

356 registry



Volume 17, Number 4 • November / December 1993

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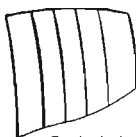
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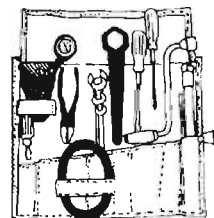
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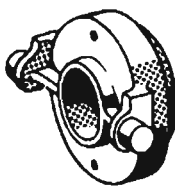
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S \$10.

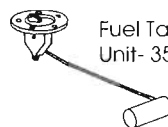
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356 registry

Volume 17, Number 4

November / December, 1993

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On the cover: John Kaufmann's 550 Spyder, photographed by Gordon Maltby

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513-733-3356 (H)	

356 Registry magazine is the official publication of 356 Registry, Inc., an organization oriented exclusively to the interests, needs and unique problems of the 356 Porsche automobile owner and enthusiast. The mission of the 356 Registry, Inc. is the perpetuation of the vintage (1948-1965) 356 series Porsche through the 356 Registry magazine, the central forum for the exchange of ideas, experiences and information, enabling all to share the 356 experiences of one another. 356 Registry, Inc. is a non-affiliated, non-profit, educational corporation, chartered under the statutes of the State of Ohio. Subscriptions are available only to members. Membership dues are \$20 in the USA, which includes \$15.00 for a 6 issue annual subscription to 356 Registry magazine, \$25 in Canada and Mexico, \$35 to foreign addresses. All rates are in U.S. dollars, checks MUST be drawn on U.S. banks. Application forms for membership are available from the membership chairman (address at left.)

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Local / Regional 356 Groups

Porsche 356 Club
Wayne Callaway -
9948 Hayward Way,
S. El Monte, CA 91733

**The Porsche 356 Southern
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Rocky Mountain Porsche 356 Club
John Jenkins
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356 CAR
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Sierra 356 Porsche Club
Glenn Lewis - 2000 Royal Drive,
Reno, NV 89503

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Fred Sheill - 469 Fort Dearborn St.,
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356 Mid Atlantic
(eastern PA, NJ, DE)
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Southern 356 Owners' Group
P.O. Box 670565
Marietta, GA 30066

Groupe 356 St. Louis Region
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St. Louis, MO 63127 314-966-2131

Tub Club
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Fort Worth, TX 76109

Florida Owners Group
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19532 Governor's Highway
Homewood, IL 60430-4352
708-798-2637

Fahr North
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3374 Owasso St.
Shoreview, MN 55126

Australian Porsche 356 Registry
P.O. Box 7356, St. Kilda Rd.
Melbourne, Victoria, 3004
Australia

Upcoming 356 Events

November 6 Orlando FL area.
The Florida Owner's Group fall Bulls session will be held in the Orlando area, featuring a driving tour through the rolling hills of central Florida.
Call Mark Peebles at 407-333-3560.

February 5, 1994 Los Angeles, CA
The Porsche & Vintage VW Literature, Model and Memorabilia Swap Meet at the Los Angeles Airport Hilton, 5711 W. Century Blvd. 9 a.m. to 2 p.m., vendors admitted at 7:30, public at 9:00 for \$4.00 each. Early bird shoppers admission \$20. at 7:30 a.m. Tables \$25. in advance, \$35. at the door. For more information call or write to: Prescott Kelly, 16 Silver Ridge, Weston, CT 06883, (203) 227-7770 home or Wayne Callaway, 9948 Hayward Way, South El Monte, CA 91773 (818) 579-4414, work or contact Jim Perrin.

Sept. 1-4, 1994 Toronto, Ontario
The 356 Registry East Coast Holiday. Mark your calendar and watch for further information in upcoming issues.

Doc & Cy's Christmas Wish List



Note: Instructions for the user (the wisher).

Leave this magazine open at this page. Circle desired items with fluorescent magic marker. Use black magic marker to obliterate these directions in order not to alert the gift giver of your Christmas wish list. Remember, you want them to think they thought of all this neat stuff themselves, and it's not just another clever trick. We've purposely listed items totally out of the question to make the items you really want to appear more reasonable. Be creative - be sure to leave this list in an obvious place like next to the john, on the pillow on the bed, taped to TV screen, etc. Good luck and happy holidays from Doc & Cy's. Thanks for your support!

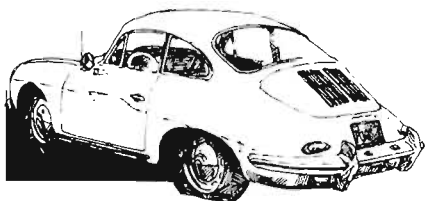
-Carrera Speedster, 326 original miles, really clean	\$1,200,000.00
-1 set brand new, perfect condition genuine Rudge knockoffs originally made for 1947 Gmund coupe.	75,000.00
-Floor pan for Abarth coupe - attaches with simple hand tools and super glue	54,000.00
-Butzi Design Porsche baby rattle shaped like '48 Plymouth	20,000.00
-Hand-knitted Porsche Design Dachshund carrying bag	15,000.00
-Doc & Cy's really great T-shirt with cars and stuff, new, clean, plus in a plastic bag. X and XL only	9.99
-Porsche Crest T-shirt is totally cool, indicating that person wearing it has a Porsche shirt. X and XL only	11.99
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Gordon Maltby

Miscellany

This issue includes coverage of the last big events of the summer: the Gulf Coast Holiday, Fall Festival and an earlier happening across the pond, the 356 European meet hosted by the French 356 club.

Bertrand Picard is a Registry member from Quebec who provided the interesting story and photos that appear on page 32. His observations of the differences between 356 enthusiasts here and abroad are interesting and enlightening.

Joe Blackburn was timely and thorough in providing material for the Holiday article, the just as he has been with every other phase of event planning and production. My compliments and thanks to each member of the Holiday committee for an outstanding job.

Diane Morrill sent an article on the Yosemite event, which I'm told was fantastic. Thanks to Diane and Hal Thoms for sharing the story and photos.

The Writer's Cramp award goes to Ron Roland who wrote his entire article in longhand and then, so I'm told, had to sprint down the runway to catch the last FedEx plane out of Panama.

Bill Rohrig's article on storage has been in storage in my files for a year or so, but for those in cold climes it should prove timely. Thanks for your patience, Bill. I'll get to your tool kit article one of these days, too.

Vic Skirmants has given three articles a reprise, these from the Southern Connecticut Register's *Nutmeg News*. If you think that four pages is too much to spend on electrical problems and generators, then you haven't driven 1200 miles on your battery like I did last year after the West Virginia Holiday. I'm going to keep the articles with my tool kit.

An unusual and wonderful contribution comes to us through the efforts of Walt Reeves, allowing us to reprint Bailey White's story "Porsche." You did good, Walt.

Both Cole Scroggum and Dick Koenig deal with the subject of Concours rules this time. Cole's views are a response to other opinions stated previously. In publishing his comments, as well as the comments of others, I ask readers to keep in mind that this is an open forum, and through discussion we can reach conclusions that will ultimately benefit all members.

Assuming that all members have thoroughly read the bylaws published in the last issue, we are providing a return card which you can use to vote-to accept or not accept the bylaws as written. Inside the front wrapper is a form that can be cut to make a postcard, or you can photocopy the back part and mail in an envelope. Each member can vote only once, so the card or copy must include your mailing label or your name with your membership number.

If you have comments, you may send them in also. Responses should be received by Secretary Brenda Perrin no later than December 15, 1993.

We still have some James Dean posters—they seem to be very popular. But **PLEASE** remember to send *five dollars extra* for postage and packing. The poster's free when you renew-getting it to you ain't.

The cover this month is John Kaufmann's 1956 550 Spyder, number 80. Restored over the last three years, it was shown for the first time at the Parade in Ohio. It also drew crowds during the Chicago Historics at Road America, the Milestone Car Club Concours in Minneapolis and at Chicago's Grant Park in August.

It was sold in Portugal and led the life of a race car during its first three years, with wins and top three finishes at Lisbon, Madrid, and other Grands Prix in the area.

John spent a good part of one day in late September hauling the car to a quiet

Trustees Election

The Jan/Feb issue will contain ballots for the election of two Trustees. The two-year terms of John Jenkins and Brett Johnson are expiring. Nominations by members for the position of Trustee (in accordance with Article IX, Section 2 of the Bylaws) should be forwarded to Brenda Perrin by **Dec. 1st, 1993**. Persons nominated must be residents of the United States. The person making the nomination should include their name, signature and member number. Send to Brenda Perrin at Box 29-547, Columbus, OH 43229.

spot in Minneapolis for a photo session. During the hours spent setting up, a lot of people stopped to look and ask questions. Only one person really knew what it was, a lady visiting from a neighboring state. She was amazed that after 17 years as a PCA member the first Spyder she ever saw was outside the window where she was having a business lunch. I guess it made her day. Thanks for all the work, John. I think it was worth it.

Letters

The Gulf Coast Holiday was my first exposure to 356 Registry national events, and I just wanted to tell you how impressed I was with the friendliness and organization displayed by the Trustees and event Chairpersons.

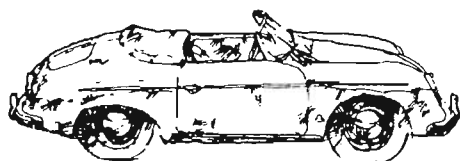
As you can see, this was an important event for us because we could finally put faces to all these names. I'm happy to say that it was entirely pleasurable and an exciting weekend.

It was so relaxing to enjoy the fellowship of others with like interests.

Alan Bambina, Farmer's Branch TX

I want to thank all of my Porsche friends for their calls, cards and flowers during my hospitalization this summer. It was certainly gratifying to know that people care enough to remember a friend. Judy and I missed a lot of events this summer that we normally would have attended. The remembrances from across the country helped ease some of the disappointments. Thanks again to all of you.

Mike Robbins, Indianapolis



Barbara Skirmants

Membership Memos

Included in my column this issue is a map of the USA with membership indicated by state. In September of 1992, the magazine was mailed to 4676 members. The September, 1993 issue was mailed to 4637 members. The period of time between mailing of magazines represents a billing period to me. We have averaged over 100 new members every billing period, so the loss of members is due to non-renewal of memberships. I am certain that it must be distressing to most of you to miss a magazine because of a lapsed membership. Currently the first green billing postcard is mailed 60 days before your last issue will be mailed. If you have not renewed by this time I send your first pink post card stating your membership has now lapsed. You then have an additional 60 days before the next issue is mailed to renew. That computes to 120 days,

