Engineering, 1089 N. Johnson, El Cajon, Calif. for further details.—Wayne Thomas



REMOVING front end of body reveals the leg opens for driver and passenger. The battery can be relocated to suit.



BODY removes in minutes. Note vertical row of instruments to driver's left.

Left: The August, 1962 issue of Car and Driver carried a special section entitled "The Car in California." The International is shown at top (left) next to the new America. Above: Another period magazine touted the America as suitable for almost any engine combo.



Rossa, so beginning with an International nose that was cut and widened by four inches, foam-covered wire framework fenders were added to each side, and the team carved away until the shapely curves we see here were achieved. Rear wheel openings were flared to minimize drumming. Molds were made and the bodies produced by Livesay.

Eclipsing the Spydery

In Europe and at a few American venues, the tough Spyder frame was well-suited to long distance enduros. From the original 550, the tube framing had been buttressed and strengthened through the 550A, RSK and RS 61 cars, and the suspension had been improved front and rear as the years went by. Much of the racing on American tracks, however, was shorter sprints where the Spyder's robustness made little difference, but its extra weight—sometimes hundreds of pounds—did.

With the RS61, Porsche's development of the Spyder

"International" with a Ford Anglia motor, and Miles had a new title: "Western Sales Distributor for Dolphin Cars and Components." He continued as a factory driver, bringing considerable attention to the company, whose stated goal was to be building Formula 1 cars by 1962.

That prediction came true to the extent of building only one example, an aluminum-bodied F1 racer with an Alfa engine and brakes, and a Spyder 5-speed transmission. The fate of that car is unknown. 26 Internationals were built, and in 1962 the company began developing a new sports racer called the "America." Crosthwaite was gone to design Indy cars for Mickey Thompson, and in his place came Don Maslin, who penned a wider frame based on the International. Maslin had raced (and damaged) a Lotus Eleven, and the fiberglass replacement rear section he had made for that car was the basis for the new America's tail. Widened, with a higher engine cover and no fairing, the final shape was carved out of foam. Hull admired the pronounced front fenders of the Ferrari Testa

reached a peak of sorts, and the next few years saw a conspicuous absence of significant improvements to the breed. In 1962 the men in Zuffenhausen were occupied (not to say obsessed) with Formula 2 and Formula 1 dreams that alas, never really came to fruition.

That year, Miles must have been in a unique position to be midwife to a successor to the Spyder. The new Dolphin America was a light, strong and attractive race car with sophisticated, adjustable suspension and disc brakes. The addition of a Porsche 4-cam engine and transmission would surely create a winner. To Zipper and Miles, such an 1100 lb. car looked good on paper, and the third Dolphin America was commissioned.

The America was a good home for Porsche mechanicals. Its frame was light and stiff, with A-arm suspension using adjustable Heim joints. There were Girling discs with aluminum calipers, rack and pinion steering and three choices of front anti-roll bars. One more special piece of equipment was a horn, which Miles was fond of using on the track.

With a 1700cc type 547/5 4-cam that could produce close to 180 hp, the car was potentially a winner, but clutch and brake problems during testing and its first outing tempered enthusiasm somewhat. The famous story of Miles clipping a post at Riverside after a brake seized in testing proved the car's frame was strong enough. By June, 1963 Miles had a chance to drive the now-sorted car in its first real competition. At Riverside he finished second to Ronnie Bucknum in "Ol Yaller III," which had almost four times the engine displacement. Miles went to work for Carroll Shelby later that year, and Dolphin Engineering closed up shop owing to, it is said, a downturn in the California economy.

The Dolphin's last big race was at Riverside in 1964 in the hands of Davey Jordan. Zipper, it seems, had been pressured by Porsche to discontinue racing the car if he wanted to continue selling Porsches, a replay of the approach they took with von Neumann over Miles' Pooper.

In 1964, results sheets showed a significant number of Elva Porsches in the finisher's column where "RS61" had been seen the previous sea-



From the August, 1963 issue of Sports Car Graphic, this cutaway is from the story entitled "Porphin or Dolsche."

Top: Miles on the grid at Pomona in a shot that dramatically accentuates the car's Ferrari-inspired front end. The rear wheel openings have been cut away somewhat compared to the photo on page 20. Miles was a keen student of race car dynamics and had installed 6-3/4 inch wide wheels to improve traction and handling.

son. Unlike the Dolphin, the Elva / Porsche amalgam had factory support and blessing, but some independents continued to blend Porsche power with other chassis. A shining example is George Follmer's Lotus Mk. 23 with a Porsche 904 4-cam engine, which won the US Road Racing Championship (USRRC) points race in 1965. For the first race at Pensacola that year, Follmer won outright and finished the other races high enough to edge Jim Hall's Chapparral Chevrolet for the title. It was another California concoction, sponsored by Trans-Ocean Motors in Pasadena.

By this time the 904 was starting to fill grids around the country, and soon the 906 would take its place, using the new 911-derived six.

Hybrids using Porsche engines had made their mark on road racing for over a decade, from the first Glockler Spyderys, which paved the way for the 550 series. Some were more successful than others, just as some were better looking than others. In this writer's humble opinion the Dolphin America was one of the most attractive, and barring the politics that cut its career short, could have been one of the most successful.



Porsche Archives

The ultimate Elva Porsche may have been this flat 8-powered hill climb car, here shown at Rossfeld in June of 1965. The Porsche Factory gave direct and indirect support to the Elva Porsche project during 1964-65.

The Ken Miles car

Of a dozen or so America sports racers built before the company ended operations in 1964, the third (Zipper's) was fitted with a Porsche engine. With Vic Skirmants' recent restoration complete, there are now two "Porphins." Phil Binks' maroon Abarth America can be seen most years at the Monterey Historics, along with another, owned by Joe Diloreto that runs with a Chevrolet V8.

The fate of Ken Mile's Dolphin America is shrouded in internecine intrigue, but we can surmise that after its final race in 1964, management at Porsche instructed Otto Zipper to stop racing the car and also forbade him to sell it. They did not want the car to compete with "real" Porsches in his or anyone else's hands. The engine and transmission probably went to other cars but the frame ended up at Vasek Polak's shop. At some point, a misguided attempt was made to lengthen the frame with brazed angle iron. It was in this condition, rusty and abused, that Mark Eskuche found the remains and bought it, with no body, in 1983 from a California collector. He laughs, remembering, "It still had the horn attached." He picked it up after attending the 1985 Costa Mesa Porsche Parade, strapped it to the top of a 914 on a trailer and headed to Wisconsin. Over the next ten years he partially restored the frame and had a body made from the original molds.

The frame and body were sold to a dealer in 1995 and subsequently went into the hands of a German collector who, we understand, has restored the car to its original configuration.

Many thanks to Phil Binks, Ernie Buckels, Mark Eskuche, Heinz Heinrich, Marco Marinello, Frank Sheffield, Vic Skirmants, Jens Torner and David Woodhouse. Allen Kuhn's photos can be seen at www.vintage-sportscar-photos.com, and visit his table at the LA Literature Meet. 🚗



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New Life For A 1962 Dolphin America



By Vic Skirmants

Robert Harrington photo

I first heard of Dolphin sports-racing cars in an article in *Sports Car Graphic*, August 1963. The story concerned one specific Dolphin, built for Otto Zipper, a Beverly Hills, California Porsche dealer and Ferrari distributor. The car was to be driven by Ken Miles and used a 1700cc RS-61 engine and transaxle. The article detailed the early tests of the car and promised better things to come.

Interesting, but that was the end of any further interest or subsequent information. I eventually clipped and saved the article in my miscellaneous Porsche stuff files.

Fast-forward thirty-three years. Mark Eskuche of Ecurie Engineering in Wisconsin ran a for-sale ad for the Ken Miles Dolphin-Porsche. He had owned the car for about ten years and realized he was not going to find time to restore it. I remembered the old article, dug it out, and started dreaming about the possibilities. I was getting a little bored with the SCCA National circuit, and had not yet gotten heavily into vintage racing. I guess I wanted something to kick in the creative juices. Since a mistress was out of the question, this seemed like a cheaper, less painful way to go.

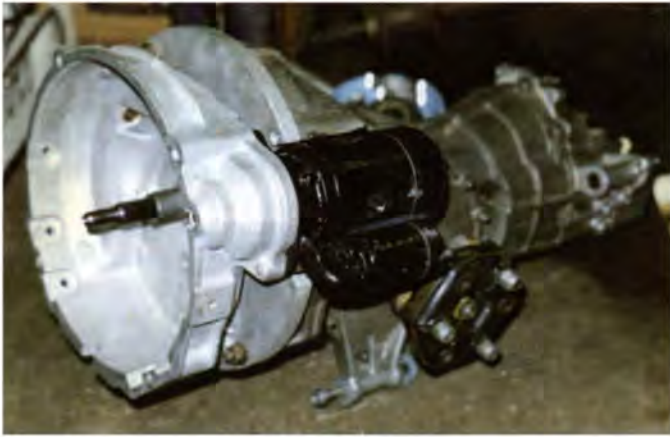
First problem was Mark's asking price. While certainly fair from the standpoint of the car's history and rarity, it was more than I could swing without a rich sponsor (or rich mistress?) Second problem was that the car would have to be restored 100% correctly to do it justice. That would have been even more expensive. I didn't want to use a Carrera engine; I wanted something lighter, cheaper, more reliable, and producing more power. Yep, a full-race SCCA or vintage racing pushrod 356 with a .040" overbore to 1620cc would do just fine.

While pondering this project, an ad appeared in Hemmings Motor News. It read, "Dolphin, 1962 sports racer, Alfa engine, Hewland gearbox. Disassembled, needs total restoration." Located in Chicago, the price was one fourth of the Ken Miles Dolphin. The Alfa engine wasn't important since I would use a 356. And hooking that up to a Hewland 5-speed made more sense than trying to find and afford a 718 Spyder transmission.

Barbara and I subsequently went to look at this "car." It was, rather, a huge pile of parts, totally disassembled. It had been wrecked in 1977 at a track in northern California. Squinting really hard, I could just about see the potential. Barbara wasn't too sure. Hey, it's only money.



A pile 'o parts, including bent wheels and rusty frame members, greeted Vic when he went to Chicago to pick up the "car."



My friend and fellow racer, Steve Scannell made the road trip with me in September, 1996 to pick up the pile of parts. That winter I sorted through the parts and tried to figure out where things should go. The car was wrecked on the right side, so any non-bent suspension pieces belonged on the left. One major bit of good news was that the owner who wrecked the car in 1977 purchased almost all the pieces necessary to repair the right side suspension within a month of his crash; the receipts showed the purchase dates. Once the left side was re-constructed, it was not that difficult to make the necessary repairs and fit all the pieces for the right side.

Positioning the powerplant

The first major change involved flipping the Hewland back right-side up. The Hewland is built inside a VW transaxle, and is used upside-down when connected to an inline engine; namely the Alfa. The trans fore-aft location was determined by the rear suspension / axle position. New home-made mounts and flipping the ring gear settled that. Now it was time to find old Volkswagen Super-Vee shifter bits. These are not plentiful, but some of our old SCCA contacts were able to supply the necessary parts.

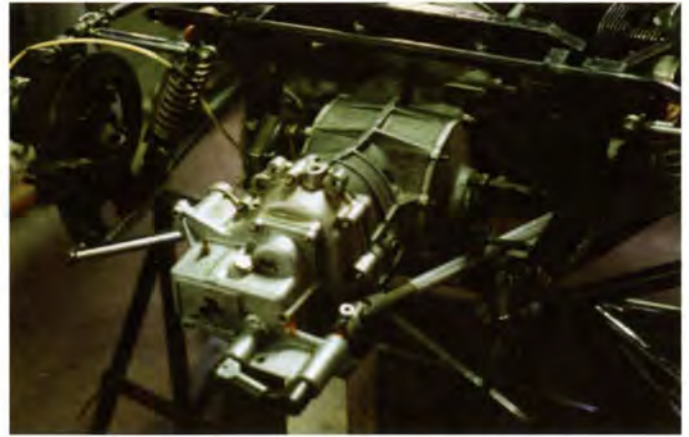
Engine mounting came next. Since the previous unit was an inline 1300cc Alfa Romeo that protruded two inches into the driver's compartment, there was obviously sufficient fore-aft space for a shorter 356 engine. Since we had the space, a little bit of measuring and dummy-fitting showed that moving the engine 4.5" forward would; 1) improve weight distribution, 2) allow space for exhaust pipes off of #1 and #3 cylinders, 3) permit the cylinder heads to clear the frame by removing one diagonal tube per side and making them into a "vee" configuration.

Okay, now what? Simple: extend the transmission forward with a 4.5" spacer made from a sawed-off 741 trans housing welded to a .75" round slab of aluminum. Since the VW Hewland uses a two-piece input shaft connected by a coupler inside the differential area, it was a simple matter of taking a 356 input shaft with the VW/Hewland short shaft and having my machinist make one like it, only 4.5" longer. Done!

Many changes were necessary to make the frame safer for current vintage competition. I took the chassis to our friend Rick Olivero for modification, painting, and aluminum floor installation. He also fabricated the fuel cell box and framed protection around it and the driver compartment. The car came back home in February of 1997.

The next step was to order two sets of Panasport aluminum wheels from Bill Hallandal; 6" fronts and 7" rears, to replicate the 5 1/2" front and 6.75" wheels used on the Ken Miles Dolphin. Since my Dolphin last raced on 13" Chassis Engineering pie-plate wheels, I didn't have any old wheels I wanted to use with the proper bolt pattern.

Once I had the wheels, and a dummy engine installed, it was time to mount the remnant of the original fiberglass body to see what would be



The VW transmission box with Hewland internals received a bell housing extension, and a new nose piece with Super Vee shifter bits.

Below: The frame received additional strengthening and a roll bar, along with a new framed section for the fuel cell and a sheet aluminum cockpit.

Bottom: Back in Vic's shop, suspension components are added while the tired old body await its job of trial fitting. New front and rear body sections were used.





New rear track and wheel diameter required significant changes to the width and shape of the wheel openings. Doghouse dimensions, roll bar openings were noted using the old body for measurement.

Below: The Dolphin returns home to Warren, Michigan in fresh paint. Center cockpit sections of the body are originals.



Below: Engine placement, exhaust routing and structural tubing were all carefully planned. Vic adds the finishing touches: his number 70, a brass Dolphin badge and a vintage Porsche crest decal from Chuck Stoddard.

Bottom: At speed in profile, the car's lovely lines are evident.



Robert Harrington photo

required. The 718 Spyder engine needed a "doghouse" on top of the rear lid for clearance; this would also be required for the pushrod engine.

Replacement front and rear body sections were sourced from Phil Binks in California, Dolphin historian and vintage racer. The car went back to Rick's in August of 1998, for the body fabrication and painting. I brought the car back home in October of 1998, painted, and with period-type white circles for the race numbers replicating the look of the Ken Miles' car. I was fortunate to have the brass medallion for the nose of the car. Phil Binks supplied me with some full-color cloth patch crests of the Dolphin logo. Rick took the cloth crest for a sample and beautifully restored the brass crest to perfectly match the original. Chuck Stoddard gave me two early, original Porsche decal crests for the nose of the car. I vowed the multi-colored early Porsche crest would be the last item to go on the car when it was completed.

Final assembly did not go as fast as the first two years' progress. With my racing and 356 business occupying my time to the tune of six and seven-day work weeks, the magic "free" Saturday or Sunday rarely arrived. Did I mention we moved? It took from November 2002 through September of 2003 to completely move our home/ business to our new location.

I did what I could over the winters of 2000, 2001, but I finally made progress in 2005. Rather than find a "free" day for the Dolphin, I would turn my attention to it after every major customer job. Finish an engine, go work on the exhaust system for the rest of the day. Finish a transmission, go work on the wiring for the rest of that day. You know what? Using that technique, the car was completed in a surprisingly short time.

It kind of reminds me of many years ago when trying to save any money seemed impossible. I never had any customer checks left over to put into savings, so I finally decided to take 10% of every check and put it into savings. Occasionally I had to take some out to pay bills, but the balance kept growing. There's a lesson there somewhere.

So I finally finished the Dolphin in late June, 2006. We tested it at Gingerman Raceway in Western Michigan just before the 4th of July. Our first vintage race was the SVRA event at Mid-Ohio in mid August. After a few sessions on the track it became apparent that some changes were necessary with the suspension. Back home, the car received new shocks, springs, and a new seat from Mark Eskuche to hold me in more securely so I wasn't fighting constantly to stay in the car. Off we

went to Watkins Glen Zippo Grand Prix the first weekend in September. I fine-tuned the camber settings and tire pressures every session. I have to thank my good friend Bill Stephens of England for his assistance at the track, both with the Dolphin, and our team of 356s racing that weekend.