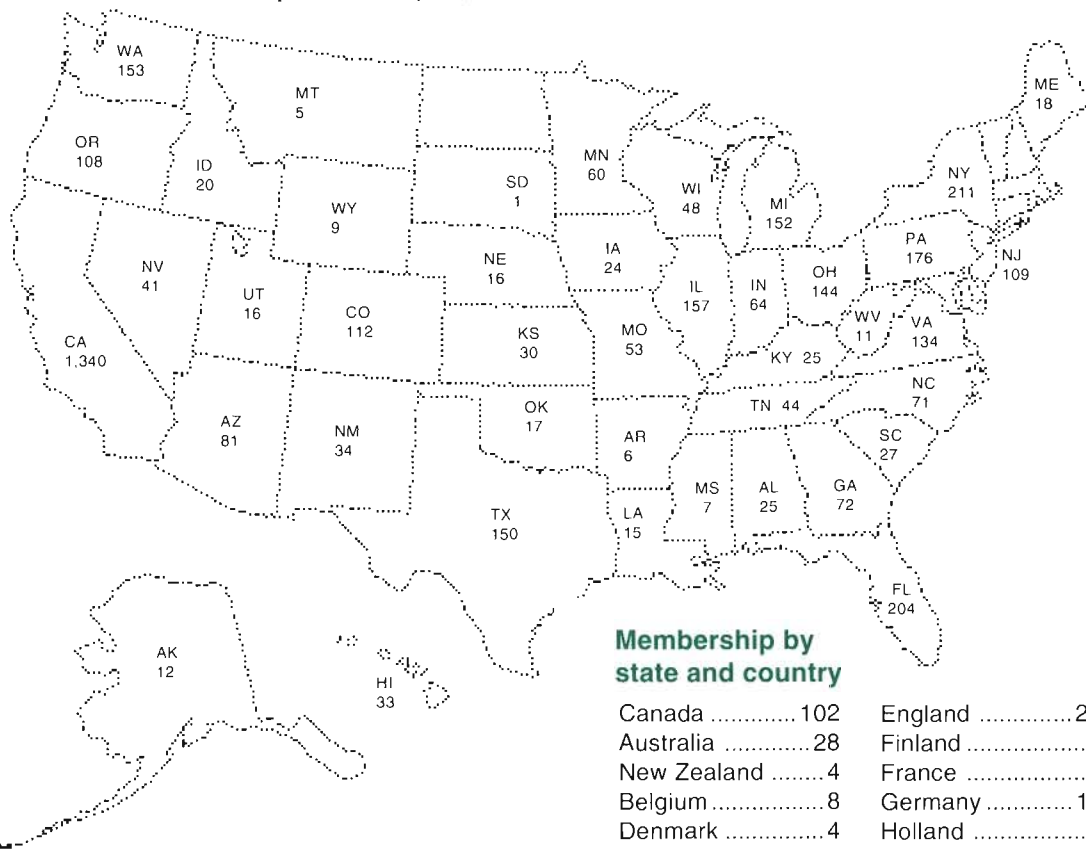
or almost 4 months. I hate to see our members not renew on time. By renewing on time you save the club money, you keep the membership levels up and climbing, plus you of course save me a lot of time and energy.

Increasing our membership will bring benefits to all members. By lowering the cost of our magazine we can afford to increase its size and quality. In the past year you have seen an improvement not only in the magazine, but the benefits of membership also: Liability insurance for club events, distribution of a complete index to members, Travel Assistance Information distribution and funding, plus funding and membership help to start up a local club in your area. If you have any other ideas that would benefit members please let me know!

Recently Bob Campbell of AUTO SPECIALTIES, Santa Clarita, CA has been sending Registry applications to all of his customers who call that are not current Registry members. During the past 4 months or so I have about 40 new members from his effort alone. Bob also advertises in the Registry Magazine, and Excellence, and he feels that increasing the membership in the Registry also helps his business. Thanks Bob, I really appreciate your help. If you own a 356-related business and would like to participate, I will mail you membership applications, and a supply of back issues of the Registry magazine to hand out to walk-in customers who are not members.

Since we are also approaching the Christmas season, we will also offer gift memberships. I will send out a gift announcement card of a 356 Porsche design with our most current issue to your friend or customer.

Gift membership form can be found on the back wrapper



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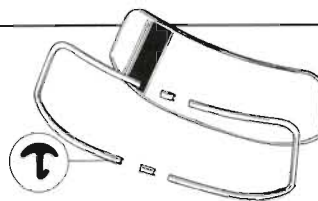
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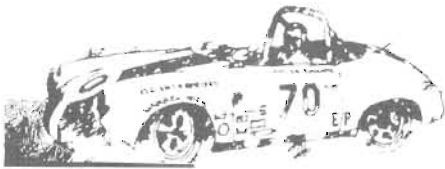
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Vic Skirmants

President's Letter

In the past, the 356 Registry has called for Holiday proposals by a certain date; early January was the 1993 deadline. The trustees would then vote on the best presentations to decide the "winner". This of course left the "winner" with a very short time to actually organize the details. Booking hotels that late was always a problem. I would like to expand the informality of the Registry Holiday bidding process. Anyone interested in doing a Holiday, contact John Jenkins anytime. If the proposal is feasible, it is yours! If two or more proposals come in at roughly the same time, the trustees will vote; "loser" gets the next year, if they desire. If a proposal comes in by itself and the trustees award the Holiday, and a few weeks later someone else sends a proposal, they can have the following year, if they wish. This should give everyone more time to fully organize a Holiday, and book rooms well in advance.

BYLAWS

The last issue of the 356 Registry magazine had a copy of the proposed Bylaws for the 356 Registry, Inc. This issue should have a reply card for voting on the Bylaws as published. (*See inside front wrapper.*) If some important changes have been brought forward, then further discussion will have to take place.

The two primary differences from the Bylaws under which we have been operating are: 1) The appointed officers of the club, (Secretary, Treasurer, Membership Chairman, and Editor) would be permitted to vote on most issues, as are the elected Trustees now. 2) There will be full disclosure of any conflict of interest by an officer or trustee of the 356 Registry.

Editor's Note: At press time it was announced that a group spearheaded by Peter Azin in Toronto were awarded the 1994 East Coast Holiday to be held on Labor Day weekend. Watch for more info next issue.

Here's more great technical stuff from *Nutmeg News*, July 1993; the publication of the Porsche 356 Southern Connecticut Register. Thanks, Ed Hyman, Zeke Sampson, Geoff Fleming, and Larry Wapnick for permission to reprint the articles. I have added some comments and clarification, so maybe the readers of *Nutmeg News* might want to re-read the items.

STARTING SLOWLY

By Zeke Sampson

"Hot starting problems have plagued my '60 Roadster for the past year. It got so bad at the last autocross I left my engine running between my last two runs. Doing so brought my fuel level down to the point I suffered from fuel starvation during the final run. I decided I had to solve the problem before another event.

"I asked everyone who would listen what the problem might be. I got all kinds of advice. Everything was suggested from incorrect timing to a bad ground to a corroded primary battery lead. Each time I heard a new hypothesis, I checked it out. I removed, cleaned, and re-tightened each connection. I reset the timing. (I did not replace the primary battery lead as the car has a new harness.) Someone suggested an 8 volt battery. Someone else suggested a 6/12 volt battery, apparently a battery designed to produce 12 volts during starting and 6 volts during operation. I didn't try any of these "alterations" because I felt the problem had to be one of condition not design. I also know there are thousands of six volt systems operating without such difficulties.

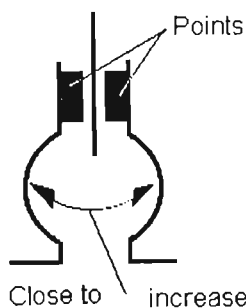
"I finally solicited the help of Tom, neighbor, ex-VW mechanic, and antique American car restorer. Tom restores cars as a hobby, but unlike me, he does everything (except paint) himself. As such, his understanding of and experiences with electrical systems runs much deeper than mine.

Technical

"On the pre-arranged Saturday morning I drove over to Tom's garage (an 1800 square foot structure devoted to pre-1950's Detroit technology.) I had charged the battery during the previous 24 hours. (For the record, the car has a '64C engine with a 'big bore' kit and somewhat fly cut heads.) I had observed that the battery lost capacity slowly over time and suspected the root of the problem was low voltage. I further suspected the voltage regulator because it was one of the few components that had not been replaced when I restored the car. First thing we did was reset the timing to be sure we were on spec. After only a couple of starts, the car began to exhibit its cranking lethargy. We disconnected the lead from the generator back to the battery and ran a (short) test to see that the generator was functioning. It pegged the meter immediately. Next we checked the voltage regulator output at the regulator under load (3000 rpm's) and got a reading of about 7 volts.

"We performed the same test at the battery. This test entails simply connecting a multimeter across the battery terminals while someone holds the engine at speed. You must hold the speed for a half minute or so until the voltage reading stabilizes. With the engine under load we measured 6.5 volts. The specification calls for 7 to 7.5 volts. I had never taken the time to study the specs and did not appreciate how critical half a volt can be.

"Having determined the voltage regulator to be the weak link, we investigated (I use the pronoun loosely, my participation consisted of pointing Tom to the relevant page in the workshop manual) how one adjusts the Bosch regulator. Unfortunately, the book suggests it be returned for service by the manufacturer. Determined not to be stymied by such a caution, Tom proceeded to study the diagram and decide which contact points regulated current



flow (see Figure 1). The question was whether the points needed to be spread or closed to increase the level. We experimented a bit with the cover off and the engine running and determined the points must be brought closer together. Their layout in the regulator does not make this easy. Had a new regulator been available, I would have installed it. As it was, Tom was able to close the points enough to get a reading of nearly 7 volts at the battery under load. It took some trial and error because you must try to bend the point arms then replace the cover and start the car before you can see if you've made a difference.

"After we finished we thought we had solved the problem but had no immediate way to know. I've been driving the car for three weeks now and it's started each time without difficulty. It still occasionally turns over slowly for an instant before it really kicks in; but it has always started and has pretty good cranking speed after that initial revolution. The initial slowness may be due to an elevated compression ratio or a worn out starter bushing (another part I didn't replace); but I can live with it.

"The big test comes this Sunday when we go back to autocrossing. If I can get through the day without a jump start, I'll consider the problem solved.

"P.S. Everything worked Okay on Sunday. The starting is reliable although not perfect. But then we didn't get quite the specified voltage. I might have to break down and install a new regulator. If your car cranks too slowly, add the voltage regulator to the list of suspects."

Zeke didn't mention which regulator points; the far right, or BAT +.

356 WORLD ACCORDING TO GEOFF by Geoff Fleming

"Whenever Porsche enthusiasts talk about brakes, the old disc versus drum question inevitably comes up. It should be noted at the start that both systems are

excellent, assuming maintenance has been adhered to. The main ingredient that tips the scale in favor of the disc brake is consistency. It is the ability to provide repeated sure, straight stops that give the disc brake its edge over the older drum set-up.

"Having said that, I'll now back track and reveal that I personally prefer drums—and for a very good reason. I strongly dislike brake work, and have found that discs require much more work than the old drums.

"One of our members had a semi-serious disc brake incident while enroute to the Mystic Spring Fling. The entire caliper (rear) was engulfed in flames! No, this was not a case of "burning-in-the brakes" but simply burning brakes! While disaster was avoided and the car ultimately repaired, the weekend was diminished for the unlucky couple who had expected to have use of the car for the event.

"I've had some similar experiences in the normal course of driving and can tell you how unpleasant it is. Disc brakes tend to develop a tendency for the pistons to seize in the caliper bores. When such a seizure occurs, the piston is forced against the disc, as it should; however, when the pressure is released, instead of retracting back into its bore, the piston remains engaged. Driving the car in this condition will usually not give any adverse symptoms until the brake seizure is pretty far advanced; in which case you might notice that the car won't roll when on a steep grade, even with the handbrake off. Another sure sign that there is less than full release is to drive the car casually for a few miles, trying to minimize braking. Park the vehicle, and touch the rim of each wheel. You might also touch the wheel nearer the center. Under normal conditions, the wheel should be slightly warm, at best. If it is too hot to touch, you need those brakes looked after!

"I have seen this situation happen with drum braked cars, but in those cases, it is usually caused by failure of the old rubber brake hoses not allowing the fluid to travel back from whence it came. The drum brakes at least have springs which aid the brake shoe retraction, unlike the discs.

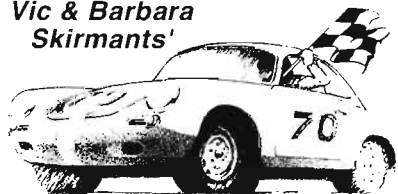
"In order to avoid becoming a victim of the old sticking brake system, an owner

would be wise to periodically jack up the car and spin each wheel; first when the car is jacked, then after entering the cockpit, step on the brake pedal a few times. Now go back to the same wheel and see if it spins as easily as before.

"To isolate whether or not it is brake hose failure or seized pistons, simply open a bleeder valve on the caliper in question. If, with the bleeder open a few turns you find there is no fluid pumping out when you apply pressure to the pedal, or if you find that the pedal pressure is still firm with the valve open, then you have brake hose blockage.

"The cure for sticking pistons is not hard nor should it be expensive. A useful "tool" would be an old master brake cylinder with two of the three outlets plugged. You will then have only to remove a caliper from the car, use a large hose clamp to tie down one of the pistons (your choice), and connect the master cylinder to the caliper on your workbench or garage floor. Now by

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pumping the master, the untied piston will eventually pop out of its bore, revealing plenty of rust or corrosion, usually from the internal rubber seal up to the outermost rim of the caliper. Remove the seal with a bit of wire or a dental pick and discard it. The bore can be cleaned by honing gently with a fine stone, or even sanded with emery cloth. Reassemble with a new seal, switch the hose clamp to the piston that was just cleaned and repeat the procedure for the remaining piston.

"Some people use compressed air to force out a piston, but I wouldn't. When they do pop out, they really shoot forward. You could easily end up with smashed fingers or worse. Compressed air also won't free a piston that is really stuck, but the old master cylinder trick will always work. Of course, I should have mentioned that the master should be filled with brake fluid to provide pressure. There will be some waste, but what can you do?

"How many of us have had the displeasure of anxiously awaiting that first nice day to finally use the 356, only to find, after start-up, that the red generator light is reluctant to go out, or blinks? Pretty upsetting, eh?

"Not to panic my friends - this is really not all that serious, so don't call the tow truck. If your generator light stays on, first, open the rear lid, and see if there is a broken fanbelt. If the fanbelt is intact, and reasonably tight you should give each of the three wires atop the generator a little pull, maybe one is loose enough to prevent current from being conducted. When doing the loose wire exam, check at both generator AND where the wires end at the regulator.

"Suppose you've run through the checks and everything checked out - now what? We now shift into phase two. With the engine off, take a screwdriver and remove the two side screws which hold the cover on your regulator. This will give you access to the inner sanctum of this black box. If you look at the right hand coil, there is a set of breaker points mounted somewhere on the side. Start the engine, then, give the points a push or two. If you are like the average person, the red dash light probably went out, since these points sometimes stick in the wrong position due to atmospheric conditions. If, however, you are like me, and that doesn't do the trick, then replace

the regulator cover (engine off during replacement), and remove the fan belt and pulley shims and actual pulley halves.

"If You have a set of metal-handled pliers, open them and utilizing the handle ends, touch the tab under the regulator at the extreme right, (marked B 51 +), and now touch the other handle end to the left tab (marked 61 +). The generator should spin like a motor, and quite fast at that. You need to hold this position for a few seconds.

"With everything reconnected, restart the car. If the red light STILL comes on, let the car run, but open the trunk and remove the ground strap from the battery. If, after removing the ground, the engine dies, you most probably have a bad generator. I personally doubt that you'll have to go this far, as polarizing the generator usually gets the electrons flowing along the way we want them to.

"Something quite important to remember, is to maintain water supply in the battery - in each chamber. A friend swore he always filled his battery with enough water, but only opened one filler cap, thinking it fed each chamber with water. Open each cap and fill as needed."

FOTO KORNER by Larry Wapnik

"For those of us familiar with the functions of a generator, we would have to admit that this device housed in a 356 is very unique. To be even stronger you could say that it is the heart of the engine power plant. If the generator breaks down physically, if the bearings freeze, the engine will not work properly, and if you continue to run it you will most definitely suffer major engine damage.

"Through a multitude of events that happened over the last two weeks, I gained a lot of respect for this device. I realized after I installed the new generator that it was responsible for the following: better mileage; more horsepower; less noise; more smoothness; better idle; better cooling.

To understand the above a little easier one must first have an idea of how a 356 generator functions, and why.....

"It is obvious that this engine component is multi-functional. In addition to charging the battery electrically, the main-shaft of the generator also serves as the axle for the cooling fan, as well as the axle shaft of the fan belt pulley. If you think about this for a little while, you realize that

this device has to be exceptionally strong and well balanced. Just imagine the torque exerted on the generator shaft. The shaft is concentric to the commutator which creates electricity and also turns the rather large cooling fan in the engine shroud. Imagine the strength of the bearings supporting this shaft, as well as the strain from the tension of the fan belt. These bearings are mostly responsible for the six improvements previously listed. Attention must be paid to their lubrication and wear. To concur, my gas mileage was almost 18mph average city and highway, it is now 24 mph. The engine was noisier, the oil temp gauge was slightly higher when warm, and the engine was not smooth.

"If for any reason your generator is suspect; weak battery, fan noise, bearing wobble, shaft rotation not smooth, etc, I might suggest the following. First remove the fan belt. Of course lay out the pulley shims in proper order so that the fan belt has the same tension when you put it back. Factory specs call for approx. 15-20mm of inward play, this is accurate! Less than this is looking for horsepower loss and strain on the generator and more means belt slippage. Two, gently turn the shaft and listen and feel for smoothness. Too smooth means the brushes might be worn. You should be able to feel the rotation of the commutator against the brushes. Now is the time for the decision to proceed, or stop.

"Going further means the removal of the oil filter, and then the generator stand (be careful not to damage the thin gasket underneath the generator stand). The two rear bolts, even though they secure the slotted rear part of the stand, should be completely removed as well as the fronts to make it easier to remove and re-install that gasket without damage. Next remove the wiring, label them if you are not sure, remove the right support bolt of the oil filter bracket (careful to hold the bolt on the rear of the fan shroud, sometimes synthetic clay or gum type of cement in the end of a box wrench does a good job in becoming another hand.) Remove the generator clamp. Now remove the four bolts securing the generator to the fan shroud. Gently with slight lateral left and right pressure remove the generator and fan from the engine. If you are lucky your shroud gasket will still be intact, even if it is and it is made out of

cork I would still replace it. This new gasket is the secret for a quieter engine. It also provides for a better fit and easier alignment of the generator to the fan shroud housing.

"Do not over tighten these four screws on reassembly. Make them snug and if in doubt use some Loctite. Now check the inside of the fan shroud, vacuum the inside, and check for leaves and other debris in the fan itself. If you have to remove the fan, carefully secure the front of the shaft in a vise and use a 36mm socket to remove the rear gland nut securing the fan."

(Here Vic disagrees.) If you clamp one end of the generator in a vise and try to loosen or tighten the 36mm nut, I guarantee you will shear the tiny key between the shaft and pulley hub before the 36mm nut loosens. The only successful way is to use an impact wrench while holding the fan by hand; don't just stick a big screwdriver in the vanes! When re-installing the 36mm nut, a drop of blue Loctite and some medium impact wrench application will take care of it.

"Carefully make note of the order of removal of the shims and fan washers as well as the fan plate and fan itself. Once again make note of this order! It is now time to remove the press-fit hubs of the fan and fan belt pulleys. They are press fit over keys in the shaft and are rather tricky to remove. Patience and good tools are essential in completing this task.

"As stated in the manuals, reassembly follows in the reverse order. However, since I did not write the book I will guide you backwards! After assembling the fan to the generator, check for smoothness, tightness and cleanliness. Gently slip a new gasket over the fan. A spot of gasket cement here and there might make the installation easier for you. Remember, don't overdo it, the gasket is the seal to the shroud, not the glue. Secure the generator to the fan housing by installing the four bolts and tighten them. Not too tight. Spin the axle just to make sure the fan is freely rotating and clear of the shroud.

"If you installed the fan, its shims and the rest of the parts properly, you will be on target and the fan should spin freely. Now slip the generator stand under the generator. Now with a little upward pressure on the generator, gently slide in the stand's

gasket, properly referencing the contour of the stand to the gasket. Replace the stands bolts, do not tighten. Now, spin the axle again, if it is still smooth then tighten the bolts, if not move the stand slightly until you can spin the axle smoothly. Install the generator clamp. Again turn the axle and feel and listen for roughness or noise. If smoothness still prevails, complete the installation by securing the coil and oil can brackets. Spin the axle again. You cannot be too cautious! Then finish up by putting back the fan belt and its pulley halves. Check the belt once again for proper tension.

"During this procedure I would check the oil sending unit, gas lines and other components for leaks, wear and looseness. The removal of the generator stand and oil filter enables us to perform good preventative maintenance to our cars."

VINTAGE RACING REPORT

Before Mark Eskuche accuses me of deliberately not reporting on the July 11, 1993, SVRA races at Mid-Ohio, here's the story.

This year we built a 1958 conv D. More and more of the 356 group have been switching to the Yokohama street radials in preference to the Goodyear racing bias-ply tire. Mark Eskuche and his gang have all switched; Mark feels two seconds per lap to be the approximate improvement. Well, the Yokohamas were in short supply, so we arrived at the track on Goodyears. Mark had offered me a set of Yokohamas, but I had already ordered the Goodyears; they'll make great rain tires someday.

The first practice session had me at 1:50's, but Mark was already at 1:48's! My pit crew Tom Youk happened to have his C coupe at the track, so we bolted his wheels and Yokohamas on my car for a definite comparison with the Goodyears. Unfortunately I had a misfire that was getting worse with each session. The first practice on Yokohamas felt good handling-wise, but the misfire was worse! I still got down to 1:49's, but Mark was now turning 1:46's!

Well, the misfire was a bad spark plug; the first session with no misfire and a used set of Yokohamas I picked up at the track (I didn't want to tear up Tom's tires) had us at 1:47's! Mark thankfully was still at 1:46's.

Final qualifying showed us lined up as

follows: Mark, 1:46.160; Me 1:46.812, Chuck Schank, 1:49.696; David Mixon, 1:50.392; George Balbach, 1:50.407; followed by Steve Pfeffer, John Kelly, Eric Bretzel, Bill Hartong, all in the 1:51's. We then had Rick Gurolnick, John Biggs, Dennis Strauss, Bruce Farrow, Anselmo Beretta, Rick Bardsley, and Larry Cloetta. That's 16 356's! Out of nineteen cars in our group. Should have been 22; but three Morgans didn't make it.

The race was uneventful for Mark and me. Mark could run a few tenths of a second per lap quicker, and I couldn't do much about it. Congratulations, Mark!! Meanwhile, Chuck Schank, David Mixon and George Balbach were having a good race for third. George finally prevailed, with David fourth and Chuck breaking first gear one lap short of the finish. Steve Pfeffer took fifth, Bill Hartong seventh, Rick Gurolnick eighth, Anselmo Beretta tenth. Chuck was credited with twelfth based on laps completed, with Dennis Strauss 13th, Rick Bardsley 14th, Larry Cloetta 15th. Eric Bretzel, John Kelly, John Biggs and Bruce Farrow had mechanical problems. ■

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A Long Winter's Nap:

A minimum-mystery procedure for storing your 356.

By Bill Rohrig

A lot of people 'store' their favorite vehicles for all but July and August; we 356 folks never really store ours, we just park them during the really nasty months. Here is a pretty simple 'how to' that will help your baby to come out of the garage in as good a condition as when it went in.

I am making the assumption here that you do thorough regular maintenance, that you have had a fairly recent tune-up/carburetor cleaning and that your windshield washer anti-freeze is good to the temperatures you experience in your area. If these are (like so many assumptions) not true, you should put this article away for a few days and make them happen.

When To Do It

Pick a dry, sunny day, as warm as possible. Temperature is not as big a concern as humidity - cold is OK, damp is bad. On this sunny, dry day, open the garage and let it dry out.

While you're waiting for it to dry, clean it. Sweep the floor, remove any oil or grease spots, pick up bits of wood, cardboard or other debris - these can attract moisture, insects and rodents which may later end up in your car.