There are more adjustments to be made, including better rear brakes. However, some of my concerns regarding oil and cylinder head temperatures were not an issue. All the major stuff seemed to work just fine, and my worries about aerodynamic front end lift were unfounded. I saw 7900 rpm in 5th gear at Watkins Glen with no indication of lift-off.

I'm looking forward to 2007, and more fun at some other race tracks.



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Bengt Soderstrom
and Lake Underwood

Alix Lafontant

A Speedster Championship Partnership, 1955 to 1957

By Carl Goodwin

As Porsche Speedsters fade from the racing scene and perhaps disappear entirely, relegated to their new role as concours decorations, those of us who owned and loved these cars will prefer to remember them as the competition machines they were from the very start.

Post-WWII American sports car racing began with MGs - the charming but slow TCs, TDs and TFs that made up large one-marque fields in the late 1940s and early '50s. This created fairly even production racing though, as Ohio TD racer John Comey noted, "We were all supposed to be stock, so the lesson here was that some cars were more stock than others."

Porsche actually appeared in U.S. competition a year after the MG-TD was introduced. In July of 1951, Briggs Cunningham and Phil Walters were invited to dinner at the large home of Ferry Porsche in Bavaria after campaigning the Chrysler-powered C-2s at Le Mans. In spite of being a WWII glider pilot during the ill-fated invasion of Holland and subsequent occupant of a German hospital, Walters recalled, "I spoke very little German, so I felt like a spectator at the opera. Briggs purchased an early alloy-bodied 356 America Roadster. I believe it was the second one built. It was to be raced in certain events in America."

Due to concentrating on development of the great Cunningham C-4R hemi-engined sports racer, they didn't get around to racing the Porsche until the Brynfan Tyddyn road race July 26, 1952, a companion event to the Giant's Despair Hillclimb. There, Walters faced the supercharged MG-TD of John Gordon Bennett, which led at the beginning of the race with its superior acceleration. The Porsche America soon passed the MG on the dangerous 3.5 mile road course, setting a new lap record for sports cars. It was the first time Walters had driven a rear-engined car.

Max Hoffman, salesman / racer

Meanwhile, late in 1951 Max Hoffman brought three aluminum-bodied 356SL coupes to America, including the 1951 ex-Le Mans class winner. All three cars had been upgraded with factory-prepared 1500cc engines. Prior to the 1952 racing season, one car was sold to Fritz Koster on the East Coast, one car was sold to Ed Trego in the Midwest and the other went to John von Neumann on the West Coast - a bit of clever marketing right there. The first two ran at Vero Beach on March 8th. Von Neumann raced his alloy coupe at Pebble Beach in April '52, then at Golden Gate Park in May. Afterwards, he cut the top off and had the car fashioned into an ersatz Speedster by Indy car wizard Emil Deidt. It appeared in this guise July 20th, 1952 at Torrey Pines, taking a first.

Collection of Bengt Soderstrom

Alix Lafontant

The F-Production field at Road America, 1955. Previously run on local roads, the new track was built during the summer of 1955. On September 10, the track's first SCCA national race weekend was held, with a field full of Speedsters.

Right: 1956 Beverly, Massachusetts Airport races. Bengt Soderstrom (l) and Lake Underwood (r). In the middle is Jeff Sullivan, sales manager of their Porsche dealership.

Below: 1955, Watkins Glen Townsend Corner. #137 Bengt Soderstrom Porsche 1500, #20 Chandler Lawrence, #4 Dolph Vilardi.



Another car that Hoffman brought in at the end of 1951 was the Glockler-Porsche, predecessor of the 550 Spyder. Importer Max Hoffman drove it himself, starting with a first at the December 8th, 1951 Palm Beach Shores event, then going on to the March 8, '52 Vero Beach One Hour race and another first at Thompson (CT) Raceway. The 1500cc Glockler engine had a lot of power, and Max was a fairly good driver. He won nearly everywhere he raced except Bridgehampton late in 1952.

Frank Bott, a mechanic who worked for Hoffman, was at Bridgehampton with Rees Makins, who had an 1100cc OSCA, an early cycle-fendered car. In practice, Rees lost control of the OSCA and lightly tapped a tree. It caused minor damage but SCCA Competition Director John Fitch asked Rees not to drive in this race. Bott had a Competition Drivers License so Makins asked, "Can Frank drive it?" Fitch nodded approval. Bott beat Hoffman's Porsche to the first corner and led until he spun in some sand on the course. With Hoffman in the lead, Bott's pit man Art Bly put up erroneous times on the pit board that made Hoffman think Bott was gaining faster than he was. Hoffman over-drove and spun into some hay bales, allowing Bott to pass. Bott went off to victory in the OSCA 1100. Two weeks later, a memo was circulated by Hoffman to all offices. It said "Members of the Hoffman Motor Car Company are hereby forbidden to race in cars other than those sold by the firm." The service manager showed a copy of it to Frank Bott.

Bott, in case you do not recognize the name immediately, is the driver of the OSCA in "The Last Race" – the race between him and Ed Crawford in the Porsche Spyder, at Road America in 1956. It was the last major race in which the Italian car beat a Porsche Spyder.



Alix Lafontant

Sorting the sizes

Most of the clubs that organized racing, including SCCA, MG Car Club and the Cal Club on the West Coast, adopted the European displacement classes so that G-Production was a 1300cc limit, F-Production was 1500cc, E-Production was 1500 to 2000, and so on. The early 1250cc MGs were in class G-Production - and so were the early Porsches, the few 1300s that came in.

Porsche appeared on the scene and took over GP in '53 wherever they ran. Porsche dominated this class so completely that most sanctioning organizations put an MG-only race on the schedule just to give the MG owners a place to compete.

Porsche owners not only brought in the

1300s but the 1500 cars. Drivers like Emil Pupulidy, with his black Porsche 1300 coupe, just drove away from the MGs. Dick Thompson campaigned a 1500cc Porsche Cabriolet heavily during the 1954 season. He always raced the Cabriolet with the top up. Why? "It was faster that way," Dick explains. Thompson, who is better-known for his four National Championships in the Chevrolet Corvette, tied for first in 1954 nationally with Art Bunker, who drove a 1500 Porsche coupe.

Enter the Speedster

Urged on by Max Hoffman, Porsche developed the Speedster model, and announced it in 1954. It was introduced late in the year and only 200 were made in '54 (bodied by Reutter

Above: 1956 Thompson Nationals, Sept. 3-4, 4th race, E & D Production.

Right: 1956 Thompson SCCA National race, Sept. 2. Soderstrom in Speedster #177, Gaston Andrey in a Morgan.

Left: Lake Underwood driving #36 MG TD at Brynfan Tyddyn in 1952, prior to his Porsche. Below: Watkins Glen 1956, Alix Lafontant photo.



Collection of Bengt Soderstrom



Collection of Lake Underwood



Alix Lafontant

according to Steve Heinrichs). "Some of the Speedsters made in '54 were titled as '55s," notes Lake Underwood. As far as we can tell, the Speedster's first race in America was the November 1954 6-hour enduro at Torrey Pines. John von Neumann entered a Speedster there. Eric Bucklers was the driver and the car serial number was 80002. It finished 1st in class and 8th overall.

Like many early racers, Bengt Soderstrom and Lake Underwood raced to promote their car business. They started a dealership on April Fool's Day. "Lake was my business partner," says Soderstrom, "and, on April 1, 1954, we became an authorized Porsche and VW dealer in Maplewood, New Jersey.

"I was a rookie. Before the Speedster, I raced a standard VW. It didn't have the brakes for road racing, so I ran it in hillclimbs and gymkhanas. The VW had a 75 horsepower Porsche engine and nothing could touch it. A friend lent me the engine. The VW transmission took three times the original horsepower without failing."

Soderstrom and Underwood did not show up in the national point standings for 1954 but, in 1955, they raced every weekend. Soderstrom won the SCCA F-Production national championship with 6750 points, followed closely by Underwood with 6500 points. Both were in the Northern New Jersey Region of the Sports Car Club of America.

Right: Lake Underwood - 1st in FS, #37 Montgomery, NY 1957.

Below: Road America, Turn 5. Sept. 10-11, 1955. 4th race - F-Production.

Soderstrom remembers

"You must have had a couple of very competitive cars," the writer remarks.

"Oh, we had just one car," Soderstrom replies. "It was a white Speedster. Each of us used it every other weekend. We drove it to the races, even to Road America in Wisconsin. We put the tools and the spare parts in the car and hoped we had the right ones. There wasn't very much to do on the Speedster. Adjust the valves, set the timing, gap the plugs. In 3 years, we never had a breakdown. That type of racing was nice. There was no money in it. After the race we went to dinner with our competitors.

"We raced in the East — at Thompson, Montgomery, Bridgehampton, Watkins Glen, Walterboro and Hagerstown.

"I loved the hillclimbs — Mt. Equinox, Mt. Washington, Giant's Despair. But I did not race at Brynfan Tyddyn. Lake raced there, with the

60 horsepower car, our 1500 Speedster. He was so far ahead that they protested him. But they decided not to tear the engine down when they found one cylinder low on compression.

"Then, in 1956," Soderstrom continues, "we got two new Speedsters. I had a 1600 pushrod in E-Production — it had 15 more horsepower than the 1500 — and Lake had a 1500 Carrera in F-Production.

"In those events, there was real camaraderie. We met some wonderful people. Briggs Cunningham liked us. You know what he did? He let us use his Porsche Spyder for a year. It was a \$7500 car and we couldn't afford it. It had a special aluminum trailer and a Ford tow truck with a special axle ratio. He said, 'I'll lend you this and see you at the races. All you have to do is take care of it.' Lake did very well the first season. Briggs went to the same races we did and would sometimes drive the Spyder.



Alix Lafontant



Alix Lafontant

"At Road America in 1956 we saw Walter Hansgen roll two of the Cunningham D-Type Jaguars. The chicken farmer, Carroll Shelby, was there in his overalls. He was driving a Ferrari. He was sponsored by a rich man from California — John Edgar. I remember James Kimberly and his entourage of pretty girls. There was a driver named Ralph Durbin — didn't he go into politics? Sherwood Johnston, I think, flew his airplane to the races. There was another guy who weighed 300 pounds — Bill Spear. He was a pretty good driver.

"In 1957, we drove in the inaugural race at Lime Rock. Next to me in the pits was Walter Cronkite. He had an English car of some kind. I think I was 3rd in that race.

"We did that for three summers and then got out. We did it every weekend and just got tired of it," Soderstrom concludes.

At the end of those three years — the 1955, '56 and '57 seasons — there were four SCCA national championships claimed by Porsche Speedsters. Bengt Soderstrom had an F-Production national championship for 1955



Collection of Bengt Soderstrom

Lake Underwood (left) and Bengt Soderstrom at their Porsche dealership in Maplewood, NJ.

and one in E-Production for 1956 with the 1600 engine. Lake Underwood won the F-Production national titles in 1956 and 1957 with the 1500 Carrera Speedster. Underwood also took a 3rd nationally in F-Modified in 1957, with the Porsche Spyder borrowed from Briggs Cunningham.

"I just had my national championship Speedster restored," says Underwood. "It looks brand new. It was missing for 15 years. I loaned it to the son of a friend and then he went into the armed services. It was sold while he was gone and it took a long time to find it. When I did, it was in pieces. It cost me \$45,000. It was the first Speedster to have factory disc brakes."

Underwood: Cycles to Porsches

Underwood started racing with English cars. No, that's not quite correct. He started racing in motorcycles. "I had a Triumph cycle," he recalls. "But it was hard to beat the 45 HC Harleys. The riders were a rough bunch. I was passing one and he kicked my Triumph, making it go down. Then I went into sports cars. I had two MG-TCs - a '47 and a '49. Later I had a TD.

"An early race for us was Callicoon, New York," says Soderstrom referring to the once-

Continued



Collection of Lake Underwood

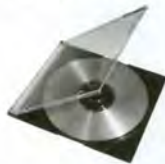
1959 Sebring. Stirling Moss & Denise McCluggage and Lake Underwood (seated).



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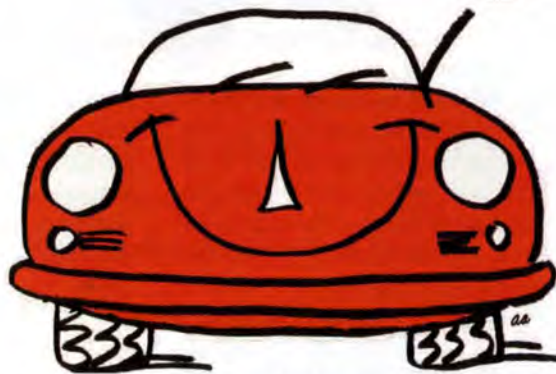
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Norman Menard, Collection of Lake Underwood

SCCA National Race, Bridgehampton 1963, Lake Underwood in his 1958 Speedster.

only 1953 event. Lake Underwood notes "Callicoon was a very long course – eight miles – and very dangerous. "Then I got a '49 Jag, with the aluminum body – I wish I'd kept that one. When I sold it, I got an MC (XK-120), with 9-to-1 compression and bigger carburetors.

"My business partner, Bengt Soderstrom, and I sold Porsches, so naturally we had to race one. We had an early Speedster, a pushrod car. It was one of the first in the country. It only had 8-to-1 compression. We took it all apart, shaved the barrels and recessed the valves. We did very well with it. We also ran a 1300cc car. SCCA made a class for it. We used to drive it all over. We went down to Walterboro, South Carolina a few times.

"The MGs were not too much competition, although the factory cars raced by John Gordon Bennett were very special. MGs would always blow head gaskets so there were no water ports from the block to the head on the car that John Gordon Bennett drove. And his blocks were 1500cc – you couldn't get more than 1380 with a stock block. Still, we beat him.

"Then we got a Carrera Speedster. It was in the wrong class, and I won 19 straight races with it. On the 20th one, I blew a piston and still finished 3rd on three cylinders.

"After we won a few races in the Speedster, Briggs Cunningham and I became partners, racing his Porsche 550 Spyder. We had a double-deck trailer, with the Speedster on the top and the Spyder on the bottom. The first race was at Elkhart Lake. I lapped every-



Alix Lafontant

one except the Ferraris. I loved that car. It was light, fast and it handled well.

"As Bengt says, we got tired of racing every weekend and more-or-less quit at the end of the 1957 season, with four national championships between us. In 1958, I helped Cunningham with some engineering on Columbia, his boat in the America's Cup. The original hardware was from Holland and it was always breaking. I helped him by machining new turnbuckles, winch handles and other fittings. Then, in 1959, he asked me to race at Sebring. Stirling Moss had the #3 car and I had the #4 Lister Jaguar. I think I finished 15th."

But 1957 was the last season for the Porsche dealers from Maplewood, New Jersey. At least the first time around. In 1963, Lake Underwood went back to racing with a pushrod Speedster, but that's another story for another time, except to say that in his first race back, at Lime Rock, he was 30 seconds ahead of everyone else. After '57, other drivers in other cars became prominent in Speedster racing circles.

Names like Bruce Jennings, Bill Romig, Chandler Lawrence, Joe Buzetta, Harry Washburn, Bert Everett, Nagle Bridwell, Hans Ziereis, Ron Grable, Vic Skirmants and George Frey were all seen in the win columns, while Speedsters continued to race and win into the early 1980s and, in vintage racing, into the 1990s.

Bengt Soderstrom at Montgomery, NY, 1957, where he placed third in FP.

Now Speedsters are seldom seen on the track, wheel-to-wheel. Even though vintage events, with predominately sportsmanlike drivers and safe tracks, present an ideal place to race; even though there's so much enjoyment to be had by driving these fine cars in competition; even though, as Bengt Soderstrom and Lake Underwood proved in the fifties, that's really what they were built for.

Acknowledgements: Lake Underwood, Bengt Soderstrom, Frank Bott, Alix Lafontant, Jim Sitz, Dave Roethel, Chuck Stoddard, Joe Ruzs, Charlie Hazle, Myron Vernis, Steve Heinrichs, Dennis Spangenburg, Eugene Binder, Vic Skirmants, Don Vincent, Rick Bennett, Harry Pellow, Phil Walters, Briggs Cunningham and Bruce Jennings. 🏎️



Collection of Lake Underwood

Lake Underwood poses w/ his Porsche 904, prior to the '64 Sebring 12-Hour race. With co-driver B. Cunningham he was 1st in the Under-2 Liter class and 9th overall.