Where to Start

The first thing to do is to drive over to the best car wash in town - the one that uses only fresh water and has an undercarriage wash. Spend the extra three bucks and get the deluxe job. Take along some WINDEX, ARMOR-ALL, paper towels, a bath towel and a chamois. Stop at the high power vacuum cleaner and do the best vacuum job you've ever done (again, spend the extra dollar and the time to do it right). Towel or chamois dry the car exterior, including the door wells, door bottoms and fuel filler door; wax the car if you have a nice enough day. Clean the windows, interior and seats. Bottom line here is that everything; body, seats, carpet, windows, etc. should be as clean as you can get them. Any dirt left in or on the car now will be twice as hard to get off next spring, and may do damage to the paint or upholstery.

Nice and Clean - Now What?

Well, now the errands. In order.

First Stop: the local auto parts emporium. Purchase enough oil for an oil change, a new filter, one can of 'dry gas', one can of STABIL or other fuel stabilizer, one spray can of WD-40, some belt dressing and a tire pressure gauge (if you don't have a good one). You can get engine fogging oil too, if you want to. I don't bother to fog mine for three or four month storage periods. If you can, open your hood in the parking lot and put the belt dressing on the belt (note: some people don't like belt dressings - do what you think is best).

Second Stop: Home, after a nice 20 or 30 minute cruise (longer is fine - remember, all you'll be doing for a while is wishing you could drive it, and it *is* a nice sunny day). Now is the time to change the oil. Remove the drain plug (preferably

the sump cover plate too if you have gaskets handy) and let the oil drain. While waiting, grease the car, check the brake fluid and just generally look around to be sure everything is clean and in good order. Two things of import here: One, drive on the highway for at least 10 minutes to get everything good and warmed up. Two, let the oil drain for at least twenty to thirty minutes. You'll be surprised at how much more dirty oil comes out - this is my major bitch about 'quick' oil change places.

Third Stop: The gas station nearest your storage garage. Pull up to the alcohol-free Super Premium pump (or the race gas pump, if you can find it and afford it.) Get out the 'dry gas' and the STABIL and put them in the tank. Fill the car full, but not to overflowing. The idea here is to minimize air, and thus water vapor, in the tank. Make sure you put the gas cap back on tightly. Now pull over to the air pump and inflate your tires to 35 psi. This keeps your tires from developing a flat spot from being parked for a long time.

When do I Actually Get to Put the Car Away?

Now. At last, you can drive over to the storage garage. On the way, run the heater for a few minutes to dry the air in the car. Park the car where you can get at the engine compartment. Before you get out, take the paper goods and other things out of the glovebox, door pockets, kick panel pockets, etc. These items and any tools should be stored inside your house. Close all windows, vents (floor, cowl, etc.), glovebox, ashtray - in short, make sure the vehicle is closed up as tightly as possible. This prevents unpleasant spring surprises like finding a new family of mice or spiders. Close the floor heater slides - critters can crawl into your heater channels through some remarkably small holes in heater hoses or mufflers! I put a small glass bowl with two or three mothballs on the floor (and in the trunk) as a further deterrent to potential tenants.

This is important: DO NOT SET THE PARKING BRAKE!

Open the hood (which should be as clean as the interior) and the decklid. These should be dry by now, but if not, wipe up any stray water from the carwash. Remove your tool kit and leather tire strap and close the hood. Get out your WD-40 and spray the carbs/linkage lightly. Close the fuelcock and run the gas out of the carbs. If you are going to fog the engine, do it now and drain the gas out of the carbs.

After things cool down for a half hour or so, cover the engine air intakes (air cleaner "horns", mesh cans or) I use a piece of plastic film and a rubber band on each horn. Use whatever works - the idea is to seal out moisture and critters. If you have a fan housing without the mesh screen, cover the air intake opening. I also seal my tailpipes since a neighborhood mouse decided my muffler was a good place to store seeds one year.

You're almost done now. Undo the battery cables (both of them, positive first). Move them aside and secure them so they won't flip back up and touch the battery terminals. If you have a safe place to store it (cool, dry, up off the floor, away from the kids), it is better to take the battery out of the car. After one last loving look, close the hood, put the car cover on and lock the garage door.

Last step: put this article someplace where you will be able to find it in the Spring. Reading it again will help you remember what you have to undo, uncover and reconnect. ■

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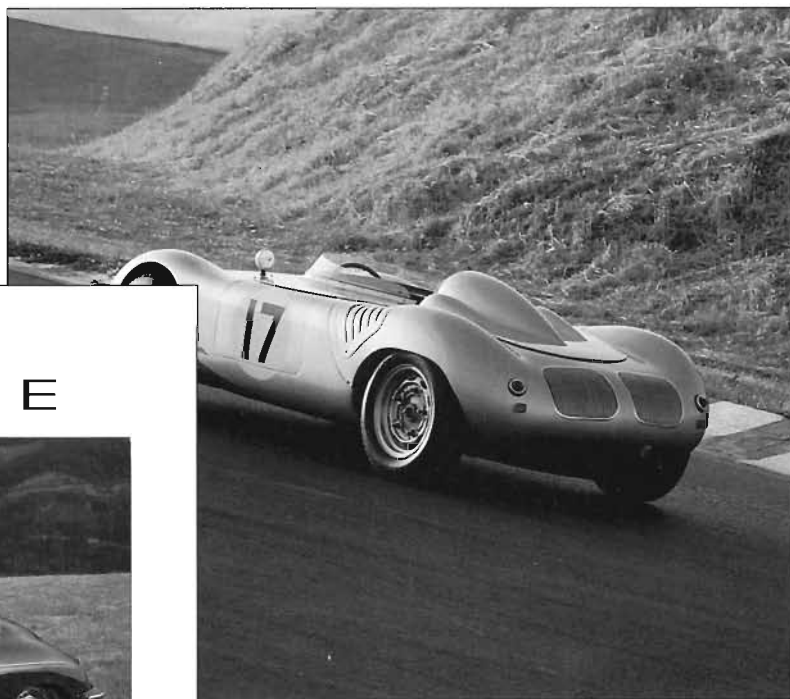
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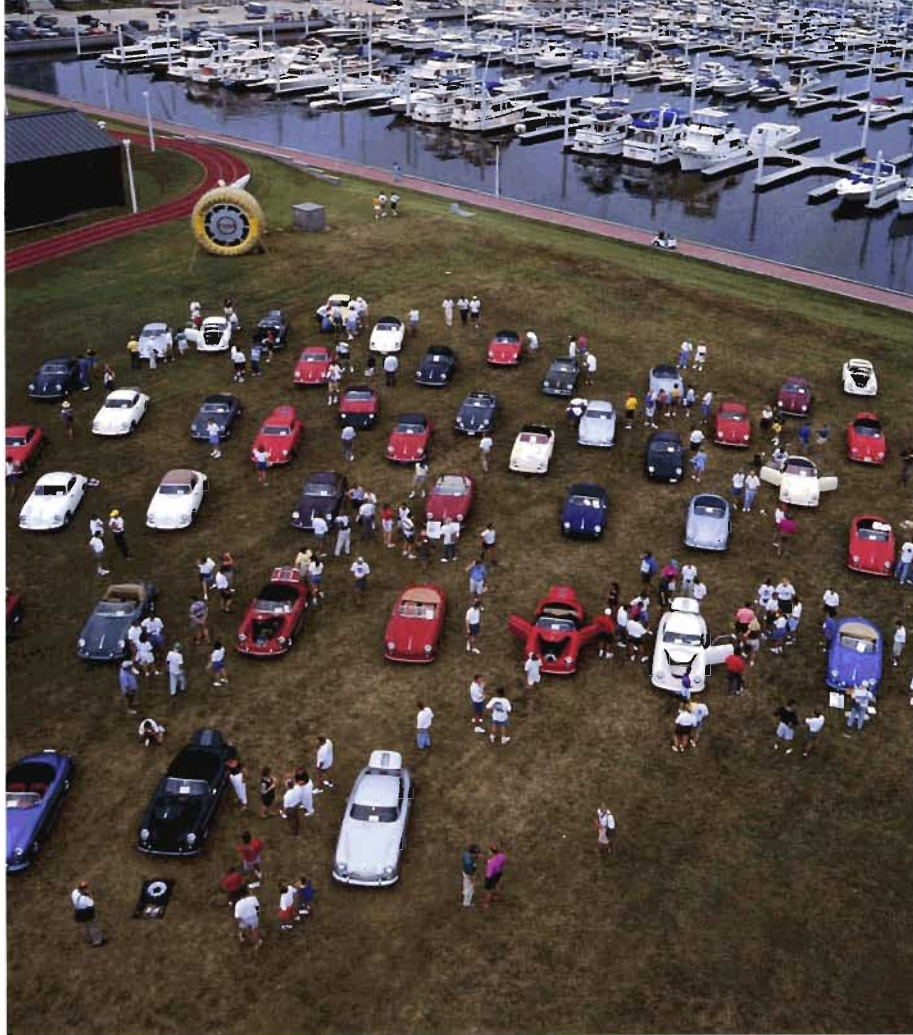
An R500 built for a hard left-hander at Road America during a 1968 vintage race. As seen in the Gordon Mack by photo, vintage racing has given the old sportsman a new lease on life, and given spectators a chance to see historic racing in a living classroom of sight, sound and action.
Let's Dan Gurney in Puerto Rico, November 1962. This 718/85 (550) entered the vintage race was perhaps the ultimate Spyder. With a 2.0 liter eight cylinder engine and semi-rigid transmission, the car was seen across Europe in endurance racing and hillclimbs, and across the U.S. in the fall of 1962. Dave Friedman photo.

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Gulf Coast Holiday '93

There is a certain but often elusive promise of fun, comradery and 356 good times that each Holiday hopes to create and etch into the memory of those who participate. That is the promise that will hopefully be exchanged between the organizers and the attendees. Creating a memorable Holiday takes the same type of meticulous planning, attention to detail and creative thinking that Dr. Ferry Porsche and his design team used in the late 1940's to invent and make the first 356. Each time we create and enjoy a successful Holiday, we remember and honor their thinking and the product of their thinking, that most fascinating of all Porsches, the 356.

Since we've never had a Holiday in Texas, we were doubly determined to make the Gulf Coast Holiday a truly

spectacular and fun-filled event. We held our meetings, made our plans, improved on our plans and hoped that "they" would come. And on Thursday, September 2nd, "they" came.

Fortunately, we chose South Shore Harbour Resort as the site of our Holiday. This world-class facility has great rooms, terrific views of Clear Lake and the marina, serves delicious food, and has a staff of friendly, energetic and helpful employees who worked very hard to make certain that everything went perfectly.

Our ambitious schedule of events began on Thursday afternoon with a driving tour to the San Jacinto Monument & Battleground and the Battleship Texas. Under the skillful direction of Tourmeister Geoff Cecil, a hearty band of

356ers toured these historic Texas sites, even went up to the top of the 570' monument (but not in their 356s).

Goodie Store Guru Frank Petersen threw open the doors to the Goodie Store Vendor area at two o'clock and some serious shopping began. We had a great group of vendors: Don McGill Porsche displayed a large selection of goodies from PCNA, 356 Registry's booth was manned by Linda Patterson, other vendors included NTW(National Tire Wholesale), Pirelli, Spyder Enterprises, Doc & Cy's Restoration Parts, Roy Smalley's Eurowerks, Wheels-Motoring in Style, United German Imports, Chatham Motorsports, Leland West Insurance and Jeff Gamble, Sculptor. Our large infomart was well stocked with catalogs, price lists and lots of 356 information.