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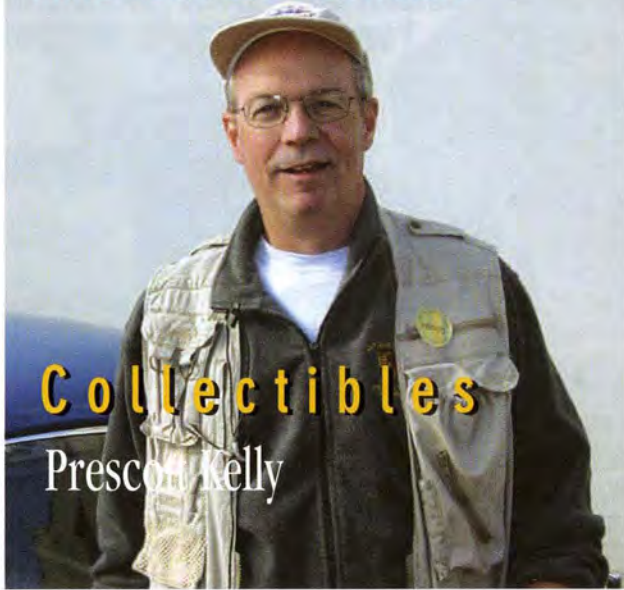
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More 356A Sales Literature



Collectibles
Prescott Kelly

In the last issue, we covered the sales literature that the factory issued starting with the September 1955 introduction of the 356A model. The run of 356A literature was to continue for several years, so we'll move forward to the pieces issued in late 1955 and 1956.

One of the most interesting pieces the factory issued for the 356A is called "Ripened by Trial," M&M page 109, a brochure that was issued in three substantially different formats. They all share the A5 size at 5.875" tall x 8.25" wide and all are printed in color. The most common version is a 24-page stapled brochure, with a card stock roll-fold cover of four panels; it unfolds unusually with a fulsome three panels out to the right. It is dated January 1956. The interior pages cover all the new body styles – Coupe, Cabriolet, Speedster, and Type 550 Spyder, plus some of the components – the new 1600cc pushrod engine, the new Carrera engine, and the transmission. In keeping with the emphasis put on safety in the United States in the 1956 model year (remember Ford getting slammed for their effort?), Porsche included a couple of pages on vehicle safety.

The outside of the four-panel cover features a color photograph of the new-in-1953 factory with the logo version of the firm name on the roof, a close-up on the beehive taillight, a close-up of the door handle and lock with a tan leather key fob hanging down, and a copy panel that uses the advertising tagline we saw first in the fall of 1955, "years ahead in engineering – miles ahead on the road." On the inside of the rollout one finds a product shot, then technical data, a set of performance curves, and a gear chart. The way the rollout cover is produced indicates that it should wrap the entire brochure and in effect the front cover when totally closed is the key-fob panel. *continued*

Left: With the four-panel roll cover fully folded up, this key fob is the front cover and these taillights are the rear cover of "Ripened by Trial," one of the more interesting 356A sales brochures.

Below: With the first unfolding of the brochure, one encounters these two panels. Under the photo of the factory on the left are all 24 text pages while the right panel unfolds into two panels of the card stock rear cover.



With the text all folded to the left, all three panels of the rear cover are shown. They include technical specifications (left), horsepower and torque curves (center), and gear charts (right).





Ripened by Trial
Although the Beetle is an adventure car, an individual's taste for the thrill of an open road and the freedom of the wind in his hair is the key to the Beetle's appeal. To the casual observer, the Beetle is a simple, unassuming car. To the experienced driver, it is a car that offers a unique driving experience. The Beetle's design is a masterpiece of engineering, and its performance is a testament to the ingenuity of its designers. The Beetle is a car that is truly a joy to drive, and it is a car that is truly a part of life.



Peugeot's answer - Customizable appearance
Peugeot's answer to the Beetle's customizable appearance is the Peugeot Coupé. The Coupé is a car that is truly a masterpiece of design, and it is a car that is truly a part of life. The Coupé's design is a masterpiece of engineering, and its performance is a testament to the ingenuity of its designers. The Coupé is a car that is truly a joy to drive, and it is a car that is truly a part of life.



The Beetle's answer - Customizable appearance
The Beetle's answer to the Coupé's customizable appearance is the Beetle Cabriolet. The Cabriolet is a car that is truly a masterpiece of design, and it is a car that is truly a part of life. The Cabriolet's design is a masterpiece of engineering, and its performance is a testament to the ingenuity of its designers. The Cabriolet is a car that is truly a joy to drive, and it is a car that is truly a part of life.



The Beetle's answer - Customizable appearance
The Beetle's answer to the Cabriolet's customizable appearance is the Beetle Speedster. The Speedster is a car that is truly a masterpiece of design, and it is a car that is truly a part of life. The Speedster's design is a masterpiece of engineering, and its performance is a testament to the ingenuity of its designers. The Speedster is a car that is truly a joy to drive, and it is a car that is truly a part of life.



Beetle's answer - Customizable appearance
The Beetle's answer to the Speedster's customizable appearance is the Beetle Spyder. The Spyder is a car that is truly a masterpiece of design, and it is a car that is truly a part of life. The Spyder's design is a masterpiece of engineering, and its performance is a testament to the ingenuity of its designers. The Spyder is a car that is truly a joy to drive, and it is a car that is truly a part of life.



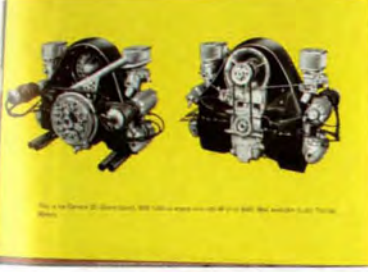
The Beetle's answer - Customizable appearance
The Beetle's answer to the Spyder's customizable appearance is the Beetle four-cam engine. The four-cam engine is a car that is truly a masterpiece of design, and it is a car that is truly a part of life. The four-cam engine's design is a masterpiece of engineering, and its performance is a testament to the ingenuity of its designers. The four-cam engine is a car that is truly a joy to drive, and it is a car that is truly a part of life.



A handful of options
The Beetle's answer to the four-cam engine's customizable appearance is the Beetle's Servo-mesh transmission. The Servo-mesh transmission is a car that is truly a masterpiece of design, and it is a car that is truly a part of life. The Servo-mesh transmission's design is a masterpiece of engineering, and its performance is a testament to the ingenuity of its designers. The Servo-mesh transmission is a car that is truly a joy to drive, and it is a car that is truly a part of life.



Beetle's answer - Customizable appearance
The Beetle's answer to the Servo-mesh transmission's customizable appearance is the Beetle's built-in safety. The built-in safety is a car that is truly a masterpiece of design, and it is a car that is truly a part of life. The built-in safety's design is a masterpiece of engineering, and its performance is a testament to the ingenuity of its designers. The built-in safety is a car that is truly a joy to drive, and it is a car that is truly a part of life.



The Beetle's answer - Customizable appearance
The Beetle's answer to the built-in safety's customizable appearance is the Beetle's new 1600 engine. The 1600 engine is a car that is truly a masterpiece of design, and it is a car that is truly a part of life. The 1600 engine's design is a masterpiece of engineering, and its performance is a testament to the ingenuity of its designers. The 1600 engine is a car that is truly a joy to drive, and it is a car that is truly a part of life.



Sliding parts are for a purpose
The Beetle's answer to the 1600 engine's customizable appearance is the Beetle's Servo-mesh transmission. The Servo-mesh transmission is a car that is truly a masterpiece of design, and it is a car that is truly a part of life. The Servo-mesh transmission's design is a masterpiece of engineering, and its performance is a testament to the ingenuity of its designers. The Servo-mesh transmission is a car that is truly a joy to drive, and it is a car that is truly a part of life.



Sliding parts are for a purpose
The Beetle's answer to the Servo-mesh transmission's customizable appearance is the Beetle's built-in safety. The built-in safety is a car that is truly a masterpiece of design, and it is a car that is truly a part of life. The built-in safety's design is a masterpiece of engineering, and its performance is a testament to the ingenuity of its designers. The built-in safety is a car that is truly a joy to drive, and it is a car that is truly a part of life.

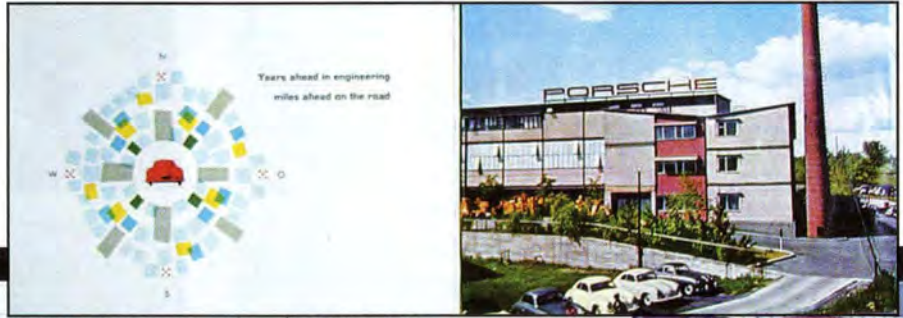


Sliding parts are for a purpose
The Beetle's answer to the built-in safety's customizable appearance is the Beetle's new 1600 engine. The 1600 engine is a car that is truly a masterpiece of design, and it is a car that is truly a part of life. The 1600 engine's design is a masterpiece of engineering, and its performance is a testament to the ingenuity of its designers. The 1600 engine is a car that is truly a joy to drive, and it is a car that is truly a part of life.

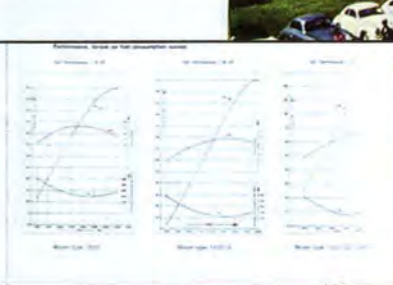
These pages illustrate the spreads from the 24 pages of insert text in "Ripened by Trial." The photo at top left is the back side of Factory photo on the cover. Covered in detail are the Coupe, Cabriolet, Speedster, Spyder, four-cam engine, "Servo-mesh" transmission, built-in safety and the new 1600 engine.

The second variant of "Ripened by Trial" is actually a double brochure with two 12-page sections separately stapled to the cover so they lie over the second and fourth panels of the four-panel cover. The cover uses the same depictions as in the more common brochure above, while the interior pages have differences in several instances. This brochure is rare; this correspondent has seen only two or three in 30+ years of collecting.

The "double brochure" version of "Ripened..." has the same covers as the common version. The first unfold reveals this spread, and each side of this spread has 12 pages under it.



Technische Daten	
Modell	356A
Motor	4 Zylinder in Reihe, 1600 cm³
Leistung	40 PS (29 kW) bei 5000 U/min
0-100 km/h	17,5 s
Max. Geschwindigkeit	150 km/h
Verbrauch (l/100 km)	10,0 (90 km/h), 12,0 (90 km/h), 14,0 (90 km/h)
Wendekreis (m)	7,0
Wendekreis (m) bei 100 km/h	10,0
Wendekreis (m) bei 120 km/h	12,0
Wendekreis (m) bei 140 km/h	14,0
Wendekreis (m) bei 160 km/h	16,0
Wendekreis (m) bei 180 km/h	18,0
Wendekreis (m) bei 200 km/h	20,0
Wendekreis (m) bei 220 km/h	22,0
Wendekreis (m) bei 240 km/h	24,0
Wendekreis (m) bei 260 km/h	26,0
Wendekreis (m) bei 280 km/h	28,0
Wendekreis (m) bei 300 km/h	30,0
Wendekreis (m) bei 320 km/h	32,0
Wendekreis (m) bei 340 km/h	34,0
Wendekreis (m) bei 360 km/h	36,0
Wendekreis (m) bei 380 km/h	38,0
Wendekreis (m) bei 400 km/h	40,0
Wendekreis (m) bei 420 km/h	42,0
Wendekreis (m) bei 440 km/h	44,0
Wendekreis (m) bei 460 km/h	46,0
Wendekreis (m) bei 480 km/h	48,0
Wendekreis (m) bei 500 km/h	50,0



Above: With the pages all folded outward, the inside panels of the cover are uncovered to show the panels of technical data and horse-power/torque curves. There are no gear charts in this version.

Below: This view of the "double brochure" shows the covers folded back on each side. The arrows mark the two stapled spines. This version of "Ripened..." is quite rare.



Text block on the left page of the double brochure spread, containing several paragraphs of German text.



The third variant is perhaps even more rare, at least in the US. It is available only in German. It is 12 pages including the self-cover, eight of them on coated stock and printed in color, with four pages printed on vellum stock with type only. The one shown here is the only one I have ever seen – and I bought it off German eBay about five years ago. Even in German, the eBay listing indicated it was something different than previously seen because of the low page count. This version cuts out all the pages that don't specifically deal with the three body styles of 356A and the Spyder.

The simplest version of "Ripened by Trial," available in German-language only, is 12 pages of all text paper only (no card stock cover).

The German-only version has inside pages that are similar to the other versions but show only the cars and associated text. One assumes readers have noted the black bumpers on this Speedster.



Technische Daten	
Modell	356A
Motor	4 Zylinder in Reihe, 1600 cm³
Leistung	40 PS (29 kW) bei 5000 U/min
0-100 km/h	17,5 s
Max. Geschwindigkeit	150 km/h
Verbrauch (l/100 km)	10,0 (90 km/h), 12,0 (90 km/h), 14,0 (90 km/h)
Wendekreis (m)	7,0
Wendekreis (m) bei 100 km/h	10,0
Wendekreis (m) bei 120 km/h	12,0
Wendekreis (m) bei 140 km/h	14,0
Wendekreis (m) bei 160 km/h	16,0
Wendekreis (m) bei 180 km/h	18,0
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Wendekreis (m) bei 400 km/h	40,0
Wendekreis (m) bei 420 km/h	42,0
Wendekreis (m) bei 440 km/h	44,0
Wendekreis (m) bei 460 km/h	46,0
Wendekreis (m) bei 480 km/h	48,0
Wendekreis (m) bei 500 km/h	50,0



Text block on the right page of the German-only version, containing several paragraphs of German text.

The predominantly red "Presenting the brilliant Series 1600 and Carrera" folder is a US-produced piece. It is M&M page 96, unusual in size at 7.0" x 10.625", and uses previously seen photos and copy in a fresh layout. Because it features both the Carrera engine and the Spyder, it is a desirable but not very rare piece of sales literature.

The front and back covers of "Presenting the brilliant series 1600 and Carrera" sales brochure, a USA market only item, printed simply with black and red inks on white paper. The inside spread is nicely designed and maximizes the impact of the simple printing job. The copy uses perfect, as opposed to translated, English and brags that a 356 is in the permanent collection of the Museum of Modern Art (NYC).



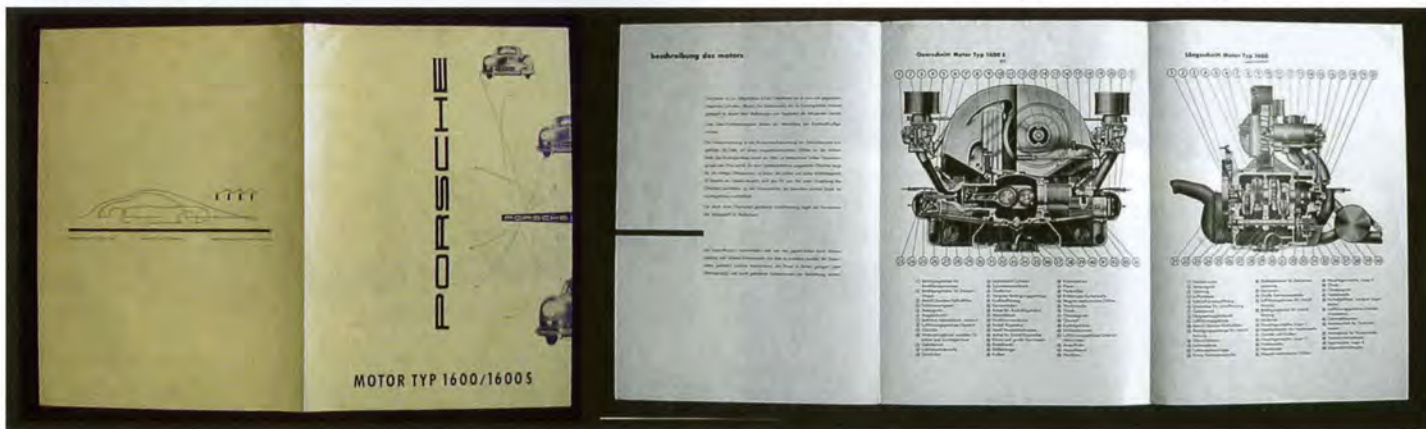
A large yellow folder was produced to deliver the technical specifications of the 1600 and 1600 Super engines. It has three-panels, is A4-sized at 8.25" x 11.75" with engine cutaways to identify parts in addition to the technical specifications, which interestingly also include the 1300 Normal and 1300 Super engines. The German-language version shown here was produced in December 1956. There must have been an English-language version, but this columnist has not seen one yet. (Any help out there?)

A similar large red folder was produced to deliver the specifications on the Type 644 transmission, again A4 sized at 8.25" x 11.75". It is only four pages, and once again I have seen it only in the German-language version. (Any help out there?)

Next up, we will have still more terrific 356A sales brochures, a couple in glorious full color.

As always, please email me at KellyCT@optonline.net with any comments, questions, or suggestions. 🚗

Below left: The back cover of the folder introducing the new 1600cc engines has one of the early uses of the attractive so-called "Liebe zu Ihm" line drawing, artwork featured on the cover of the extremely collectible factory book from 1960. Below: The inside spreads of the three-panel engine folder with detailed cutaways and schematic parts identification. Porsche also did this type of folder on the Type 644 gearbox.



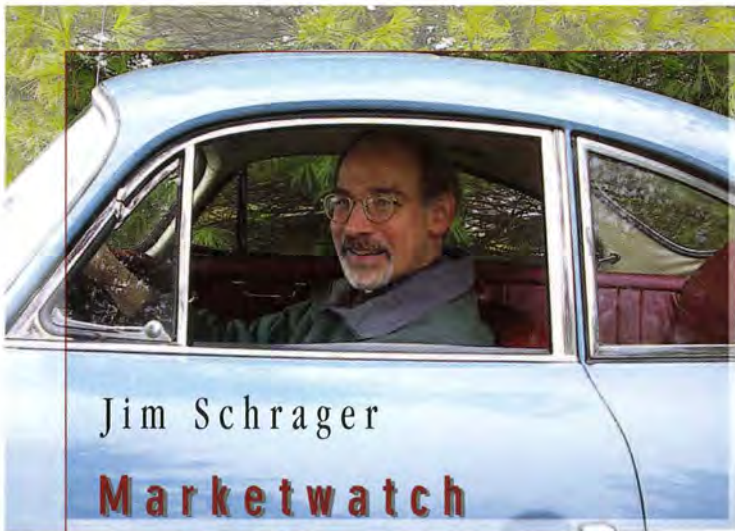
Drum brake cars had an aluminum brake fluid reservoir attached directly to the top of the master cylinder. This piece was the attaching point. The threaded end would extend through a hole in the "can" and screw into the master. The screen kept rocks and small boulders out of the system.

The whatzits revealed



From Dale Moody:

This photo shows the terminal nuts and the little plastic insulating cap that goes on the top nut for attaching the wire to the fuel gauge sender in the gas tank - something that owners see every time they put fuel in their "A" cars.



Jim Schrager

Marketwatch

Those of us in frigid and snowy climes only think about one thing in the winter: spring, and the car we will be driving. Around the world, nothing much beats a Speedster as the ideal day-dream machine. The profile you cut with the top down is just about unbeatable short of a \$500K vintage Ferrari, Speedsters are simple to keep running, and when behind the wheel are the same great fun to drive as is every good 356.

In the old days, we had a lock on Speedsters here in America. Virtually all new Speedsters came here, they were our special toys. But as the world has gotten wealthier and wiser, enthusiasts everywhere have discovered our delightful secret. Part of the price pressure we see on Speedsters, which since the mid-1980s car boom has been the most valuable production 356 body style, is from the vacuum produced in other lands due to a lack of local Speedsters.

These Speedsters will be presented in reverse order, from the highest priced to the lowest, to better illustrate the wide range of prices. At the top end, these prices are rewriting the record book of seventeen years ago, just before the boom of the 1980s came to an abrupt, and unimaginable, halt.



The most expensive Speedster we've recently seen at auction was presented at the RM Amelia Island (Florida) sale in March 2006. Ivory/black, it was a 1956 356A with a numbers-matching 1600 Super engine. Reported as being restored in 2005, it was very nice but not perfectly fresh. Top-of-the-line restored cars, just like any new car, suffer some depreciation if used after restoration. Some people felt this hurt the car a bit, but I know there are always bugs to be worked out after a restoration, so I like to see cars that appear to have made it further than a few trips off the trailer and onto the concours field. Low Euro bumper guards, very nice gaps and paint, an excellent interior,

Speedsters: How High and Why?

clean chassis and good chrome added to the photo-documented restoration. A lovely Speedster in rather common colors, it sold for \$146,300.



A better car sold for less money, at an auction venue known for more Porsche action. RM's Monterey sale, in August 2005, offered a 1957 356A 1600 Normal Speedster, in Black with a red leather interior. This was a black plate, superbly restored car at the top of the challenging California Porsche food chain. Estimated to sell in the \$100 - \$125,000 range, it in fact did much better. Wonderfully flat body panels, gaps every bit as tight and even as the factory ever provided, paint so shiny and smooth you could shave in it, this was as much a work of art as a car. USA bumper overriders, correct painted wheels--which looked great on a black car--this one had it all. One minor criticism was that I felt the front bumper edges pointed down just a bit, but that can be easily remedied. Sold at \$143,000 which surprised everyone. I'm going to call this one at market. Whether the market will stay as it is today is a different matter. Even at this giant money, this is what a car this nice can do.



Just to show you how the game is played, our next Speedster is the same color (black) and sold at the same auction—within a few cars of the above Speedster—with an entirely different result. This one is a 1958 356A, with a black interior and a 1600 Normal engine from 1957. Fake VW chrome wheels, much wear showing on the driver's seat, plenty of plastic filler over pretty paint, but still a nice looking car with USA overriders. Estimated at \$80 - 120,000 (note the rather wide range) and it would have been ok at the lower estimate. The new owner stepped up and blew the price out of range by paying \$132,000. In contrast to the superb example above, which sold after this car in the bidding order, this one wasn't nearly as good a buy even though it cost less. Same auction, same type of car, same exterior color, two different values. Gotta know your cars to play this game.



Now we are going to skip back to the Amelia Island RM event, and look at another very pretty Speedster, whose price can help explain the "dual-track" nature of the Speedster market. A 1958 356A in Aquamarine Blue with a red leather interior, this was an exceptionally pretty car. It was fitted with a later 1600 Super engine, great chrome, panel fits and trim. USA overriders, correct chrome wheels, a period Derrington wood steering wheel, and the kind of "wet-gloss" shine that looks great in person even though in reality, is a bit too bright for the type of finish our cars had when new. The suspension was lower than stock, and the car simply looked fantastic as it sold for \$121,000. I consider this a fair price — explained by the fact that this was a stunning car, Kardex be forgotten—and there is a market for simply beautiful 356s regardless of build data.

Those of you who had or have such a car know that if it looks and drives great, there are buyers who just don't care about what may be written on a dusty piece of paper somewhere in Stuttgart. While this may seem an alien concept to many 356 enthusiasts, there is no denying that this second-track of value exists, along side the classic "first-track" of 356s in great condition that also happen to be Kardex correct.



We begin to shift gears with this next Speedster, into a bit of a different realm, as selling prices recede. Presented at the big Arizona sale week, January 2006 by RM, this one failed to make the projected estimate of \$110 - 140,000. Black with a tan leather interior, this 1955 Pre-A Speedster was a recent restoration and in very nice condition. Correct-for-the-year 1955 1500 Normal engine in a pristine engine compartment, correct 16" painted steel wheels, sharp paint, interior, and trim. Good panel fit but both doors with quite a bit of filler. Certificate of Authenticity. An honest car, yet it brought just \$100,000, with buyer's premium, \$110,000. How to explain this somewhat disappointing result, well below the estimate and the other Speedsters sold in the same week in the same city and of the same color? Partially this issue was that it was a Pre-A rather than a 356A. Perhaps the buyers at RM are simply smarter than those across town at Barrett-Jackson?

We now move down into a different league, the charity corner where we will review four cars which will rate as our worst and best Speedster buys. First up is a 1958 356A Super, Red/black that had been sitting for years. Described by a very forthright Registry member seller as follows:

"Correct Speedster seats, old and lousy interior, original floors, good closing panels and longitudinals, trunk floor wrinkled as the car was rolled at one time, car was clipped in the rear with rough-looking overlap joints rather than flush welds, bent hood with a poor repair, door gaps bad where the doors meet the rear quarters, car doesn't run, old gas, but ran when parked." The asking price of \$75,000 was paid within a few days of the car being offered for sale. For a rolled, clipped, car that had been sitting for years. Do you think this the best buy of our Speedsters?

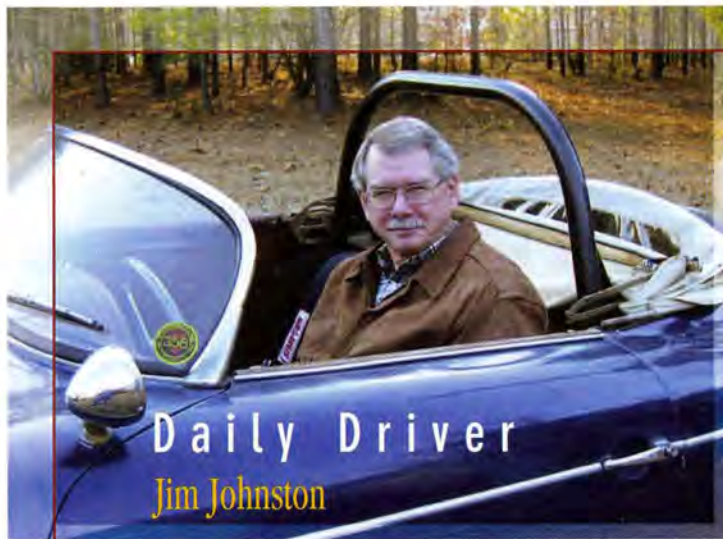


Next up is a project car on eBay. While we normally don't report on eBay cars because we have no way to see if claims made about the car are correct—and we worry about that a great deal on eBay—in this case the car was in pieces and not running, so what you saw is what you got. This gem was a 1954 pre-A Speedster with a period correct 1500 Normal engine. Presented in flat black primer, with welding under the primer said to be "adequate," which would not be my idea of a confidence-inspiring description. The seller said the restoration started in the 1970s and was fiddled with for years along the way. Does this sound familiar to any of you? It does to me. I had a B Cab way back when in exactly the same condition (no, I never finished it but sold it to a fellow who did with decidedly mixed results). The gaps we could see were scary. All parts supposedly there. One bit of good news: it did sit on correct 16" wheels.

Ladies and gentlemen, this is, in my humble opinion, the absolute worst possible way to buy a 356. Not only does it need everything, it needs more than everything because you will almost certainly have to undo vast amounts of "hack work" before you would ever end up with anything other than a carnival show ride ("hack work" in fact is an oxymoron, as hack work is actually the inverse of progress, because you have to undo previous mistakes before you can achieve any productive work). Positively frightful, a car to run, not walk, away from, a car only eBay could sell for \$66,456 (if anyone actually wrote the check, which is often a mystery on eBay). My undisputed worst buy of this, or almost any, year.



Continued on page 43



Daily Driver
Jim Johnston

Word for the day: Beausage

from something acquiring a certain type of experience. The finish on this coupe (below) has a certain patina, but it's not an example of beausage because it certainly isn't appealing and doesn't reflect wear that comes from it having been used with appreciation and care.

Of course, we've all got lots of beausage out in the garage. Now I know how to describe our unrestored '64 Coupe. It was repainted about 25 years ago but is otherwise pretty much original (aside from the innards of the engine, of course). Those stone chips, some more or less retouched, speak to the car's miles on the road, where it was meant to be. The discoloration of the armrests, the slightly worn carpet, the nicks on the steering wheel, and the creases in the sagging seats collectively say this car has been used. But it's been used with care. Even at 87,000 miles, it doesn't look shabby or even tired. Those seats look inviting, not worn out. The steering wheel looks ready for my hands.

I remember a Ferrari Daytona I saw at the 2005 New York City Concours d'Elegance. It shared the ice skating rink in Central Park with some impressive restored beauties. This car, however, was an unrestored original. Better yet, it had been enthusiastically used over the years. The paint was faded and the nose was covered with stone chips. The leather seats were cracked, and the leather on each seatback was worn down to the stuffing where you placed a hand to lower yourself into the car. It was the most beautiful car there, and it was easy to imagine tearing around the Italian countryside with concern only for driving it well.

Of course, restoring a car unavoidably removes all traces of beausage. I thought a lot about this in deciding to restore our '58 Speedster. Unfortunately, it was well beyond beausage when I bought it in 1988. The original Fjord Green paint was hidden by a nasty dark blue that was badly cracked and chipped, and it had only gotten worse over the years since. It had a T-5 hood, which someone had tried to close the hard way. The original brown leatherette was still in place, but the dash covering was badly stained. I had installed an already well-used American loop carpet set and "covered" a pair of cheap fiberglass

There's a new word around we've long needed. I ran across it on Metacool, a blog by Diego Rodriguez, who writes about design, technology, and business. Grant Peterson, who runs Rivendell Bicycle Works, coined the term.

"Beausage" is a combination of the words beauty and usage, and best I can tell it's pronounced byoo-sij, like usage with a b in front of it. I know, the spelling is so close to sausage that I want to order eggs and grits with it. At the risk of pretending to speak French, I'm even tempted to say bo-sahj, but that might miss the point of emphasizing the relationship between beauty and usage.

Beausage is a label for those qualities that make something pleasing to the senses as a result of being used in a respectful and loving manner. Beausage comes from something being used well for its intended purpose. It's a kind of beauty earned by using things we care about and therefore use with appreciation, if not some reverence.

Once you get the idea, examples are everywhere – your mother's cast iron skillet, your high school baseball glove, the wear marks on a leather easy chair, the worn heart pine floors in a plantation home, or Willie Nelson's guitar.



Beausage: Willie's guitar "Trigger," yes. A used-up 356 coupe (with a rusty roof of all things?), no.

As a neologism, beausage has to earn its place. It's different from patina,

which is about deterioration on the surface of things. Whereas patina is two-dimensional, beausage is more three-dimensional. It's about wear that goes deeper, perhaps even involving scars, cracks, and tears. Patina merely comes from age or wear. Beausage develops from something being used as intended by its design, so it's a kind of wear that's appealing because of what it says about that purpose. Patina isn't necessarily beautiful, but beausage is about the particular kind of beauty that comes



seats with foam and sheepskins. The windshield frame was worn to the brass in places from a misaligned roof frame, and the original tan top was faded almost white. I could go on, but it would be cruel. What made my decision harder was that the car was in great mechanical shape and had never missed a beat on long Holiday drives. If it had just been well used, I wouldn't have dared touch it, but it had long ago crossed the line between beausage and neglect or even mistreatment.

My values will be tested when the restoration is finished in a few months. The car is getting a thorough professional effort to a high standard, and it's going to look gorgeous (as well it should, given the cost). It would be all too easy to make it a trailer queen, but I haven't owned 356s over the years for appearances. They've all been daily drivers – sometimes only cars – and this one will go back on the road too. It'll be pretty scary for a while, but eventually I'll be able to breath normally.



Well-deserved beausage may be lost in a restoration, but it can earned again. And maybe that's the point, to start fresh. When a car is driven past the lovely village of Beausage to the hardscrabble town of Worn Out, giving it an extreme makeover rescues a car that has given its all so it can continue fulfilling its design imperative. Some restore a car so everyone can appreciate it as industrial art. I love looking at these cars when I know I can never drive them. I can marvel at the designer's artistry and the restorer's craft. But if it's my car – my 356 – I want to drive it and appreciate not just the form but the functionality of the designer's skills. Beausage is just an unavoidable side effect of using a car for its intended purpose. We see these "love marks" as kind of beauty because of our enthusiasm for driving the cars and realizing the designer's intentions.

Jay Leno is supposed to have said that you buy a car, restore it, drive it, and restore it again. (Easy to say with his automotive budget.) This cycle is why we refer to ourselves as caretakers; until medical science figures out how to restore owners, our cars will outlive us. Our part of the bargain is to use our 356s well and to give them a restoration when the time comes so they will survive to serve another owner. While we're waiting for the next owner, perhaps the purpose of restoring a car is to start acquiring some new beausage. So, let's get 'em on the road! 🚗

Market Watch, continued from page 41


Now on to something that will make you smile, and one that may make you cringe. Recall my little rant about "Barrett-Jackson dollars" and how two of them equaled one US dollar in most cases? Let's go the Barrett-Jackson in Palm Beach Florida, March 2006, to find a pretty Signal Red 1955 Speedster, in fact a pre-A. Just a nice Speedster to drive, it was all there with nothing exceptional and nothing horrible. Fake VW 15" wheels, door fits were decent, paint was shiny, loads of minor sins. It ran. And it sold for \$55,000. And it was a whale of a buy.