When Bruce Baker arrived with Brett Johnson's 1955 Continental Sunroof Coupe, the hotel doors were taken off and the coupe was rolled into the Crystal Ballroom to begin its final assembly process. During the entire Holiday, the coupe was continuously worked on by Registry members. The coupe assembly process was the focal point of a great deal of activity and fun. Despite several Hospitality Suite breaks, enough work was completed to enable Brett to take his coupe home.

At 9:00am Friday morning the driving tour to Galveston Island departed. This tour included a drive down the Seawall Boulevard, through the Victorian homes, down the historic Strand, lunch at Willie G's, view the tallship Elissa, then back to South Shore. Some concern was noted after being buzzed a low flying airplane, everyone was relieved to learn that our Tourmeister was taking photos from his Cessna.

Friday afternoon, 120 356ers toured the NASA/Space Center complex located across Clear Lake from South Shore. Based on measurements made by 356 experts on the tour, it was determined that a 356 will definitely fit inside the Space Shuttle. Al Zim volunteered for the flight.

Friday night, the Mexican Fiesta featured a lavish Mexican food buffet accompanied by a Mariachi Band. A T-

shirt drawing was held during the Fiesta by Holiday Co-Chairman Ed Perkins. We had at least 50 lucky winners. A Literature/Model/Memorabilia Swap Meet was held adjacent to the Fiesta and a lot of swapping took place. Some tall tales were also swapped in the Hospitality Suite until the wee hours.

Saturday morning everyone was out early, washing and cleaning their 356 for the Concours. The hotel provided underground 356 parking and a wash area which made it easy to hang around with the cars. Unless they were on a tour, 60 to 70 356s were always being admired in this cool and convenient underground location. When James Cunningham fired up his 1956 Carrera Coupe Saturday morning everyone knew it was time to move out to the concours location.

We all remember that Dr. Porsche analyzed the shape and form of a raindrop to create the shape of the 356 - but a raindrop was the last thing we wanted to see on Concours Day. Luckily, despite the overcast skies, we had perfect weather for the Concours, no liquid raindrops fell on our collection of brightly colored 356 raindrops.

The Concours location was just south of the marina. This location provided spectacular views and photo opportunities with boats, the hotel, the harbour lighthouse and Clear Lake in the background. Concours Coordinator Mark Cohn arranged the People's Choice cars by model in several rows and placed the Full Concours cars in a row directly in front of our large yellow & white tent. Pirelli furnished a large inflated tire that added to the festivity of the concours. A Sky Cam camera took aerial photos from a helium-filled blimp during the concours.

Our all-star judging team of Bill Jones, Harvey & Linda Smith, Al Zim, Alan Bambina and Joe Harris, judged the Full Concours cars, while registrants and co-registrants selected the People's Choice winners in each model. Luther's BBQ served 220 lunches promptly at noon, as 30 members from the Lone Star Region of PCA plus two uninvited snakes joined us for lunch.

After the Concours, two Tech Sessions were presented: Bill & Bob Jones held an informative 356 Restoration

Question & Answer Session, and Linda & Harvey Smith discussed how much it would cost to restore your 356 based on research gathered from restorers across the country.

The Awards Banquet was held in the Crystal Ballroom with two of the most unusual centerpieces ever seen at a Holiday, Brett Johnson's Coupe and Bill & Bob Jones' 356 Porsche technical training chassis (only one in existence). After the great buffet meal, Mark Cohn announced the Photo Contest winners, each winner got to select an autographed 356-era photo taken by Tom Countryman or Dave



Top: Ernie Groves unloads the factory training chassis that was restored by Bob and Bill Jones. It was a fascinating bit of American Porsche history.

Above: The holiday included tours to the San Jacinto monument and on Friday, Galveston Island.

Left: John King is honored as one of the elder statesmen of 356 enthusiasts.

Opposite: The Concours site as seen from the mini-blimp. Photo courtesy of SkyCam aerial photography.

Friedman. After viewing a very humorous Concours video presentation by Mel Rainer, Mark announced the concours winners. Each winner received a signed copy of original 356 art by local artist Chris Hedrick. Ed Perkins awarded the long distance driving award to Dettlef Hinze from Weston, Ontario. The award was a 356 luggage rack donated by Brad Ripley's NLA Limited, Inc. The door prizes were drawn for and several very nice

door prizes were given out, such as two sets of Pirelli tires with wheels and hubcaps, restoration sheetmetal, items from Porsche AG, etc. Marlen Hudson won the Grand Door Prize, two airline tickets to the Porsche factory in Stuttgart, donated by Lufthansa. A special award was given to John King who drove his 1963 B Coupe from Albuquerque, New Mexico to the Holiday. John is 87 years young.

continued



The four days of the Gulf Coast Holiday passed too quickly. Old and new friends bid each other goodbye and I think we all wished the good times could have lasted a little longer. Perhaps in our memories they will- for us, the organizers, we truly had a wonderful time. Thanks for sharing this Holiday and these memories with us.

Holiday Workers:

Joe & Mollye Blackburn, Kent Caveny, Geof & Donna Cecil, Mark & Patty Cohn, Dan Farr, Deb Gann, Francisco & Ayn Garza, Mark Hall, Dave & Becki Hughes, James & Sue Hughes, Don Johnson, Hal McWhorter, Ed Perkins, Frank & Joan Petersen, Royal Randall, Mel & Louise Rainer, Wait Reeves and Rusty Tilton. Plus all the volunteers that helped put up the tent on Thursday night.

Hospitality Suite Donors:

Don McGill Porsche, NTW & Pirelli, EyeSite, Lone Star Region of PCA, Leland West Insurance.

Door Prize and Goodie Bag Donors:

Don McGill Porsche, NTW & Pirelli, Zim's Autotechnik, Stoddard, P.B.Tweeks, TPR, Inc., BDS, Inc., Eurowerks, Porsche A.G., EyeSite, NLA Limited, Inc., Restoration Design, 356 Registry/Goodie Store, Leland West Insurance, Spyder Enterprises, Foreign Intrigue, Performance Products, Doc & Cy's Restoration Parts, Wheels-Motoring in Style, 356 Products, Klasse 356, Excellence Magazine, United German Imports, Automotion, P.A.P., Lonnie Lovness Jewelry, Engine Builders Supply, 356 Graphics and Lufthansa German Airlines. ■

The lower garage area was the scene of a lot of activity as the Swap Meet started at daybreak on Sunday Morning. Rare and unusual parts were discovered, purchased and traded. Lots of good 356 stuff found a new home. I found a pristine bungee cord for my A coupe. Later that morning two tech sessions were given in the Crystal Ballroom. Roy Smalley and Alberto Segatore demonstrated the proper techniques to use when we weld our 356s, and Bill & Bob Jones presented the details of a 1959 Carrera Speedster Restoration. In total, we had four great tech sessions by the leading 356 experts in the country, plus we had the 1955 Coupe assembly going on all during the Holiday.

Photo Contest Winners

- 1) Linda & Harvey Smith - "Two Classics"
- 2) Janet Scott - Poster shot
- 3) Mary & Paul Goldzung - "Caveat emptor"

Top: Heck, no! We're not excited; it's just a Lufthansa round-trip to Germany with a Porsche tour included! Marlen Hudson accepts an oversized ticket from event Chairman Joe Blackburn. Other great door prizes included sets of wheels and tires—your choice of hubcaps, clothing, parts, gift certificates, collectibles and lots more. Door prizes were the highlight of a wonderful evening that included great food, videos, awards and only a few short speeches.

Above: The holiday featured what was probably the first Porsche ever to be assembled in the South Shore Harbour's banquet hall. It may also be the first 356 to be screwed together under a chandelier on flowered carpeting. Shown here getting set up for work, the car appears almost complete. But three days of intensive work proved that the last bits are the hardest.

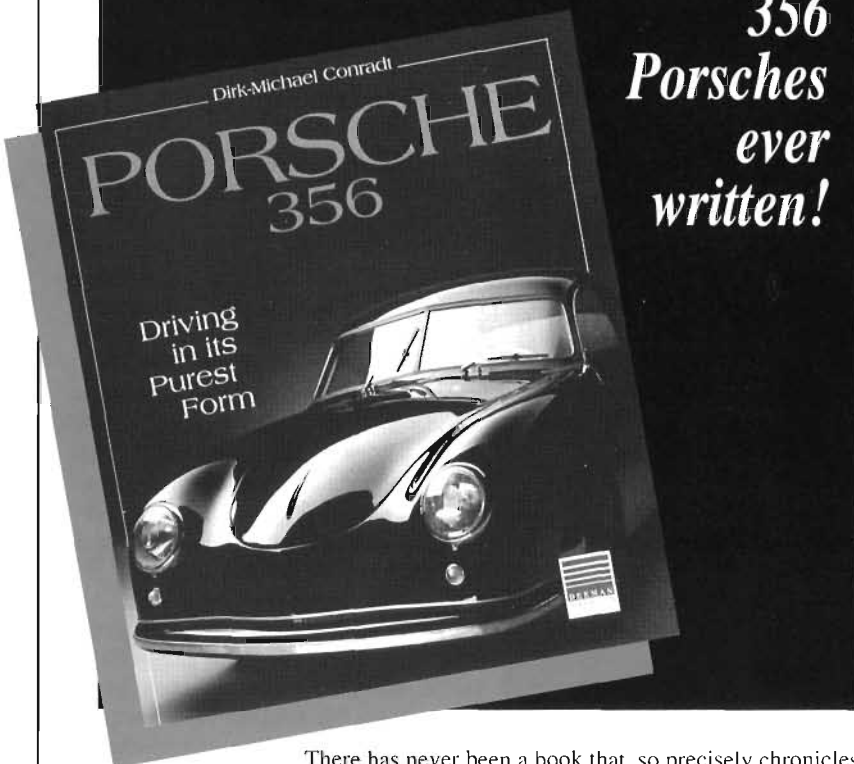
Concours Winners: Full Concours:

- | | |
|------------------------|------------------|
| 1) Rod & Sue Gustafson | 1957 A Speedster |
| 2) Jack Griffin | 1958 A Speedster |
| 3) Richard Cowan | 1962 B Coupe |

People's Choice:

- | | | |
|--------------|-----------------------------|----------------------|
| Pre-A Open | Ed Perkins | 1955 Speedster |
| Pre-A Closed | Lyndal Wiseman & Dan Talley | 1951 Coupe |
| A Open | Rick Casey | 1959 Convertible D |
| A Closed | V. Ross Collins | 1958 Coupe |
| B Open | Detlef Hinze | 1960 Roadster |
| B Closed | Alan & Linda Bambina | 1962 Karmann Hardtop |
| C Open | Rip & Linda Patterson | 1964 SC Cabriolet |
| C Closed | Louis Talarico | 1965 SC Coupe |

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- **...on the early days at Gmünd:**
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- **...on corporate planning:**
Albert Prinzing, for tax reasons, saw the profits from Porsche design activities as being balanced by losses from vehicle production.
- **...on production problems:**
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- **...on economics:**
"According to Herr Porsche, for reasons of cost, only the 40 mm wide duplex brake with the new light alloy drums shall be used at the front, while the normal width brakes with 30 mm wide linings will be retained at the rear."
- **...on design philosophy:**
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- **...even on rust, Dr. Porsche's own words:**
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Dr. B. Johnson

RESTORATION

They said it couldn't be done and, by George, it couldn't!

When Joe Blackburn suggested that I bring my 1955 sunroof coupe, down for the Gulf Coast Holiday, I had to think about it. For those who follow these things, I have a reputation of never showing up at one of these events with a 356. Well, I did once, but that was 1977 and the car hadn't run until the day before and the event was in Indianapolis...

was not one of the famous ones, Ferdinand or Windhund, nor one of the common ones, Heidi, Fritz, etc. This car was Crummy Buttons. Why was this car named Crummy Buttons? Obviously, it was named so because in barely visible block letters on the navy blue painted right rear quarter panel it said "CRUMMY BUTTONS".