Final car, just for fun, isn't a Porsche at all but plays one on TV, and takes us back into the reality distortion machine otherwise known as Barrett-Jackson, in this case the big sale in Scottsdale, January 2006. This was a brand new Vintage Speedsters Replica, kinda Bali Blue with ivory leather, 1600 VW engine (which believe me does not feel like a real 356 in any way, shape or form), and all correct trim. It sold for \$35,640, more than a new one and explains, at least in part, who Barrett-Jackson appeals to: those with a few coins jingling in their pockets and the strong desire for instant gratification. Not that there's anything wrong with that - until the proud new owner tries to sell what he just "won" at Barrett-Jackson and realizes that it is worth between one-third to one-half less than he paid.



Which of these last two made you cringe and which made you smile?

Thanks to Keith Martin, my colleagues at *Sports Car Market* and Kirsten Onoday in particular for photos. Correspondence is always welcome. Find me on-line for fastest response at: james.schrager@gsb.uchicago.edu or at 54722 Little Flower Trail, Mishawaka, IN 46545. 🚗



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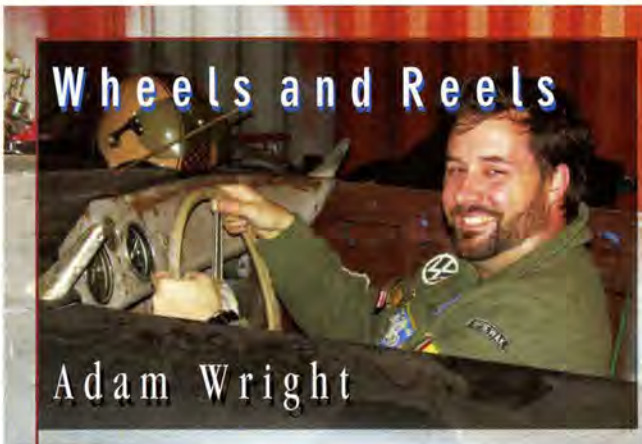
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The James Dean Story

Directed by Robert Altman (1957)

Much like Dean himself, this film was groundbreaking in its style and delivery. Today, Ken Burns, the E! True Hollywood Story and VH1 Behind series all use the same genre of narration with a combination of stock footage, still images, interviews with friends and relatives, and never before seen shots of the star, in this case James Dean. But when Robert Altman and G.W. George set out to do what they called "a new kind of film," they really were going into uncharted territory.

To tell a story based on bits and pieces is hard, like a quilt of a person's life. They manage to weave a story of James Dean not just as a rebel but as a shy and lonely man, one many probably never saw. They do this by first going to the roots of his life in Fairmont, Indiana. By talking to his family and the neighbors of this small Midwest town we start to get a feel for the young Dean. Facts about his life, like him arriving in Fairmont as a young child on a train—a train that also carried the casket of his newly deceased mother—are able to show the early causes of his loneliness. Moving from his childhood, we see Dean in college doing everything from briefly rushing a fraternity (surprise there!) to finding his love of the stage. He then makes

the trip to the Mecca for actors, New York City.

Accepted by the famed Actor's Studio, James starts to hone his craft. But we start to see some problems in getting along with others, especially authority figures. After getting good reviews on the stage Dean makes the common second migration of actors, to Hollywood. His off kilter good looks and sincere acting lands him parts in his

only three movies: East of Eden, Rebel Without a Cause, and Giant. In between movies James engages his other passion, racing Porsches. There are some great still and moving images of Dean with his Speedster and later his 550 Spyder. Some of the most relaxed shots in the film are of Dean with his Porsches. But the overall picture is of James Dean as an unhappy and lonely man who wants things but does not know what to do with them when he gets them.

There are a variety of reasons why this story of the life of one of the 1950s' most shining stars is seen as credible. The most obvious is the direction of Robert Altman who went on to give the world MASH and Bonanza. But the fact that the story is based on the memoirs of Dean's close friend William Blast, really brings poignancy. Also, since it was shot shortly after his death it makes the emotions of the people interviewed real, not just as they were telling their Dean story for the millionth time. Altman managed to work in other people who knew and had worked with Dean, like Stewart Stern, writer of *Rebel Without a Cause* and creator of this film's narrative. The story interviews everyone, from girlfriends to favorite waiters to his family to his closest friends. The cast of this movie are all real and create what comes off as a sincere portrait of James Dean. I was a little hesitant to watch this movie because most of the stories of Dean are stilted and stale. The

James Dean Story is probably the most honest image we have of the young star, a must-see for Dean fans. 🚗



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Porsche 356 - 914 Seat Swap in Seven Easy Steps

For the last month or so I've been wondering how I got myself in this predicament. Being a longtime 356er, and after restoring six cars, I have an appreciation for originality. But what was becoming particularly clear during this early winter realization was my growing unhappiness with Gloria's perfectly restored "original" seats.



Living in the beautiful foothills of Virginia's Shenandoah Mountains we have wonderful 356-worthy byways; notwithstanding the somewhat frequent errant cow, or other unpronounceable piece of farm equipment moving

from one pasture to another. During periods of spirited travel in and around VA Routes 263, 42, and 11, Gloria's seats were getting the better of me. I was tired of slipping and sliding on my lovely, expertly reupholstered Auto International vinyl seats. And being 6 feet tall and 200 pounds, there was only so much benefit gained by cinching my seat belt; after which the laws of physics defined my driving reality.

So one day late last fall sitting in my garage, beer in hand and contemplating my Porsche world, the setting was perfect to resolve Gloria's seating dilemma. I don't know whether it was my nearly 25 years involvement with everything Porsche, or being in my final year of Curmudgeon Certification, or more possibly my ingrained independent streak - all I knew was this: as a life-long practitioner of the "Golden Rule," followed closely by "it's my car and I don't give a squat what you think," I decided to cross the "originality" line and, with malice aforethought, confront the very real pitfalls of modifying any 356 outside factory standards. The following is not for purists, but if however, you're a 356er who actually drives their car or are blessed with the ability to think outside-of-the-box, enjoy the following!

By Jeff Bown

Let me introduce Gloria - a 1965 356 SC Coupe, red and tan. Gloria is a fully restored Condition 2 driver, and she's wonderful! Almost as good as Mick Michelsen's notorious Pink Flamingo.

It was during that beautiful fall morning that I asked rhetorically - where could I find inspiration to improve Gloria's seating? With beer number two firmly in my grasp, I started a mental review of the commonly read Porsche publications. Three seconds later I had concluded there was only one publication that routinely allowed creativity to enter the 356 community. That publication was *Excellence* (Whoa - anybody feel those vibes?). But, after two hours of thumbing through ten years of Excellence, I found nothing befitting Gloria's stature - nada! You may say, "What about 356 Registry?" While I have the greatest respect for our 356 Registry and its superb editor, an experienced out-of-the-box thinker if there ever was one, I've known for a long time there was only so much space Gordon could dedicate (tolerate?) to "...Great magazine but why waste so much ink on ... I'm disappointed you continue to ... I still don't understand why you...".

Continued on page 57

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Years Ago
Jim Perrin

25 Years Ago

The *356 Registry* of 25 years ago features a Pre-A Cabriolet sketch on the cover by Joe Colford, Jr. A lot of changes have occurred over the last ten years, one of which is the increased interest in pre-A 356s. The Otto Mathe Type 60K10 did appear in the U.S. later in 1982 at the famous 1982 Monterey West Coast Holiday. This was held the same week as the Monterey Historic Car Races, which had Porsche as the featured marque.

Vic Skirmants' technical column had a number of technical suggestions from readers. One was a set of detailed instructions on how to install headlight relays to improve lighting. These days, Joe Leoni provides a kit that simplifies the entire process.

Charlie White wrote an article for literature collectors. He suggested buying the Merritt and Miller book on 356 literature as it had recently gone out-of-print.



Fortunately, this book was subsequently revised and reprinted. Charlie's advice is still sound - you can find Susann Miller's ad for the new, updated book in this magazine.

Dick Pike's *Case Drips* column was subtitled "Tinker Toys and Wunder Widgets." In his column he described a couple of homemade tools, one of which was a motor dolly. He explained that it greatly simplifies moving engines around your garage. Dave Seeland's *Four-Cam Forum* column included a description of how to install a sunroof.

10 Years Ago

The cover of volume 20-6 had a great color picnic photo from the late Thomas Lloyd Meyer. His wife (featured in the photo) joined him on many trips around Europe in a 356 while he was in the armed forces in the 1950s.

Vic Skirmant's column was on how to get started in vintage racing in a 356. There are many excellent suggestions, although I'm sure that Vic knows even more now than when he wrote that article! A current version of that article is available on his web site, www.356enterprises.com. One of his best suggestions was to get rid of thin pre-1959 front spindles, which had a habit, even back in the '70s, of failing from fatigue.

The same issue had an article by Barbara Skirmants telling about her background and how she came to be interested in cars. She wrote that her first car was an Austin Healey Bugeye Sprite. Her father purchased it new, and she received it later as a graduation present from her father. Probably not many of you know that I once took delivery on a brand



new 1960 Bugeye Sprite from the local Austin Healey/ MG/ Jaguar/ Volvo/ etc. dealer, and drove it home. It was actually for my sister, who came to town a week later and drove it home. (I started with Porsches, and have stuck with them!)

Ron Roland described the process of installing a sunroof clip. It's good, useful information if you are ever able to find a donor clip.

One of Jim Schragger's early *Market Watch* columns on values of 356s appeared in this issue. Prices were still calm in 1997, with memories of the big drop that occurred about 1990 still fresh. He reported that in October, 1996 a Speedster reached only \$35,250 at a Las Vegas auction, and a low miles, concours SC Coupe brought \$34,650 in Britain. Jim's well-written columns continue to this day and I imagine they are read by most of the members when they receive each issue.


Squishy rear transmission (motor) mounts were discussed by the editor. Unfortunately, new ones were hard to find at the time, but soon afterward, reproductions became available.

A major story in this issue was one by Lee Raskin on Bruce Jennings, who had recently died. Bruce was regarded as an extremely accomplished driver during the later 1950s and through the 1960s. His nickname "King Carrera" came from his great interest in the Carreras and his many races in them. He is still well-remembered by his many admirers. 🚗

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Reviews Bill Block

The Keyzers just sent me the *New 2008 Old 356 Calendar mouse pad*. Same 13 photographs as the calendar, but mouse pad sized. The mouse pad itself has a transparent flap, under which is slipped the appropriate picture. The binding of the flap needs some care to prevent it from tearing in use. Nice idea, same list price of \$17.



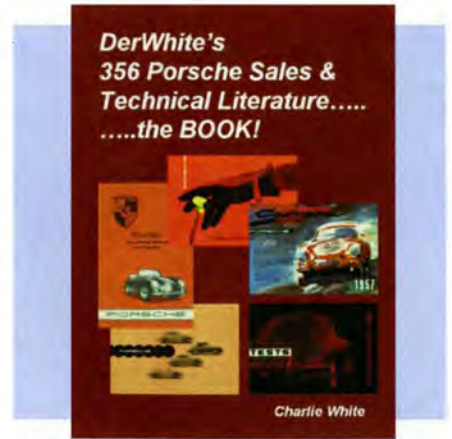
Charlie White's *356 Porsche Sales & Technical Literature* is now available. Published in 345 color pages Charlie expands upon the Miller & Merritt *Porsche Brochures & Sales Literature 48-65*, even referencing the M&M page number designations for the different brochures. However, for your \$129, you not only get full color sales literature, but expanded information including technical manuals (workshop, parts, owner's), other literature (color charts, price lists, ads not in M&M, some factory, some supplier or even dealer ads), accessory catalogs, tool kits descriptions with photographs, the first 30 Christophorus covers (in color), Christo coins, Blaupunkt radio date codes, and the Chrysler Corporation photographic study of the 1953 Porsche 356.

And fakes – listed are which brochures

have been faked and help in avoiding being burned. This is clearly a must-have book. Charlie provides lists of recent brochure sales prices (though he also explains prices are rising) and a list of known fakes. I have a quibble calling clearly identified reproductions, marked Automobile Literature International RPI 2030 or Faksimile 199 and Arkiv Verlag, Braunschweig, as fakes. Two apparent clues are the lack of yellow aging and the lack of crispness. Unfortunately, the ads reproduced lack precisely the same sharpness, as do the fakes – for the same reason: both were scanned.

Nowhere else will you find twenty color pages devoted to Blaupunkt 356 radios. Included is the distillation of just which Blaupunkt models were available in which 356s and the codes to date the radios by serial number. Charlie provides an explanation of bands, including the difference between early European and the expanded Blaupunkt American FM band. Finally, he stakes his position in print of the all-consuming 356 Talk controversy on whether late factory supplied radios actually had green numerals.

You might ask whether you still need the Merritt & Miller *Porsche Brochures & Sales Literature 48-65*? The short answer is yes. Not all of the M&M brochures are reproduced.



Frequently they are reproduced two to a page. Susann & Richard used extremely high quality photographic reproduction, and on the latest edition, very high paper. The result is, the M&M brochure reprints can actually be read, frequently not the case in Charlie White's book. Thus M&M is still the resource; you need both.

356 Porsche Sales & Technical Literature is not inexpensive, but is still a bargain at \$129. In order to shave costs, Charlie accepted the risk and cost of self-publishing. Nowhere else will you find more obscure but useful information. Charlie White has made a huge contribution and this book should join the other basic, required books on your Porsche bookshelf. 🚗

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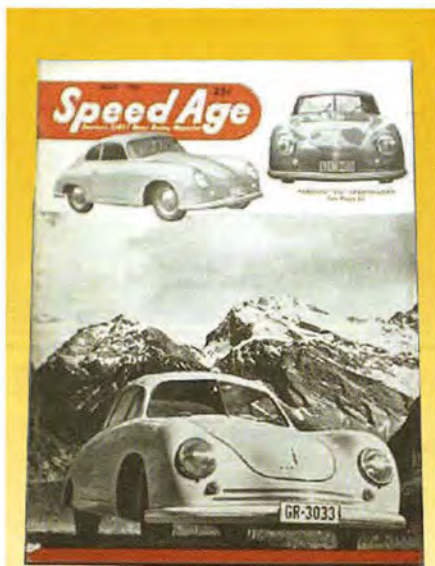
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Sebastian Gaeta

Book Update

Regarding the von Frankenberg book reported on in the November/December 2006 issue, I received an email from our friend Uwe Biegner from Germany who informed me that the book is quite common on German eBay, and anyone looking for one should visit that site as the prices are quite reasonable. Uwe also informed me that there are 9 different editions of the book with each one getting more photographs rather than text. He also said that serious collectors, of course, have all 9 editions!

While we are on the subject of books and von Frankenberg, a bit of research taught me something about the book simply titled "Porsche" that we reported in the January/February 2007 issue. Written by a man named Herbert A. Quint and published in 1951, I stated that it is the earliest known (to me) book published about the Porsche firm. My research taught me that Herbert A. Quint is the nom de plume for von Frankenberg! My apologies to those who already knew that. I also learned that his research for that very book was von Frankenberg's foot in the door of the Porsche firm. And the rest, as they say, is history.



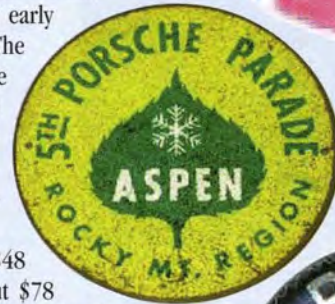
Bargain Corner

We've seen this 1951 Speed Age before, but not for \$6.29. If you see one at this most reasonable price, get it! It is one of the earliest American magazines featuring Porsche, and is a must for even a basic collection.

Early PCA Memorabilia

Back when the 356 was the only game in town, PCA events were the place to be. Parades were obviously the biggest event of the year and they were done in a first class manner, just as they are today. Special grill badges and license plates were issued to attendees, and are now quite collectible. A well known 356 owner from the East Coast auctioned off these examples of early Parade memorabilia earlier this year. The items shown here are badges from the '59, '60, '61, '63 and '67 events and license plates from the '60, '61 and '63 events. For good measure, he also auctioned a factory original 100,000 kilometer badge.

Prices for the badges ranged from \$48 to \$109 while the plates sold for about \$78 each. The 100k badge tipped the scales at \$208.50, but that was to be expected. Very nice items at very fair prices, indeed.





Interior Light for '54-'55 356

Bids: 11 Sold for \$135.50

Owning only "C" cars, I sometimes forget how good I have it when it comes to parts availability. The seller of this interior light used it in his '53 until he found the correct one on, you guessed it, eBay. You don't see "pre-A" parts on eBay that often and when you do this is the typical response. I checked completed listings of "C" interior lights and NOS units were selling for about \$35 to \$45. How sweet it is!



Quiralu Models

In 1933 M. Quirin, who had a foundry in the Haut-Saote region of France, started making models out of aluminum. To these he gave the name Quiralu. In 1956 the company moved into die-cast as the cost of aluminum had become prohibitive. Here we have two examples of Quiralu Porsche 356s. The seller states that these are originals and the wear shown in the photos supports that. Not often seen for sale, these two models came from a collector in the south of France. The yellow car had 15 bids and sold for \$136.06 while the red one had 22 bids and sold for \$143.61 Their rarity dictated that much activity and the big sale prices, but I still like my Original Convertible D Schuco I bought at a local antique store for \$35!



B/C Horn Rings

Many people see eBay as a terrific venue to shop for hard to find items from the comfort of their own homes (hey, we don't all live in California, the home of year round swap meets), while others see it as being full of greedy people taking advantage of poor saps with more money than brains. While I'm not here to debate that point, I do have an example of someone carefully watching the market, and then desperately trying to take advantage. He watched as a B/C horn ring (with horn button, like the one shown here) sold for \$570 with 8 bids placed. Then right after that, one just like it sold for \$790 with 20 bids placed! Oh my, here's my chance! He snapped his picture, uploaded it to eBay and waited for someone to bite on his first bid of \$950. Cooler heads prevailed and there were no takers. I never saw it listed again.



Siku Models

Here we have another two models of like manufacture, both sold by a different seller. The maroon car had 10 bids placed and sold for \$99.68 and the white Polizei car only had 5 bids and sold for \$51. Wouldn't you think the Polizei car would create more activity than the "plain old" maroon car? I certainly did. Nonetheless, as in the Quiralu models at right, this was an example of models you don't see all of the time either at swap meets or eBay, so there is no right or wrong when it comes to selling price or number of bids placed.



356 Custom Luggage Straps

Bids: 1 Sold for \$165

"Correct" leather straps for the Lietz luggage rack are thin, red affairs that seem to be meant to secure your skis to the rack, but not much else. Here we have some beautiful custom made leather straps that are beefy enough to secure luggage, or even a small piece of furniture (if you come across something you like at the antique store as my wife did).

Now, I do not own these straps, but rather I use leather dog collars, which actually look quite nice and are strong enough to hold onto whatever I put on the rack, like a small table. Remarkably, the dog collars cost nearly as much as these custom straps, so if I had to do it over again I would order up a set of the custom ones. The seller is a 356 owner/saddle maker and will make these to order, so if you are interested, contact me and I will put you in touch with him.



As always, questions, comments or criticism is welcome. I can be reached at spg356@sbcglobal.net

21st Annual 356 Parade, Australia 2006

By Diane Morrill

This past November I had the incredible opportunity to attend the 356 Parade in Melbourne, Australia. I was met at the Melbourne airport after 19 hours of travel by Meg Downie, a 356er I met in Germany at an International 356 meeting years ago. She and her husband Brendan kindly extended their hospitality and put up with me for the first five days of this adventure. While at their home, I cooked a traditional American Thanksgiving dinner for eight wonderful Australians and Kiwis, introducing them to pumpkin pie!

After wine tasting, touring, shopping, and lunching it was time for the Parade activities to begin. Since Meg was busy with the election going on, I was escorted by Brendan Downie to most of the activities.

Friday night started it all off with a "Welcome dinner" at Bill Bell's Hotel in South Melbourne. The "meet and greet" event was most enjoyable, and I found Bob and Anne King of Medford, Oregon (the only other Americans attending the event). It was a time to greet familiar faces and introduce myself to new friends.

Saturday morning found Brendan and I leaving early in his 1964 SC Coupe to meet others at the Melbourne Zoo parking lot for the driving tour. It was a gloriously warm day (they're starting summer) with about 50 cars gathered. The drive was through some wonderful back roads in the parched Australian countryside. They are in a very serious drought and everything is brown and dangerously dry.

The cars—mostly right hand drive—with tops down and all shined up, pulled up for the morning break at Coss & Co. Tea Rooms for morning tea, scones with jam and cream. Our destination was the lovely Cope Williams Winery in Romsey. Parked neatly in a row on the grass, the cars created another photo opportunity. Luncheon followed a champagne/wine cocktail in a lovely spot overlooking a local Cricket game (which I cannot figure out).

Saturday evening was dress-up time as the announcement read "Gentlemen, Jacket and Tie Essential!" Clad in some of our finest, off we went to Porsche Cars Australia's showroom in Melbourne for a very lovely cocktail/dinner party. Sponsorship and support by the local

dealership was very noticeable. Welcome greetings came from Barry Aitken, President of the Australian Porsche 356 Register, Inc. I presented a gift to the club from the 356 Registry. Wayne Hevey (past president) was made "Life Member" of the club, joining his colleagues Rob Griffith and Phillip Schudmak.

The big event was the concours held at Como Park North, South Yarra, just outside of Melbourne proper. Over 100 cars gathered, from pre-A to 912 under the sounds of a "New Orleans Band." White tents housed the 356 Registry Goodie Store, Registration and box lunches (which were delicious). Again, a very warm day so I was very grateful for the tent. Judging took place all morning and awards were handed out on the spot.

It was a wonderful event and I want to publicly thank all who worked so hard to put it together. Although it is a very rewarding event, it can be very hard work.

Following the event I was taken into the "Bush" by Rod and Sandra Glue to their home for the next 5 days. I think the highlight of this period of time was the "Bush Bashing" (four wheeling) we did up the mountain. If you ever saw *The Man From Snowy River*, it was filmed here and the hut they built was our picnic sight.



Top: Diane and Sandra Glue at "Craig's Hut," where *The Man from Snowy Mounain* was filmed, three hours NE of Melbourne near Mt. Buller in Victoria. Sadly, brush fires destroyed it just before Christmas of last year. Above: Phil Schudmak and Sandra Glue at the dealership cocktail party at Porsche Cars Australia, Melbourne. Above: Deano Brandi's wild coupe. Left: Phil Schudmak's "shed" housing his four 356s and other toys.

I was amazed by the beautiful mountains and ski resort up the mountain. I believe most of this area has now burned as a result of lightning that struck the dry area.

Phillip Schudmak met Sandra and I in his Boxster (I had 4 suitcases) and we headed back to Melbourne for the last leg of my journey. Phillip has a "shed" which houses his cars and collections, four beautiful 356s included. He took me for a drive along the "Great Ocean Road" for a day in a beautiful 1956 Cabriolet with top down, stopping only for fresh lobster and photos. It was fabulous!

As if the Porsche Parade was not enough, Phillip and Susan also took me on a Vintage Bentley rally. This was followed by a fabulous dinner party given by John and Carol McQuay.

All I can say is "Thank You" one and all for a FABULOUS trip. Your hospitality, warmth, kind words and enthusiasm for the 356 are overwhelming. I recommend anyone who has the opportunity to jump on it and attend this event in the future. 🚗

A New Orleans jazz band played "Trad." Below: The black Cab is a '54 owned by Trevor Keetley. Next to it is one of the two Spyder replicas present.

Below right: Stewart Webster is a regular competitor in the Targa Tasmania in his black coupe.



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Special Tools for the 356 Transmission

By Jon Bunin

Of all the parts in a Porsche transmission, the ring and pinion gears are probably the most important - and certainly the most complex. They apply the engine's power and torque to the rear axle, and change their direction of flow. For the transmission builder, they're also the most difficult gears to install. Since they sit on converging axes, they must each be set against the other, making them far more complicated than gears running in parallel.

One critical adjustment to the ring gear is for backlash, the amount of play between gear teeth in mesh with the pinion. As cases will be closed around the gears for accurate readings, special tools are needed to record their movement from outside. For a Porsche 356, two versions of a similar tool were used - the original one from Volkswagen, then a slightly different version from Porsche. They're both intriguing little devices, and clever solutions to a challenging task. Together with special clamps for locking the pinion, they helped to build every 356 ever produced.

Volkswagen VW 288b

The Volkswagen backlash tool is, in fact, the only one ever pictured in Porsche workshop manuals. It was part of a set of brackets and clamps

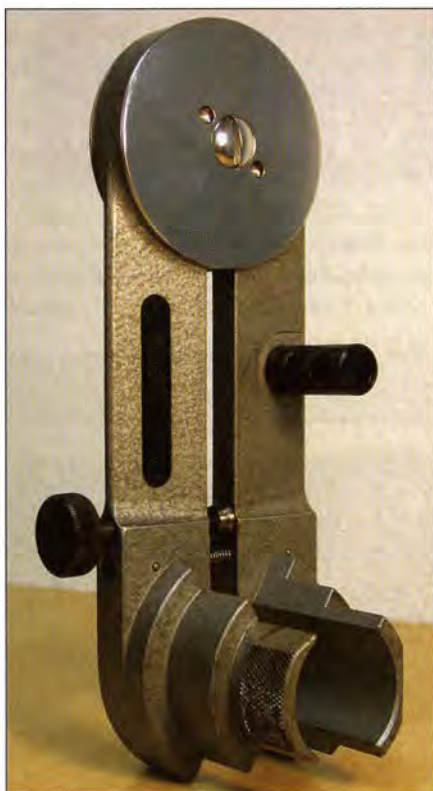
numbered 288, originally designed for non-synchro VWs. Since Porsche used a Volkswagen-based differential in their cars, VW 288b will work on all 356 models, although it's really better suited for splitcase transmissions.

The tool is basically a scissoring bracket, just over 7" long, which holds an instrument for recording the gear lash. Since it does this from outside the transmission, it needs a way to connect itself with the appropriate pieces inside. While one end of the tool pivots two arms between large disc caps, the other end contains a pair of jaws, which are placed into the axle opening of the differential. They're spread apart by a thumb-wheel screw until they're firmly clamped within it. The tool will then move as the differential does - and the ring gear as well, to which it is bolted.

Halfway along one arm of the tool is a post to hold a dial indicator. The position of this post isn't random - it's situated directly over the ring gear inside the case, so its travel will be identical to the gear. The indicator also needs a stationary point over the gear to base its readings from, and this is conveniently any of six studs which fasten the axle tube to the case.

Once the pinion is locked, the tool is rotated in both directions. The movement it records should be minimal, ideally between .12 - .18mm (.005 - .007"). If the gear lash isn't within range, it is adjusted by removing the differential and shimming it accordingly.

VW 288b is a beautiful tool, originally supplied in a fitted wooden box complete with instrument. Volkswagen tools surprisingly had a higher standard of finish and quality than their Porsche counterparts, these tools being excellent examples of that. The most common version of VW 288b, the one pictured in all Porsche and Volkswagen manuals, was manufactured by German gearmaker Klingelberg. An American-made equivalent, sold through US importer Zelenda, was US 288b, which looks quite different but functions the same. These are far more common in North America than the German tool.



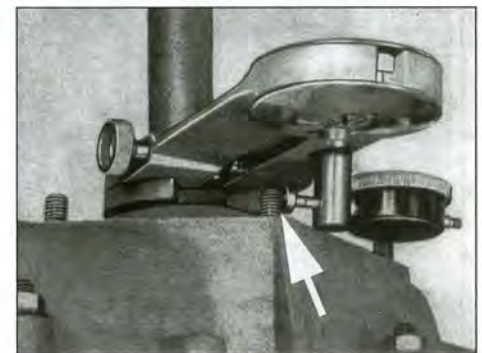
VW 288b, Porsche's primary tool for measuring ring gear backlash. Most common version was produced by German gearmaker Klingelberg.



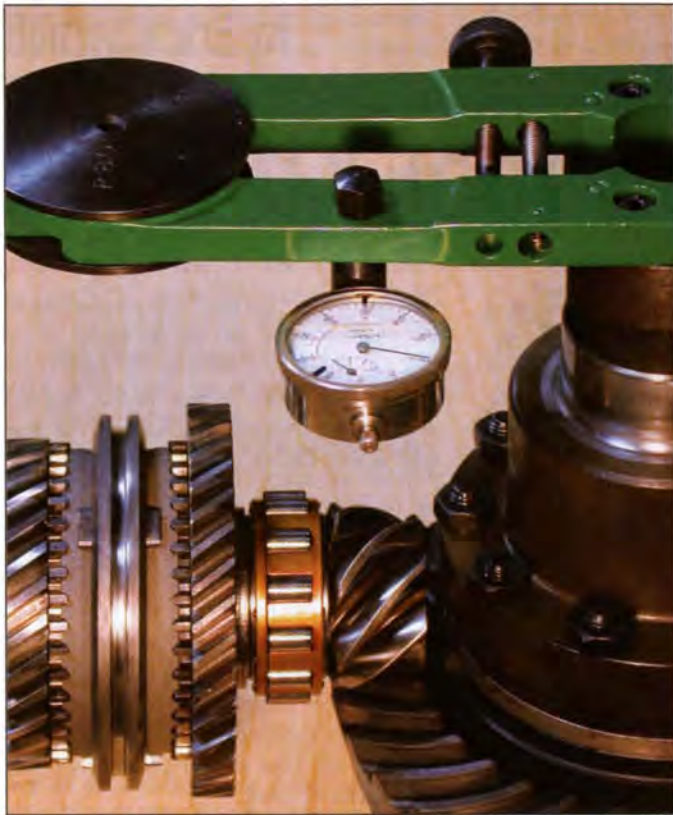
P 80, Porsche's own backlash tool, introduced in the early 1960s. Its longer jaws were better suited for tunnel-style housings.



Dial indicator with tips for splitcase housings (8mm, mounted) and tunnel housings (20mm, foreground). Instrument dial rotates to zero-set.



Porsche photo of VW 288b in use, mid-1950s. Axle tube stud (arrow) sits directly over the ring gear, providing ideal point to indicate from.



The Volkswagen tool did have two minor problems. Porsche's tunnel housings (from 1957 onward) contained a ring of sidecover studs which interfered with the tool's instrument. This was somewhat overcome by using a longer indicator tip, 20mm versus the original 8mm. The other problem was one of supply, since the tool was no longer used on Volkswagens as of their 1961 models. It was about this time that Porsche decided to produce its own version.

Porsche P 80

Porsche's own backlash tool, the P 80, arrived fairly late on the scene, well into the 356B production period. While not an exact copy of the Volkswagen tool, Porsche didn't waste much thought or inspiration on an alternative. However, aside from minor details, there is one important distinction between the two. The P 80 was raised above the ring of sidecover studs on Porsche tunnel housings by lengthening its jaws 10mm. The dial indicator suspended from the tool then cleared the hardware which caused a problem with the VW tool. For good measure, Porsche supplied the tool with the longer 20mm indicator tip, although never a dial instrument.

P 80 first appeared illustrated in the 1965 Porsche tool book (tool books were published in 4-5 year intervals) but disappeared from the next - mine, anyway - in 1969. I have seen many subtle variations of the tool, as there seems to be no definitive version. The Porsche tool had a more industrial quality of finish than its VW counterpart, commonly in various shades of green paint and black oxide. It contained no manufacturer name or trademark, and occasionally not even a tool number.

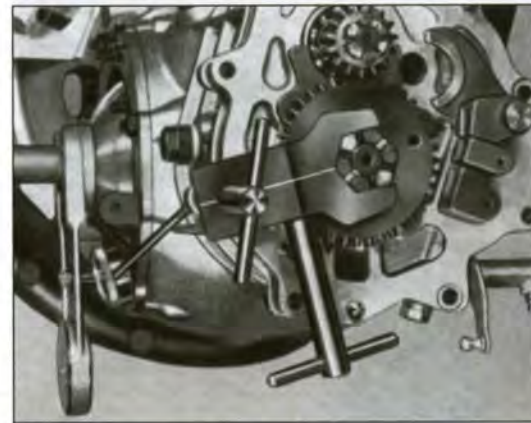
Just as with the Volkswagen version, the P 80 backlash tool will work on all 356 transmissions as well as 550 and 690 Spyder models, although not the 718 Spyder transmission nor any 900 series cars.

Finding these tools today is not impossible, as many were supplied to dealerships and authorized service shops. But 40-50 years later, those not discarded, broken or lost are often in poor condition. Finding nice examples can be a challenge, even though there are relatively few people interested in such things.



Left: Simulation of P 80 in use, housings removed, to show position of indicator directly over pinion, ring gear. Tool jaws are spread into axle opening of ZF differential (right).

Top: Pinion clamp P 34 (center) for splitcase synchro transmissions; P 34a set (L,R) for all synchro models. Long T-handles began in late 1950s - short handles were best for skinning knuckles. Above: Porsche photo of VW 288b, P 34a in use.



Pinion Clamps P 34, P 34a

In order for either backlash tool to indicate properly, the pinion gear must somehow be held firm while the ring gear is rocked against it. The pinion itself sits at the rear of the output shaft, which supports the synchromesh gears and shift components. The shaft extends to the front of the transmission, exposed when the housing nosecone is removed. This is where the shaft—and pinion gear—can most easily be locked.

P 34 is the original pinion clamp for a Porsche synchromesh transmission. It contains a pair of jaws which are tightened around the pinion nut by turning a threaded, T-handled bar. Also being tightened is a hole split between the jaws, fastening the clamp onto a stud extending from the front of the housing. Since tunnel housings did not have such studs or similar nosecone bolt patterns, P 34 will only work on splitcase synchro transmissions through 1956, as well as early Spyder models.