CB spent the beginning of our relationship parked under a tree behind the animal hospital. Photos of CB first appeared in my

now with Johnston Enterprises, also in the Philadelphia area.

Okay, fast forward to July 1993. When Joe suggested that I bring my car to the Gulf Coast Holiday, he was aware that no visible progress had occurred since the 1990 photo session and that CB was basically in "kit form". Still it was seven long weeks away, so I phoned Bruce. Bruce's initial reaction was that this was indeed, a very foolish idea. After talking it over with his boss, Paul Johnston, a plan evolved. The car would be brought to the Gulf Coast Holiday with most of the assembly work complete, so that it could be finished over the four days of the event. With this plan in mind Joe worked out the details to have the assembly done in the Crystal Ballroom of the hotel and be an integral part of the event.

Well, the preliminaries didn't go exactly as planned. Thanks to Parker Tyler, Brad Ripley, Tony Euganeo and the folks at Stoddard, nearly all of the necessary parts arrived in various locations including Johnston Enterprises, my house, Ed Perkin's house, the hotel, etc.

Bruce's trip to the event would make an interesting mini-series, but we don't have room for it here. By Thursday afternoon CB arrived a little later than planned, but close. Pre-assembly hadn't progressed quite to the desired point. Front and rear suspension were in place, as were the front and back glass and headliner, but that was about all. The engine was mostly assembled, but was on an engine stand, not in the car. Finishing the car was going to be... challenging.

The first step was organizing the parts and determining what was still missing. The Plexiglas for the sun visors didn't make it, no big deal; no rear view mirrors, not a problem; no engine bolts or handbrake cables, these could be a serious problem. One additional concern was the sunroof.

As alluded to, the sunroof was not functional when the car was acquired. Several of the key components were apparently removed at the time the insert was filled in. Some last minute communication with Richard Miller in San Diego, CA revealed that the front sliding brackets that locate the front of the roof were indeed missing. A pair were fabricated that night by Rusty Tilton, who was one of the area



Above: Workers toiling under the light of chandeliers. Every garage should be so equipped. **Opposite:** The cleanup crew prepares for departure.

I've actually owned "54205, a very late 1955 356 Continental sunroof coupe since 1978. When purchased, it had an extra engine and numerous extra body parts. It was driveable, although not terribly attractive. At some point, one of its prior owners had the brilliant idea of filling in the gap around the sunroof with plastic resin. In fact, its previous owner had no idea that the car had a sunroof.

The gentleman I bought the car from always referred to it by name. The name

column in Volume 5, Number 4 (April/May 1979). The same photo is found in the first version of my book on page 14. It shows the left door and the above mentioned tree. There are two photos showing the tail of Crummy on page 12 of Volume 5, Number 6. These pictures also reveal the dire consequences of parking under a tree.

More recently, Crummy Buttons appeared on the cover of Rev. II of my book painted but unassembled, the photo taken by Bruce Baker in the spring of 1990. In the autumn of 1979 CB had gone east to visit with Bruce, a person whose name periodically appears in this column. At the time Bruce was with a company called Auto Research in the Philadelphia area. He is

enthusiasts working the Holiday. Thanks Rusty!

By Friday, some of the attendees got the impression we were actually serious and pitched in. Tasks were assigned based on the qualifications of the participant and degree of unpleasantness. Bruce cleverly dished out the nasty things, such as installing the sway bar (Ed Perkins), bumper trim (Paul Goldzung and Mrs. Johnson) and hood seal (John Jenkins). Bruce also taught John the lesson about measuring the hood seal before installing it. People came and went, as they participated in various tours and other parts of the event. G. Gordon Maltby came by and played with the radio knobs offering to put on the hubcaps, when the appropriate time arrived.

When the poolside buffet was rained out, the food presentation was moved into the Crystal Ballroom, where we were progressing on assembly. After eating, a large group of folks dropped by. John Jenkins graduated from the dreaded hood seal to the sunroof project; Dick Weiss was trying to figure out the door glass situation and Harvey and Linda Smith finished up the rear quarter windows, started earlier by Walt Reeves. At about midnight most everyone had wandered away, so we called it a night.

Saturday was the day of reckoning. That was the day that we reckoned that it wasn't going to happen. A few significant items turned up missing: throttle linkage, shift linkage, hood pulls, plus a number of less significant items. We received a fax saying that the 1500 Super and Continental scripts were not going to arrive, and still haven't for that matter. Aside from those, most of the exterior trim was done, but the interior was still pretty stark.

We prioritized the remaining tasks. George Scott and I started putting the dashboard together on a table in front of the car. Julie was attacking the engine compartment upholstery. John was still trying to figure out the sunroof. Bruce coached the remaining cast of characters.

Sunday started with the swap meet, where we found the one bumper bracket that we needed to install the rear bumper. It seems the repros didn't quite fit. No 1500 Super scripts though, so we would not put the Porsche scripts on. We had both aluminum and gold ready, so we could match the

engine designation. Oh well.

The Smiths fit the rear bumper, while Linda Bambina tried to make the rear upholstery fit. Everybody knows 356s and 356As are different in the rear seat area and pieces do not just interchange. Well, everybody knows that now. The sunroof won in our ongoing battle. After bolting the new slider brackets in place we taped the perimeter so if rain was encountered the headliner would not be stained. We knew it was all over when Gordon came by and put on the hubcaps.

The cleanup crew which included Ernie Groves, Martha McDowell, Bruce Baker, George Scott, Julie and I (*from left, photo above*) got CB onto my trailer destined for Indy. The engine was going back to Pennsylvania in Bruce's truck. This was so it could be run a little before putting it into the pristine upholstered engine compartment.

Bruce was anxious to get back on the road, since Martha's return flight had already left. Obviously, this was the perfect

time for a total electrical failure of Bruce's truck. The great minds gathered resolved the problem in a half hour or so, but by then plans changed again and we hit the pool, instead of the road. Even though we didn't get it finished, I had a lot of fun trying. I had never worked on a clean car before. Thanks to all of you who helped. In addition to those mentioned earlier other helpers included Kent Cavenay, Mark Cohn, Jim Cunningham, Jeff Gamble, Joe Harris, Dan Pelecovich, Frank Petrella and I'm sure countless others.

Next time I'll get back to the normal stuff, plus I'll reveal secrets learned from the 38,000 mile Speedster "80932, a new product or two, maybe even a progress check on the '51 coupe race car project. If anybody has suggestions for putting the sunroof back together, let me know. If you left your autographed Ray Stevens hat on the table in the ballroom, I'll be happy to send it to you and promise not to reveal your identity.

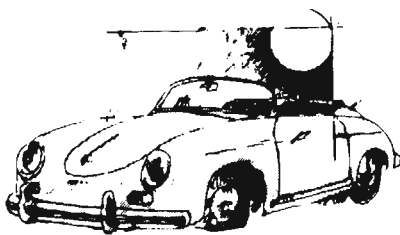


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Ron Roland

NUTS & BOLTS

Centro America...

The license plate reads; Panama. And I have much empathy with John Jenkins and Tom Conway. Of course, I didn't have to drive down here, and I get to use an expendable rental car, but still I have learned what "macho" really means. In traffic, "nose position is everything." On the "highway", they should use the money spent on painting lane stripes for fixing potholes instead. Nobody pays any attention to the center stripes (what double yellow line?), but every car could benefit from fewer and smaller potholes.

On the other hand, "Rust is job security." So, between rust from the salt water/jungle atmosphere and the wrecks from the no rules/macho driving, a body shop could make a fortune down here - if anybody had money. Actually, there are very nice areas in Panama City, plus a large U.S. military contingent, all of which warrants a Porsche dealer. However, I have yet to see a 356 in the times I have been down here.

Since my notes are in Michigan, I'll be shooting from the hip this month, without visual aids; but please don't go away. We had an interesting experience recently with an early T-6 gas tank, the one with the bottom-mount sending unit and the unique red-lined gas gauge. If you have a T-6 Roadster or the rare and desirable Karmann Harptop, you have one of these tanks, as do T-6 Coupes and Cabriolets made in late 1961. This tank, itself, is no more prone to rust than any T-6 tank. And since we are on the upside of this restoration, which includes restoring and installing all the bits and pieces, this is as good a time as any to do the gas tank. For this unique T-6 tank though, you need to know that a leak may not be in the tank or sender seal, but in the sender itself. Being the lowest point in the tank, condensation can collect there and corrode the zinc die cast "pot metal" sending unit base. The surprising thing is that both Stoddard and Tweeks (and maybe others)

offer this sender at reasonable prices. Otherwise, fuel tank repairs are the same as other sheet metal, with the following exceptions.

First, and obviously most important, is purging the fuel fumes. There are two methods. One is the cheap and exciting method that I learned at the old SOHK (School of Hard Knocks): drain the fuel, flush the tank thoroughly with water, letting it set for a day or so full of water, then remove cap, sender and fuel cock and "play" a flame over an opening to see if you get a "woosh". If your heart isn't that strong or your insurance isn't paid up, send the tank out for chemical stripping. Whatever you do, don't get anywhere near an empty fuel tank full of fumes with a torch! Incidentally, the tarred-on pad can usually be removed from the top of a T-6 tank with a long, thin chisel and a hammer. I have always been able to do this without damaging the pad (or tank).

**"... remove cap, sender and
fuel cock and play a flame over
an opening to see if you get a
'WHOOSH.'"**

T-5 and earlier tanks usually don't need any welding but can be full of crud, and they may also be full of dents which may require heat shrinking. The large, flat dents may be "blown" out. Not with fuel fumes, but with air pressure. Try a little pressure at a time. 175 PSI right now may result in a large square balloon. Small sharp dents will require hammer and dolly work and possible heat shrinking. The rectangular tanks seem to be coated with zinc or tin to prevent corrosion. This used to be known as Terncoat in the industry - try not to burn it off. After the tank is properly prepped and epoxy primed, there is no reason that body filler can't be used to finish dent repairs.

T-6 tanks usually don't get dented but they are prone to rusting on the bottom, both where they are exposed in the steering linkage area, and where they sit on the "horsehair" insulation pad. This pad makes a dandy sponge for salt water. Sheetmetal can be fabricated and welded in the bottom of this tank to repair rust just like a body. From what I can tell, these tanks are not "Terncoat." All tanks should be leak checked after welding by letting them stand for a day full of water. When you are sure there are no leaks drain the water, flush with Granoline to help prevent rust inside then Metal Prep, Granoline and epoxy prime the outside.

Most of the rectangular tanks seem to be a satin black which can be matched with about 20% flattener added to the black Imron. I say most of the tanks because the tank in chassis number 10465 was painted Radium Green to match the body (yes, I am sure it was original). If you have a Gläser-bodied Cabriolet please let me know if your tank was ever painted body color. The T-6 tanks come in flat black, made with about 50% flattened Imron, or light gray. For the light gray we had been using the Porsche Dolphin Gray exterior paint. While durable, I think the color is not exact and is too shiny. Most people will not notice but I think I will search the Imron catalog for a better match that I can flatten. I know the "right" color is offered in spray cans but I have had poor luck with spray can durability and a gas tank is going to get gas on it sooner or later - I don't want my nice paint job wrinkling off. I only use spray cans for touch-up on small items.

Before I continue with color, I want to talk about those scroungy bottom pieces, as I promised last issue. The best thing to do is round up all the pieces: front and rear trailing arms, spindles, tie rods, rear axles tubes, brake plates, etc., and take them to the stripping tank. Sand or bead blasting will also work. Eventually, these parts will need to be disassembled for painting but it is easier to keep track of them while they are together. Additionally, the chemical stripping process will clean up the threads making disassembly easier. When disassembling the rear axle tubes, there is a large pin that must be driven out of the end casting before the tube can be pressed out of the end casting. This will not be necessary if you use

the split axle boots, but the one-piece boots are much superior, notwithstanding their higher price, and of course they look original. Taking the tubes off the car once they are painted and installed is a BIG job. When reassembling, carefully line up the pin slot in the tube with the pin hole in the casting before pressing together. Don't forget to put on the large boot flange! After the two parts are pressed together the pin groove can be filed a little, if necessary, before the pin is driven into place.