P 34a is a clamp set designed for all 356 synchro transmissions, from 1957 onwards as well as previous models. The clamp itself was initially the same, except for a second hole split between the jaws. One hole still allowed the new clamp to be used on splitcase transmissions, while the second was for tunnel cases. Since these new housings were closed with bolts, not studs, the set contained another T-handled bar onto which the clamp could fasten itself. The only significant change to the tool occurred in the late '50s when the clamp's bar was lengthened, the short handles being uncomfortably close to later housings.

Many special tools such as these were needed to manufacture a Porsche 356. I hope in reviewing them we provide some new understanding of your car. 🚗

Restoration of 356 Tool Kit Bags



For many years tool kits were relegated to a dark corner of the trunk, or forgotten about altogether. As people become more interested in having a 356 complete with all supplied accessories such as the Driver's Manual, touch-up paint and tool kit, some attention has shifted to these previously ignored items. In the case of the tool kit bag, reproductions are readily available for a reasonable cost, but to some enthusiasts they just don't look right, or they would rather repair the one they have. I have repaired some very sorry looking tool bags back into a respectable looking accessory that most would be proud to display in the trunk of their favorite 356. Most of the information in this article pertains to the bags included with Porsches delivered until mid-1963. I apologize in advance to 356C owners, but their tool kit bags are of different construction that is far more durable than the earlier ones.

Initial assessment

Bag restoration can range from a fairly simple cleaning to a full disassembly for repair. Take a good look at the bag prior to starting to ensure you do no more than is really needed. The thread used for stitching did not hold up well, and even if it is intact, gentle cleaning may cause it to disintegrate. If much of the stitching needs to be redone, it is easier to completely

remove all of it. Take notes and photographs of the stitching detail, and the orientation of the belt and buckle – it will help you later. If the original belt is still present, please read the comments on leather treatment as you may wish to treat the belt prior to any cleaning.

Disassembly

If you are going to do a simple cleaning, you can skip this step. If you have decided to remove the stitching, it is helpful to use small manicure scissors and tweezers to cut and remove short segments of stitching. Save some of the cleaner stitching for comparison when choosing replacement thread. To remove the belt, you will need to drill out the rivet. The rivet cannot be saved.

Cleaning

If you don't remove the belt, it should be gently rolled up and enclosed in a plastic bag to protect it. It would also be a good idea to apply leather treatment to it to give it some extra protection against the cleaners. Cleaning is much easier when the bag has been disassembled into pieces. The first thing I do is soak the bag (in a sink or bucket) for 20-30 minutes in warm water with standard laundry detergent, agitating occasionally by hand. In my experience, the water will quickly become muddy. Repeat this step several times until the water

The 1956 bag at top had significant rust staining. Photo in the middle shows the bag after treatment. The 1954 bag above had decades of dirt in the fabric and missing stitches. It is shown at right after restoration. Color note: These photos were all taken with different cameras under different light sources.

remains relatively clear. Remaining stains will have to be removed through more aggressive means.

Minor scuffing and oil stains can be removed using a general purpose kitchen cleaner that dissolves grease. I have had good luck with a product called "De-Solv-It", which is a citrus based cleaner. It quickly dissolves grease, tar, tape residue, etc. Very gentle brushing (use a soft toothbrush) may help, but be careful not to damage the fabric lining of the vinyl. Make sure that any cleaners you use are water soluble, and rinse thoroughly after use.

Many stubborn stains that are dark in color are actually mildew. A standard bathroom tile mildew remover works great. No need to soak it – spray it on, then rinse it off in 10-20 seconds. When you're satisfied this has done everything it can, rinse the bag thoroughly.

Another common stain appears to be paint from the screwdriver handles that has leached through the vinyl and can often be seen on the outside of the bag. I haven't had any luck removing this kind of stain, and I am very hesitant to use paint cleaners / thinners for fear they will damage the bag or simply spread the stain. Grease stains are difficult to remove for similar reasons, although the kitchen cleaner mentioned earlier does have some effect. If anyone has a good tip, let me know.

Marks on the vinyl side of the bag are usually easier to remove, and you don't need to worry about damaging the fabric liner. I have noticed some stains that appear to be "soaking" into the vinyl, and I couldn't remove them. In addition to the screwdriver handle paint mentioned above, there appears to be a stain from a fan belt on one of my bags. I had no luck removing this stain.

Rust stains are very common, and are easy to remove with the right product. I used "Rust Stain Magic", which contains hydrofluoric acid. I'm sure similar products are available if you can't find this one. Hydrofluoric acid is very nasty and can cause nasty burns that go right to the bone. Keep it away from children, pets, and your skin! As long as you heed the safety warnings, you will be happy with the results. I laid out the pieces of the bag in a bathtub, and sprayed the rust remover on them so that all areas were wet. They will need to soak for hours, so check back once in awhile and add more rust remover to keep things wet. For the worst rust stains, you may need to soak them for 10-15 hours, so be patient. You won't see the rust disappearing "before your eyes", but if you check back every hour or so, you will see improvements. Safety – do this in a well ventilated area, such as a bathroom with the fan turned on, and wear gloves. It would be best if

you use an area that is not accessible to children and pets. Look on the internet for hydrofluoric acid burns – I don't mean to discourage you from using it, but be careful! Eye protection may also be appropriate. After all the rust is gone, make sure you rinse the bag thoroughly.

After cleaning, and the parts are thoroughly rinsed, you can air dry them or use a hair dryer on low setting to accelerate the process.

Re-stitching

Try to find a good match for the original thread in a sewing or craft shop. In most kits I looked at, the thread was quite fine, and often white in color. Don't be tempted to use a sewing machine to repair your bag! Although it is fast and easy, it will be obvious on close inspection. Re-stitch by hand, using the original holes. Hand sewing takes lots of time, but is rewarding when done, as it is virtually indistinguishable from the original.

For areas where the thread has pulled through and damaged the vinyl, glue thin fabric (on the fabric lined side) over the area to restore some strength and give something to sew through. Most of the time, this kind of repair is needed around the pockets, so will be invisible once the bag is reassembled.

I was trying to think of the best way of

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explaining my stitching technique, and here's what I came up with: imagine driving a slalom through cones – do it once, then do it again on the opposite side of the cones! Start with a knot in the end of the thread, then pass it through a hole from inside to the outside (so the knot will be hidden). Now start the slalom: through the next hole, and back the one after that. Viewed from one side, there will be a stitch between every other hole (like this: - - - -). Once you've completed a section, stitch starting on the opposite side. Once you've finished the second run, it will appear that the thread is continuous (like this: -----). Tuck the ends of the threads under the edges with a very small spot of white glue to hold them in place. Don't try to sew the whole thing with one piece of thread - it will twist and tangle. This style of stitching very closely resembles the original.

Sew the edges of the pocket flap, the cover flap, the tire gauge loop and fan belt loop first. Next sew the pocket flap onto the largest piece, by sewing the pocket dividers. While sewing the finished edge of the bag, don't forget to sew in the spare tire loop and cover flap. The fan belt loop can be added last. When sewing two pieces together, make sure the alignment is right – it is really frustrating to reach the end of a long stitching run only to find that the ends don't line up! Also pay close attention to the

bottom of the large pocket where the vinyl is bunched over on itself – it is possible to line up those holes as originally sewn.

Belt

Belts are very often broken, cracked or missing. I understand old-time shoe repair shops can do amazing repairs to damaged leather, but I don't have any first hand experience in this. It is more common that the belt will need to be replaced altogether. There are many custom leather shops on the internet, and possibly near to where you live. If you provide them with a sample or a drawing, they can provide you with a decent replacement for the belt.

If you do have the original belt, take care of it. They can break if bent because they have lost much of their original suppleness. I use a product called Pecard Antique Leather Dressing (www.pecard.com) which is for leather restoration and preservation. It has the appearance and consistency of dry honey, and can be worked into the leather by hand. The manufacturer suggests repeating the application periodically.

Buckle

Rusty buckles can be soaked in white vinegar and brushed clean, then polished with Autosol or Simichrome or similar. Spray clear lacquer once finished to preserve the chrome appearance. Similar buckles may be available

commercially, but using the original gives patina (good excuse!).

Re-attaching the belt and buckle

Tandy Leather (www.tandy-leather.com) sells nickel plated rivets that closely resemble the originals. Also buy their rivet setters which enable you to fasten them without flattening the dome of the rivet. The closest rivets are Tandy part 1273-12, and the setter is 8100-00. The rivets only cost a few cents each, but you need to buy them in packs of 100. Make sure the rivet is tight enough to stop the belt rotating.

Final reminders

Follow all safety warnings, especially if you're using the rust remover! Make sure you rinse the bag thoroughly – one person reported that holes appeared in the bag long after cleaning. Don't put tools in unless you are certain it is 100% dry, or they will rust and stain your bag again.

Last advice - a repro bag costs about \$60. The time to clean and restore an original is probably in the range of 10 hours+. It's got to be a labor of love, or don't bother.

The advice above is given without warranty! I have used all these tips myself and have been very satisfied with the results, but I can't take any responsibility for personal or property damage if you choose to use these tips.



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"Wedding Party Stretch"

Seats, continued from page 45.

And notwithstanding the Registry's superb presentations of modified 356s crafted by Gary Emory or those dedicated, but in need of serious-adult-supervision, Arizona Outlaw rabble-rousers, I was certain the Registry wouldn't provide me inspiration to resolve Gloria's dilemma. What? Did I sense some of you suggesting PCA's Pano? You're trying to be funny, right?

Turning from the printed word, I fell back on my nearly 25 year's experience with Porsches, and more specifically my 14 years' guardianship of Speedster 81021; I knew there was only so much that could be done with speedster or GT seats. My deliberations were starting their third hour, I needed another source of inspiration. I needed another beer. On the way to the garage refrigerator it hit me. There on the wall was Harry's gorgeous poster of a cad-plated, freshly-rebuilt, Maestro massaged 356 engine, and I said to my self... "What would Harry do?" And with those words, I had my moment of clarity. That's precisely how I got in this predicament. It was Harry's fault! He's the one who sent me to eBay!

eBay is a remarkable enterprise. In pursuit of Gloria's endeavor I typed in "Porsche seats" and on that fall afternoon I got over 260 hits. When you search for specific words, eBay gives you everything with those words and a whole bunch more. Among all the varied Porsche 914 items listed, I also got a listing for a customized Porsche 914 for sale. It included pictures of an owner's much modified 914 seats. They looked great, and had side bolsters to caress my 60-year old hips. Add to that benefit cloth inserts to counteract the 356's vinyl slippery seating surfaces, and I knew I had found Gloria's solution. And how could I go wrong? 914s have original Porsche parts. So, in Seven Easy Steps, here's my odyssey. You be the judge.



Step 1. Buy some seats. Go to eBay (or a Porsche swap meet), and type in Porsche 914 seats. Look for the best set and purchase them. I bought both seats for \$95, my total price for two seats, seat rails, and seat adjustment handles. Everything I needed.

Step 2. Examine the seats. Because I was going to reupholster the seats and match the Gloria's Auto International vinyl, I took a hacksaw and removed the headrests. The 914 seat is reinforced fiberglass and the hacksaw made short work of the headrest's removal. Saw directly across the seat's top.

Step 4. Make the seat adapters. I took my template, steel bars, and 914 seat rails to a local welder. Two days and \$45 later I was the proud owner of two seat adapters; complete with drilled holes to secure them to Gloria's underpinnings. After sanding, priming, and painting I installed Gloria's new seat adapters using fresh socket head cap screws. So far so good!

Step 5. Reupholster the seats. In reality, a portion of Step 5 began during Step 3; in fact, shortly after I lopped off the 914's seat headrests. I took both seats to my good friend and renowned concours upholsterer Vic Pulizzi. Vic obtained more correct tan German vinyl, and for contrast and better butt-to-seat friction I asked him to use suede for the 914's seat and back inserts. Once we had the necessary upholstery material, Vic politely told me to go away, and wait for his call. Two weeks later he called. Four hours after the call I was admiring his latest efforts. The seats were gorgeous. Cost: well, let's see, eight hours labor per seat times \$50 per hour, times two seats... I don't care, Gloria was worth it!

Step 6. Install the seats. Reattach the 914's upper seat rails and then slide the seats on the rails, just like 356 seats.

Step 7. Drive the car.

I've put over 300 miles on Gloria since the seat transformation, and in all respects, it's a far better ride. I sit a tad bit higher, with a little more rear rake, but still enjoy plenty of head room. But what's really different - I'm staying put in the seat. Yes, I have the original seats, and no, I won't sell them on eBay, or elsewhere. On the very plus side, this project leaves no permanent scars. If ever questioned by the Originality Police all I have to do is undo the cap screws, remove the 914 seats, re-attach the 356 seat rail, and voila, install Gloria's original seats. Everything goes back to original.

Hopefully you'll have the opportunity to view them at one of our many upcoming 356 funfests. Always, keeping the Faith! 🚗



Template, adapter frame and the finished combo installed in the 356.



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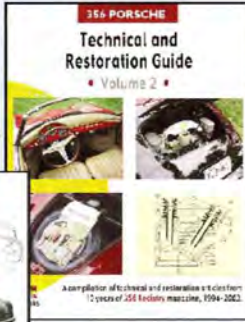
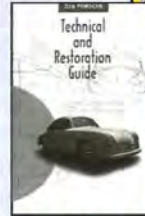
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Tech Quick Takes

Engine Water Vapor by Kurt Anderson

Originally published in *356 Design*

Every time you run your 356 engine, whether it is for 20 minutes or for two hours, it will produce water vapor. As long as the engine is actually running, the breather/ventilation system will get rid of much of that vapor. But once the engine is shut down, the water vapor is essentially trapped. And once the engine fully cools (about three hours), you will end up with water vapor trapped within your engine case, and in any other air-filled cavity through which your oil passes (rocker area, oil filter can and especially the oil filler housing/tank). That is one reason why the inside of many oil filler tanks are so rusty and sometimes coated with that yellow/white "mayonnaise." Yes, if you drive for 2 hours instead of 20 minutes, there will be more residual heat to help get rid of the vapor. But take a two hour drive today, and then take a flashlight and take a good look down inside your oil filler tank early tomorrow morning. You will see water vapor droplets all over its walls (especially if your oil filler cap seals well).

Are you ready for the high-tech cure? Next time you get back home from a drive, immediately take your oil filler cap off, and set it aside somewhere where you will not forget it (leave your engine lid up as a reminder). then go do something else for about 90 minutes, or pull up a chair and watch all the water vapor wafting off into space. Then, 90 minutes later, or five hours later for that matter, come back and put the oil filler cap back on. Do this at the end of every driving day, and you will never create water vapor mayonnaise again - and any mayonnaise you already have will slowly disappear. Of course, you will greatly reduce the rusting of your oil filler tank. But best of all, every component in your engine will get much less exposure to the nasty stuff that is created when trapped water vapor mixes with some of the natural ingredients in your oil.

For a real interesting experiment, during the 90 minute "venting period" invert a glass jar about one inch above your open oil filler canister. You will be amazed at how much water vapor condenses inside the jar. Especially if the jar is kept cool by low ambient temperatures. All this condensed water used to live in your engine. NOT GOOD! I've been using this technique for 35 years on the air-cooled engines of both Porsches and antique/classic aircraft. It works. Give it a try.

Don't Cook Your Motor by Dave Wildrick

Here is a photo of the deep fry turkey thermometer I got online from the web site www.cookscorner.com for \$12.99. The stainless steel stem is 12 inches long,

which leaves about 2-2.5 inches sticking out above the dipstick channel when inserted. This one read 5-7 degrees F lower than my mercury thermometer in boiling water, so be sure to check its calibration.



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The T.A.N. is a list of 356 Registry members you may call if you have car problems while traveling in your 356. They can help you with the car or lead you to reputable shops in the area. Only 356 Registry members are on the list and it is only available to those who participate. To protect your privacy only your first name, phone number(s), city, and general area are on the list. Please take a moment to fill out this form and send it to me via snail mail or email (preferred.)

If your info has changed since you first joined, please update asap. TAN members depend on you. If you have been on the list a while and would like a free updated list, let me know. We now have over 900 on the list and most of the U.S. is reasonably well covered.

Those who participate and add more value to the membership of the 356 Registry. **I want to join. Please send the latest list.**

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For Sale

*'64 SC Coupe, Togo brown. Excellent condition mechanically & cosmetically. Orig. luggage rack & bra. Orig. C engine replaced w/factory purchased SC engine, new paint, new interior in mid-80s. asking \$26,500. Roger Millen, 304 16th Ave., Indian rocks Beach, FL 33785. 727-744-7409 or rmillen@tampabay.rr.com

*'60 356B Roadster (T5). Matching engine included with new powder coated 912 big bore in the car. See all details at <http://picasaweb.google.com/jerrysmalley> \$89,000. Jerry Smalley, FL 407-774-0101 JerrySmalley@gmail.com

*'60 B 1600 Super Coupe, motor turns, car is complete, but very rusty. NO TITLE, really just a parts car. \$3500. Also

have a 63 T-6 coupe, with no engine, NO TITLE, rusty parts car \$2000. Contact me off line and I can send a set of pics. Tom Miller, Middlesex, NJ. 732-563-0074, 732-563-0957 (fax) or tmiller@gardenstategraphics.com.

*'60 Porsche 356B Coupe Racer. Fully prepared and maintained by Ecurie Engineering. Ruby Red w/yellow nose. Fresh engine. Virtually all racing extras. Fast, qualified 1/2 second behind Skirmants on his home track. Call/E-mail for pics/spec. sheet. \$33,000 OBO. (847) 945-2514, KTBirchard@AOL.com. Car avail for insp at Mequon, WI

*1963 chassis according to Stoddard, after July C Euro model good floor needs longitudinal and closures. Rust repair needed around hood. This is a complete car that is running. Could be patched and bondoed and run. Doors are bad but I have a better pair. *Engine 1965 sc kdp 821853 \$6,000 or best offer. Basil Spalding Virginia Beach, Virginia 757 428 3474.

*'65 356 coupe. Beautiful condition mechanically and cosmetically; needs nothing. Ivory white, oatmeal carpet, tan upholstery. Less than 10K miles on Maestro assisted rebuild of original engine. Third owner. Will deliver for expenses. \$24,500. Call Ansell at (609) 737-7137.

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*Leather interior, complete, for T-6 Cabriolet. Perfect condition Black with Charcoal carpet set. This includes seats, door panels & dash, etc.; less than 1000 miles! E A Singer. 831 659 1551 in CA or singer356@aol.com

* Factory calendars '59, '61, & '74-'79. Fuchs wheel poster (Italian), Foster's, Lowenbrau, Quaker State & Footwork team uniforms. 5 issues Int'l speedsters Club mag. (1969). "Speedster" print by Harold Cleworth. Douglas Palm, 4243 S. Clarkson St., Englewood CO 80113. 303-877-3282.

*356 rebuilt engines for sale. Powder painted sheet metal, etc. run on the stand for 1 hour. Carbs synched, timing set, ready to bolt in your car & drive away. Duane Spencer, 530-238-2198.

*Pair of 356 front seats with the double rails, probably from a 1964 C, recovered in tan vinyl in good usable condition. The recliners work but the chrome is pitted. Pick up preferred, but can ship via UPS in 2 boxes. Photos on request. \$395. Susan Peifer Chaplin, CT. 860-455-9019 Best time: 10 am - 10 pm EST peifer356@charter.net.

*Acrylic green replacement sunvisors for '51-'57 356. We have doubled the thickness of the acrylic and routed the sides and top to fit into the frames, producing a much more rigid product. Rivets, directions incl. \$78/\$5 S&H. Tool for installing seat recliner springs, \$75/\$4 S&H. Tom Kincaid, 262-249-0577. N-1545 Linn Pier Rd., Lake Geneva, WI 53147.

*Complete and original 356A 1600 engine w/all components. Eng. # -82202-P*00684*. Rebuilt by the previous owner (zero miles since restoration). Flywheel and starter included. Excellent condition, ready to bolt in your baby, already crated safely and ready to ship anywhere. \$3000 US obo. Milton Poulin, 3159 Lacordaire, Montreal (Quebec), H1N 2N2 Canada. 514-257-6473.

*Liebe Zu Ihm, ex cond; Tribute to the Turbo; Exc was Exp 1st edition; Porsche by Shoemaker; many more early books. Touch-up paint vials from 60's. Ferry Porsche signed photo portraits. 1972-73 Factory posters: 917, 911S, Carrera RSR [pgs 99-109]. 356 & Spyder posters: the finest selection anywhere. Pano 10-11/1957; 2 & 12/1958; 7,9,11,12/1959; large memorabilia, scale models, literature collection. 38 page list by email: singer356@aol.com 831-659-1551.

*Rod bearings for A engines, standard and V-2, \$60/set. Eurofan shroud, \$130. Normal crankshaft reground V-3, \$120. Zenith intake manifolds, \$60/pair. Jon Meigs, 3564 Olympic Dr., Green Cove Sp., FL 32043. 904-501-4346.

*356 B/C rollbar, \$200, cannot ship. Porsche Factory banner, 4' x 4' from the '60s, \$650. Porsche flag, 3' x 5', \$49.95, free ship. 924 workshop manuals, factory \$100 ea. Old Porsche calendars, call, \$15 ea. Stutt Rennsport Porsche Motorsport calendar, \$50. Porsche collapsible sunglasses from '70s, \$80. '68 Porsche Avon bottle, new in box, \$50. B hood handle, \$45. 356 battery cover, \$25. Tom Powers, 1119 Glendale Rd, York PA 17403. 717-968-5080.

*Tool kit, '62-'63, all original, used but good cond. and incl. Messko, \$1500. Factory manual, 356 B/C, pristine, \$400. Will Price (Mass.), 508-428-9733 (4-6, 8-10 pm) or email: pricew123@msn.com.

*10,000 rpm chromometric tachometer; Heuer rally set for dashboard; N.O.S. connecting rods; N.O.S. racing cams (various); Treffen badges (2 left). Michael Lederman 310-753-9004, lunarlites@yahoo.com

*One pair of front brakes for RS-60/RSK/ Formula 1 car. Finned, w/ alloy pads, and Magnesium backing plates. Tom Miller, 908-693-5723. tmiller@gardenstategraphics.com

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*Chrome crests for C and 911/912 hub caps. Need to be primo and not rechromed. Touch up paint #5702 (Ruby Red, 356A). Important and unusual vintage posters featuring the 356 and/or Spyder. Cash waiting. E A Singer 831 659 1551 in CA or singer356@aol.com

*Still in search of. . . 356C motor, serial #730718. Even if converted to bio-diesel, I would still like to re-install in original C coupe. Also, looking for first three issues of 356 Registry. Dave Boyer, 890 South Green Street, Palmyra PA 17078. 717-838-3637 or rubyred356c@verizon.net.

*356A 400mm st wheel and horn ring, button. Steve Gilbert. Wayland, MA skgilbert10@aol.com 508-358-4454.

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Maybe it's just me, but there seems to be a distinct parallel between the photos on this page and what happened in a small Austrian village just after World War II. In 1948, Porsche employed workers there who built the first 356s by hand, hammering many of the body pieces on wooden bucks. The body shape and layout was based on the VW, a car that had served, in several iterations for the German Army, as a small military transport - like an American Jeep. They were built with little regard for rust proofing. Paint, upholstery, mechanicals were all done in-house or close by. And the finished product was an expensive, well-crafted vehicle for wealthy aficionados.

Oops, I guess my analogy falls apart with that last sentence. It's interesting, though, to think there are still places in the world where vehicles are made by hand for discerning customers. Not to downplay marvelous exotics like the Ariel Atom, Saleen S7 or the electric Tesla Roadster, but I ask you: are those vehicles



Made By Hand, Still

made with 75% stainless steel? Do they feature hand-painted murals and wild graphics? Dozens of headlights? And can they haul twenty people at once? We won't go into whether the above manufacturers would even consider side window jalousies, but items like that are de rigueur on a Manila "Jeepney."

A combination of Jeep and Jitney, these creatures appeared as public transport after WWII when lots of American Jeeps were left in the Phillipines. Many were stretched to accommodate passengers and eventually—like the ones shown here from Sarao Motors in Manila—were built from scratch. Body sections are simple shapes; the outer layers can be mostly stainless - for a flashy appearance. These days Jeepneys are a threatened species due to traffic and air pollution in the Phillipines, but a few manufacturers carry on. At US \$9950. for a finished vehicle (even less for a galvanized body) they give plenty of utilitarian bang for the buck, and new owners can opt to buy a chassis and install their own engine. It safe to say there are few, if any Jeepneys with Porsche drivetrains, but it is intriguing to think you can still get a vehicle that is indeed, "made by hand."

Thanks to Bill Davis who took these photos in Las Pinas City, Phillipines, which bills itself as the "Cleanest and greenest city." *GM*



Top: Patterns for body panels hang on a wall of the factory, and a body takes shape. Note the advanced welding methods. Above: Custom graphics can be added, and as far as decorating goes, the prevailing attitude is "more is more." Interior appointments don't take a back seat (so to speak) to the exterior. Bright upholstery colors make Porsche's early combinations seem positively subdued. Above right: A finished Jeepney awaits its proud new owner. Right: How many radios can one vehicle have? On the streets, a typical Jeepney scene.



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Flywheel Gland Nut, HEAVY DUTY	44.95
Engine to body seal, 356	12.00
Ring Set, 356 most models	from 59.95
Pushrods, 356, 912 Guaranteed straight	34.55
Pushrod Tubes, 356, 912 (set of 8)	105.92
Oil Line, 356, 912 all, inlet or outlet line	18.95
Generator Pulley Half (356/912 inner)	22.15
Generator Pulley Half (356/912 outer)	16.95
Generator Belt, 356, 912 all 10x825	4.95
Generator Belt, 356, 912 all 9.5x825	11.95
Oil Cooler, 356, 912 all	64.95
Fuel Pump Rebuild Kit, all 356 to 912	from 44.95
Carb Rebuild Kit, 356, 912 all	from 17.95
356/912 Engine to Trans Hardware Kit	19.95

ENGINE ELECTRICAL

Bosch Spark Plug W6BC or W7BC	2.50
Bosch Spark Plug WR7BP	3.95
Cast Iron Distributor, Remanufactured	399.95
Tune Up Kit, 050 Dist. cap, rtr, pts, cond	30.00
Tune Up Kit, 031 Dist. cap, rtr, pts, cond	34.00
Tune Up Kit, cast iron Dist. cap, rtr, pts, cond	32.50
6v "Blue" Coil	\$54.95
6v Coil	39.95
Spark Plug Wire Set, 356, 912 all	35.95
Bosch 6 volt Starter, remanufactured	from 109.95
Bosch 6 volt Generator, remanufactured	ex 219.95

CLUTCH KITS

Kits include Disc, Pressure Plate and T.O Bearing	
356 A, 180 mm, not O.E.	82.00
356 A, 180 mm, German	149.00
356 A, 180 mm, Spring Disc	95.00
356 A, 180 mm, German Spring Disc	163.00
356 B, 180 mm	353.00
356 B or C, 200 mm	385.00

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356 Headlamp Assembly, Nice Chrome!	39.95
Beehive Lights	front 74.95 rear 87.95
356A Turn Signal Switch	599.95
356B/C OE Turn Signal Switch	699.95
356B/C Repro Turn Signal Switch	499.95

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NEW C CALIPERS (front pair)	499.90
NEW C CALIPERS (rear pair)	239.90
356 FRONT DRUM TO DISC KIT	799.95
DUAL CIRCUIT MASTER CYL KIT	189.95
356A NEW SHORT SHIFT KIT!	44.95
356A/B FUEL TANK SENDER	109.95
ELECTRIC FUEL PUMP 6 or 12 v	89.95
3 PT. SHOULDER HARNESS KIT	229.85
WIRE MESH HEADLIGHT GRILLES	129.95
CHROME MIRRORS "TALBOT STYLE"	29.95

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12 VOLT CONVERSION PARTS

NEW Lite Wt. High Torque Gear Reduction Starter	193.50
356B thru C T-6 12v Conversion Wiper Motor	ex 299.95
Transistorized Voltage Reducer 12v to 6v (wipers)	39.95
Transistorized Voltage Reducer 12v to 6v (gauges)	64.95
Resistors for Relays	6.95
12 volt Hella Horns, dual horns, original style	pair 69.94
12 volt Coil, Bosch Blue	35.95
12 volt Optima Battery, Newest Spiral Cell Design	185.00
12 Volt Conversion Generator	exchange 299.95

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email: zimips@allzim.com
ebay ID: zimsautotechnik
FAX# 817-545-2002

SUSPENSION PARTS

356 C Steering Coupler ZIM EXCLUSIVE	49.95
Link Pin Rebuild Kit	29.95
Link Pin Rebuild Kit German	75.00
King Pin Rebuild Kit	19.95
King Pin Rebuild Kit German	39.95
Tie Rod Ends, inner or outer	from 9.95
Shock, 356 56-65, KYB gas (set of 4)	127.00
Shock, 356 56-65, Boge (set of 4)	168.00
Steering Dampner, 356 all	19.95
Steering Box, ZF, rebuilt 4 stud version	ex 550.00

BRAKES

Brake Shoes, 356 all drums, rebuilt	ex 79.95
Master Cylinder, w/Drum brakes	149.95
German Wheel Cylinder Kit	8.95
Front Wheel Cylinder, drum brake	62.95
Rear Wheel Cylinder, drum brakes	62.95
Brake Pads, disc brakes, Frt or Rr	from 22.95
NEWEST Competition "C-Tech" Pads	69.95
Caliper Kit, 356 C, Frt or Rr	front 13.95, rear 15.95
Front Rotor, 356C	54.00
Rear Rotor, 356C	89.95
Master Cylinder, w/disc brakes	203.95

BRAKE HOSE KITS

356A, Rubber	63.80
356A, Braided Stainless, DOT Approved	76.95
356B or C, Rubber	55.80
356B or C, Braided Stainless, DOT Approved	68.95

CHEMICALS & CAR CARE

ATE Gold Brake Fluid, type 200 1 liter	11.95
ATE Blue Brake Fluid, 1 liter	11.95
Svepco 201 GL5 Gear lube, 1 gl.	38.95
Svepco 203 GL5 Moly Gear Lube, 1 gl.	50.50
Svepco 212 Multi-grade Moly, 1 gl.	49.95
Lexol Leather Cleaner or Conditioner, 1/2 liter	10.95
Lexol Vinylx vinyl and rubber care, 1/2 liter	10.95
P21S Wheel cleaner, 1 liter	20.95
Zymol Carbon, "Ultimate Car Wax"	43.00
Zymol HD Cleanse, Pre wax prep	22.00
Zymol Clear Auto Bathe	22.00
Zymol Carnauba Milk Field Glaze	15.00
Zymol Concentrate Auto Wash	9.95
Zymol Rich Formula Cleaner Wax	16.95
Stoner Tire Shine	5.95
Stoner Trim Shine	5.95

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Porsche 356 Registry membership application

MAIL TO: **Barbara Skirmants, Membership Services Director**
356 Registry, 3359 Kings Mill Rd., North Branch, MI 48461



This is a (choose one):

- New Membership.**
- Renewal.** Indicate member number below, or photocopy entire page with label.
- Address Change.** Photocopy entire page with address label. Fill in new address below and mail or use "update address" at www.356Registry.org.
- Gift.** Please send a card in my name (see right).

If you have not already done so, PLEASE FILL OUT
VEHICLE DATABASE INFORMATION BELOW. THANKS.

Gift giver's name _____
 Address _____
 City _____ State _____ Zip _____

Name _____ Member number (renewal) _____

Address _____

City _____ State / Province _____ Zip (+4) _____

- Your basic 356 interests:**
(What you do with your 356)
- Resto/Preservation/Show
 - Rallies/Autocross/Racing
 - Transportation
 - "Sunday driving"

How did you learn about the 356 Registry? _____

Membership Rates: for USA RESIDENTS ONLY choose: ___ 1st Class Mail @ \$50.00 / year **or** ___ Periodical Mail @ \$35.00

Outside of USA: Canada and Mexico: \$45.00 • All other countries: \$55.00

(80+% of the USA membership and the entire amount of other memberships covers the cost of a six-issue, one-year subscription to *356 Registry* magazine, covering the world of early Porsches. All rates are in U.S. funds, checks must be drawn on U.S. banks. **You may join or renew for up to three years at a time.** Please make your check or money order payable to 356 Registry, Inc. and mail to Barbara Skirmants at the address above.

Date _____ Signature _____

Enclosed in US funds: Membership fee for _____ year(s) @ \$ _____ yr. TOTAL \$ _____

Check/Money Order enclosed ___ Charge credit card the total amount above: VISA ___ MASTERCARD ___ DISCOVER ___

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30-6 Signature for credit card _____ Date _____

356 Registry vehicle database information



If you would like data about your car or engine, go to www.356registry.org Log on to the Members Only section and click on 356 VIN Database. *Please also take a moment to add your car's info to the data base there.*

If you do not have internet access, please send this completed form by mail to **Dr. Bill Block, 7295 Coldspring, West Bloomfield, MI 48322-4214.** Thanks!

Name _____ Address or general location _____

Year _____ Model _____ Chassis # _____ Engine # _____ Transmission type & serial # _____ Original color/interior _____

Options _____ Build date / original delivery handler & dealer _____

Current condition _____ Current location _____ Owners/period plate number _____