The spindle assembly presents a larger quandary: to replace the king pins and bushings and link pin bushings before painting, thus preventing scratches, but having everything covered with grease? Or to paint while disassembled and grease-free but take the chances of scratching? Usually we do the latter. Before painting, take off all the surfaces you don't want painted: threads, working surfaces, tapered press fits, etc. Pay attention when you take it apart. Then it's metal prep, Granodine, epoxy primer and black Imron with about 20% flattener.

Disassembling and reassembling the spindles can be a bit of a challenge. The drum brake cars seem to have more of a press fit on the king pins. We have had to hold 10 tons of pressure on the king pin while heating the spindle to get things moving. Just heat the back of the spindle gently - do not turn the whole spindle cherry red! Once apart, press in new king pin bushings and file the notch to match the upper spindle seat. Now the bushings must be reamed to fit the king pin. Like everything else, there is a "P" tool to do this job. They are very expensive if you can find them, and if not new, may be worn beyond use. Any machinist supply store can sell you an adjustable 11/16" hand reamer and a tapered guide. Check prices - they can vary by as much as 50%.

The guide pin screws onto one end of the reamer, the other end is square for use with a tap wrench - or a crescent wrench. Briefly, the guide pin with its tapered sleeve centers in the bottom king pin bushing while you ream the top. Then turn everything upside down centering the guide pin and sleeve in the top bushing while you ream the bottom. Take small cuts between ream adjustments and try the king pin each time. I shouldn't have to tell you what the results of one big cut can be! The king pin

should just slip in without binding. Next are the pads that the spindle moves against. The originals were a reinforced phenolic, the new ones all seem to be some kind of plastic. I don't see that it matters as long as they fit tightly. If they are loose you will get a "clunk" in the front suspension. I usually have to file or sand the spacers to get them to fit properly. When all the pieces fit, press the king pin in, don't forget the rubber O rings, and press the link pin bushings in.

Since link pin / king pin lubrication is one of the few reliability points in a 356, here is a tip for extra lubrication. The standard setup has two grease (zerk) fittings between the top of the king pin and the upper link pin and between the bottom of the king pin and the lower link pin. Any resistance in a link pin, king pin or passage-way results in all the grease going to the free side already receiving plenty of grease. To assure that the link pins and king pins get plenty of lubrication, individually, rotate the link pin bushings so that their normal grease hole is closed off. This allows the king pins, only, to be greased from the standard fittings. Now drill and tap a hole from the top and bottom in the link pin bushings to give them their own grease fittings. Sometimes the original holes in the bushings will line up and you won't need to drill new ones. Don't forget to tell the guy you sell the car about this little trick, or he may not grease his link pins. He'll figure this out in about a month.

Before installing the front trailing arms pull the torsion bars out to make sure none of the leaves are broken. I don't think

I have ever seen a broken leaf, but high mileage California cars may have the problem. Fairly common, though, is separation where the leaves are welded together on the end. I don't think this hurts anything, but we run the MIG across here and dress it down for looks, at least.

While the torsion bars are out insert the arms and make sure the bushings / bearings are tight. High mileage or poorly maintained cars may have a problem but generally this does not seem to be a high-trouble area. Also inspect the working surfaces of the trailing arms for excess wear, and the arm for bending. This would also be a good time to "change the grease" after 30 years. There have been considerable advances made in lubricants over our lifetime.

From this point, the assembly of the front suspension is a simple bolt-together. Simple except for arranging the link pin shims, that is. I knew that trying to explain technical stuff without reference material was going to bite me. But you should have a shop manual or one of Charlie White's reprints if you are doing this anyway - so that takes me off the hook. Follow the instructions. The shop manuals are very good on all the straight forward "mechanical" stuff. The only problem is getting the "P" tools to do some of the operations. Improvisation is a player. Don't forget to check your tie rod ends closely. New boots are available from International Mercantile. We won't do brakes now, just slip the drums on the hubs so we can get the car on its wheels.

continued



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At the rear, install new bushings on the trailing arms / spring plates - trust me, the originals are worn out. These are available in rubber or urethane depending on your performance application. Fit the axle tubes to the transaxle. "Fit" is determined by the number / thickness of gaskets. Tubes should move freely with little to no side play, but a little side play is preferable to a binding tightness, I think.

Check all of the mounts before installing the transaxle. There are basically two mounting systems: '55 and earlier, and '56 and later. The break is at the introduction of the 356A model. The earlier cars have a single split rubber cone around the nose of the transmission. This is a VW part that is available from Stoddard, I believe. It's not too expensive so replace it. Also use this hard rubber part on the front of '54 and '55 transaxles and you won't have problems with the infamous laminated mount. The laminated mount no doubt gave better vibration insulation initially, but when it inevitably sheared, the soft foam plug in place of the hard rubber mount left you with nothing at the front. International Mercantile has the dreaded laminated mount in an improved version.

356A and later cars all seem to have bad rear transmission mounts. Unless they look new, meaning someone else replaced them, you should do so. Usually the front mounts are not a big problem, but check them - sometimes one of the laminated plates will separate from the rubber.

The '55 and earlier transaxles have no adjustments when installing, but the double mount '56 and later transmissions have spacers at the front. These spacers help determine the rear toe in, which we will get into much later. For now, you can only install the trans with the same shim arrangement it had when you took it out, usually one each side or none each side.

Now get the book out again to install the rear axle bearings, spacers, shims, seals, brake backing plates, etc. There are no tricks here, this is by the numbers. When this is done, slide the drum or hub on so you can put the wheel and tire on. Taking the car off the rotisserie is the reverse of putting it on, just be careful.

I planned to get into paint this time, but I had more hip shots than I thought. The carrier pigeon is leaving for Norte America and if I have any chance of making this issue I must leave now! Adios. ■

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Cole Scrogam

Of Special Interest

As promised, the official results from the Parade are as follows: In Full Concours, Tom and Lynn Scott won class A with a stunning 1951 356 Cabriolet, Jack and Elaine Gale class B and Division winners with a beautiful Fjord green Speedster (I understand Jack is working on a C for next year), Will and Kathleen Randall won class C with a 1960 356B Roadster, and Ed and Darleen Swain won class D with a 1965 356C. In Street Concours, Henry and Norma Scheuermann won class A with a 1955 356, David and Bette Seeland won class B with their 1959 A coupe, Alan and Linda Bambina were class C winners with their 1962 356B, and Dennis and Lorna Frick took class D with their 356SC coupe (what a car!). The crowning touch was the People's Choice award, given to the quite beautiful America Roadster of Heath and Kathy Hurlbert. All of these proud owners deserve a great deal of credit for their accomplishments, and the Registry should be proud of their members!

Many Registry members participated in the Parade, and they all deserve mention and a pat on the back, but unfortunately I do not have the complete list of 356's entered. If you did participate, pat yourself

on the back for a job well done.

Unfortunately, there are other Registry editors who do not share in my praise for the Parade and our entrants. I am not sure if this was Ron Roland's first Parade, but he cast a negative shadow on the event in his last column. I can not believe that even after the Hurlbert's Roadster won Peoples' Choice (a car that Ron restored and did a quite good job on) and the standing ovation for Lucile Riley as she showed their 1963 coupe in her late husband's honor, that Ron could have left the Parade with a bitter taste in his mouth. Nevertheless, it appears this was the case. His negative comments about the Parade, however, can not go uncorrected.

First of all, the Parade allows for a 20% deduction for nonoriginality. In a 300 point Concours, this allows for a total of 60 points, not 20. Even so, a 20 point deduction would be impossible to recover from, since Division winners usually average between 292 - 294 points (Jack and Elaine scored 294+). Ron's suggestion that you can over-restore the car and win on appearance alone is ludicrous, almost as ridiculous as his fantasy about a "perfect purple Speedster with orange flames, mag wheels, chopped top, and fender skirts" winning its class. The fact is, as it stands now, the Parade is where the best group (in quality only) of 356's can be found. Most who pick fun at this impressive gathering are simply doing so because of alack of desire to compete at this level. Others have no desire for intense competition, and feel more at home with Holidays.

Perhaps Ron had no idea that I prepared the Manhattan-winning America Roadster, but it is a fact that I am particularly proud of, as I am of last year's win with a Speedster (never before have two back to back Manhattan winners been different cars!). I will hasten to point out, however, that each year we showed an older Porsche to complement the newer cars; a 550 Spyder in 1991, a 1959 GT Speedster in 1992 and a 1960 GT coupe in 1993. This award was a long, hard struggle to achieve; not through politics (for if there was any chance for politics to work, it would NOT have been in our favor to repeat as Manhattan winners), but through hard work and determination. I will not let anyone belittle this achievement.

Yes, I would have loved nothing better than to have won 2 Manhattans with a 356, but the rules as presently written favor a newer car because of originality points and no bonus points for age. The only way to effect such a change is to write to Dennis Frick and request it. As of today, there was ONE letter written on the subject, and it was written by Cole Scrogam. I have been fighting to make 356's more competitive for this very prestigious trophy, struggling to have a 356 shown each year (not take over a decade to finish one car), it is a credit to Charlie Hunter, owner of both Manhattan cars, that he continues to spend his time and money to show 356's when he knows they are not competitive. He does it for the same reason that I take exception to Ron's last article, we love the cars. ■

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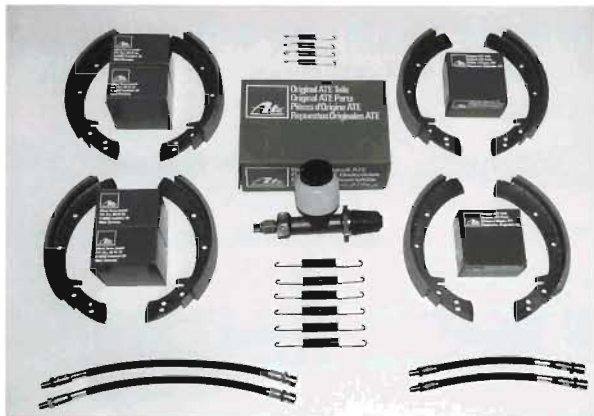
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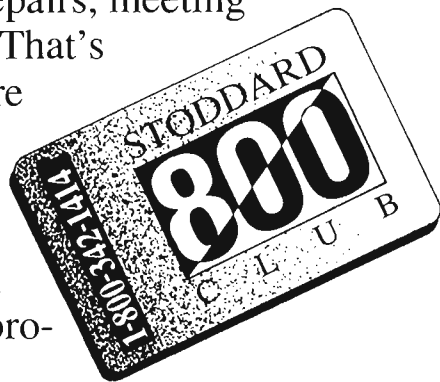
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Porsche

By Bailey White

Mama and I live in one of those houses where things accumulate. Something can get laid down on a table or in the seat of a broken chair and just stay there forever. There's my greatgrandmother's coat she hung on a nail before she died, and an old cousin's unfinished model of the *Flying Cloud*. There's a couple of bamboo chinaberry-seed popguns from three generations back and six bottles of Maybloom Cream beginning to turn iridescent with the tops rusted on. There's a row of Mason jars with some spooky-looking mold growing inside, left over from an old dead aunt's experiments with lethal herbs, and a drop-seat viyella union suit folded up on top of the carburetor of a Model A Ford. After a while the things begin to interlock. I really don't think we could get the ship model out in one piece even if we tried.

When I was eight years old, it got to be too much for my father. I remember the day he left for good. "I can't take it anymore!" he wailed. "I'm stagnating here! That coat!" He clutched the top of his head. I looked at my great-grandmother's coat. "That coat has been hanging there for fifty years!" And he hurled himself out of the house, jumped into his little red Porsche, and scratched off in a swirl of dust.

I missed my father. "Why don't we move the coat?" I asked my mother. "Then maybe he'll come back."

"It's not just the coat, child," she told me. I looked around. There were my great-aunt Bertie's lavender satin wedding shoes perched on the seat of my Uncle Luten's unicycle, and Uncle Ralph's walleied, hunchbacked, one-legged stuffed turkey on the library table. She was right. Even I could see it wasn't just the coat.

We never saw my father again, but we heard that he had driven that Porsche all the way to Hollywood, California, and made piles of money writing scripts for TV shows. Our neighbors told us they had actually seen his name on TV. We wouldn't know. We didn't have a TV set. Where would we have put it?

The years went by. Twenty years, thirty years. Then one fall my father died. His fourth wife, now his widow, called us on the phone. "He left you something," she said. "It should be there in a few days."

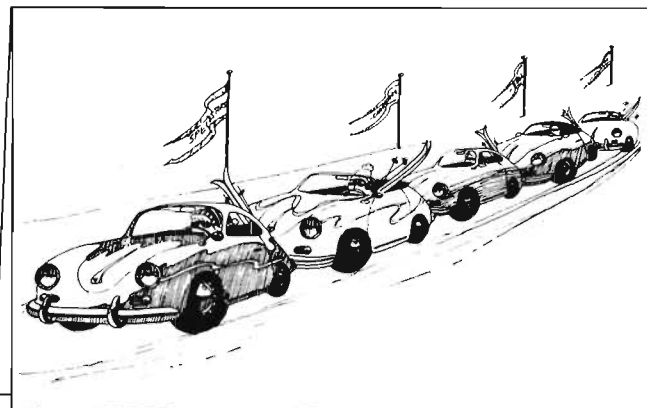
And a week later it arrived. It was my father's Porsche, the same one he had left us in - a 1958 Model 356 speedster, in original condition, complete with a wild-eyed driver whose hair stood straight up on end. Mama told him, "Just park it out behind the garden with those two tractors and that thing that might have been a lawnmower."

But he wouldn't do it. "Lady, you're crazy. You don't know what this is." He rubbed the car's fender with his shirttail. "You don't park a car like this out with the tractors."

We stood around and looked at it. Mama sighed. Then she went over and started pulling a section of screen off the side porch. We built a ramp, and the man drove the car up onto the porch. We drained the oil and gas out of it, put it up on blocks, and replaced the screen.

Now a man who says he belongs to the Porsche Club of America calls us up almost every night hoping to buy the car. We keep telling him no, no, no. Besides, that car has been in our house almost a year now. Even if he came all the way down here, I doubt he could get to it.

From the book "Mama Makes Up Her Mind: And Other Dangers of Southern Living." Copyright 1993 by Bailey White. Reprinted with permission, courtesy of the Addison-Wesley Publishing Company. Special thanks to Walt Reeves of Fort Worth, TX for arranging the reprint rights.



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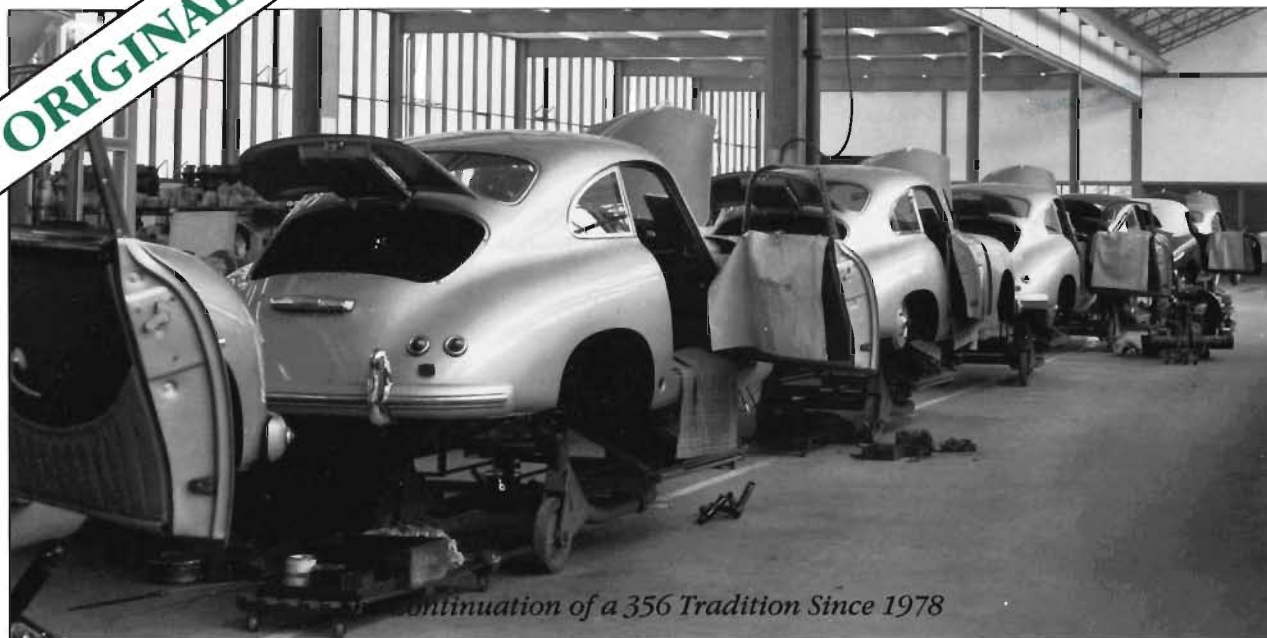
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First Person

The Longer You Own It The More You'll Like It

by Steve Gurney

Of the world's Porsches, about 10% reside in California. That's a third of the U.S. supply, more or less, and for more than

winters are cold, the snow is deep and, like the children of Lake Wobegon, the folks are all above average, and resourceful too.

In the 1950's, Porsches were both cheap and simple. Engine components, for example, were recognizable. You could see with your own eyes where air and fuel entered, and you could turn screws to make them do so in proper proportions. Tubes and hoses were few, and electrons followed

visible and dependable Boschian pathways. The front torsion bars were positioned properly crosswise even if that left room up front for only small loose items. Of course, leaving an open hood unguarded simply begged the gas station attendant to force the hinges and bend it in the middle, so even in those pre-self-service days

you pumped your own into the filler under it to prevent the dreaded mid-hood crease, still seen today on some unfortunate cars whose owners moved too slowly. Even after the filler moved outside, you still exited with alacrity to position the rubber pad on the fender in order to protect it from direct attack by the attendant armed with his razor sharp nozzle.

In those days no Porsche owner fretted about out-accelerating Dee-troit's big-inched chrome and iron masters-of-the-traffic-light. You simply accepted reality, and watched V-8 GTO's and Corvettes blow out half their fuel tanks to pave the road with rubber because you knew you'd catch them when they had to turn or stop. Curves were what defined a Porsche, in the eye and on the road, and to properly drive one took more than a leaden foot and a Standard Oil credit card.

Ah, those were pure and honest days for the Porsche. Who would have guessed that Stuttgart would eventually pervert a brilliant but too-short history and reverse it all by selling whining, growling big-cylindereed beasts whose drivers could now blow away Corvettes at the traffic light only to be humiliated on the curves?

This I did. I saw her in January, 1966, resting coyly but unloved on a misty San Francisco hill. She gave the appearance of indignities heaped upon her in her brief life. She had never been washed and her hood and driver's door were newly creased by the back of a high-bed truck. With these attributes plus her plain painted wheels she did not resemble the usual candidate for purchase. Yet only 18,000 original miles showed on her odometer, her SC engine was barely broken in, salt had never touched her, and her owner was eager to dismiss her. For \$2500 I drove her away, both of us smiling, and two months later, with the additions of a new shaved hood and straightened door, widened, offset and chromed wheels, extractor exhaust, mild decamber and camber compensator, driving lights and Talbot mirrors and Blaupunkt sound, her potential went kinetic.

For her first Big Workout she ran the coast route south from Carmel, through Big Sur and past Nepenthe, past the newly-opened-to-the-public Hearst Castle at San Simeon, through Cambria and Harmony and Morro Bay and, yes, even Pismo Beach, past Anderson's Pea Soup and on to Santa Barbara, where she rested by the Great Fig Tree on 101. The Coast Highway was without traffic of consequence in those Halcyon days, and clearly was designed for Porsches. Even now no 356 can be said to have truly earned her credentials until she has run that pathway where the mountains meet the blue Pacific, early on a fogless morning.

In this invisibly but sorely wounded state she next humbly followed a tow truck to a storage yard in Bishop where she sat for a month in the wind and snow and blowing desert sand, before I rescued her after an all-night drive. I brought her back on a trailer to Los Angeles for diagnosis and rebuild. "A bad batch of cranks" was the explanation offered, and since she now has more than another 90,000 miles on the next one, presumably that problem has been solved.



forty years they have roamed that state in numbers unmatched elsewhere. Until 1965 nearly all were 356's, of course.

But this is a story about 356's. In the early years, when taillights looked like beehives and 1300 and 1500 supers still rattled their disintegrating Hirth roller cranks down the freeways, fifty and then sixty and finally seventy in the "normal" were a lot of horses in a little car. At the same time, in the East, my '56 speedster and '57 coupe proved top performers on ice and snow. The rear weight bias gave lots of traction, yet that same weight was easy to break loose for planned 180's and donuts on deserted icy streets. Add tire chains, and no amount of snow mattered, unless, of course, you hung up the flat bottom on a drift. A 100-watt lightbulb in the engine compartment overnight assured easy sub-zero starts. This was Buffalo, mind you, where the

For two more years she served faithfully, yet in 1975 there came a time to pick up heart and soul and furniture and move East once again. This time we filled her with possessions for three people and food for one dog, and hooked her up to a too-large Vista Cruiser station wagon, which she followed like a hound at heel over the Sierra, through Winnemucca and Salt Lake and Denver and Omaha and Pittsburgh and New York, into new territory, Connecticut.

Like her relatives she is only a collection of metal and plastic and rubber, but in Stuttgart these were artfully combined. Somewhere she keeps memories of places and joys and challenges and pleasures and

beauty accumulated while serving the needs of one family, beginning even before it was a family, on a journey equivalent to six times around the planet.

The signs are favorable that she and most of her remaining peers will survive into the 21st century too, until each meets an unknown end. The design and economics of 356's suggest that those which have made it this far will likely make it a good deal farther, especially those whose owners care about their history. Because of all the living this coupe has shared with her family, she has in any case earned an easier life. She kept the Faith, and now I keep it for her and her next owner. ■

Minnesota Group Gathers



Eric Clark photo

By Phil Saari

Yes, 356 Porsches really do exist in the north country. The 356 season may seem short but the interest and enthusiasm shown for these cars certainly isn't, shall we say, frozen. This was exemplified by a gathering of 16 356's at Don and Chris Cruzan's home in Mahtomedi, Minnesota on September 11, the first purely 356 Porsche event held in the area in anyone's recent memory.

Most participants were from the Minneapolis - St. Paul area, but Mike Zenner and son drove a Cabriolet from northwestern Iowa and Roger Heironimus brought his C coupe from northern Wisconsin. The group enjoyed Bratwurst and a big picnic spread while admiring the cars and browsing through swap parts for sale.

There were nearly equal numbers of Speedsters, Cabriolets and Coupes ranging from daily drivers to vintage race cars with

Plenty of enthusiasm, food and sun (after a cold, rainy morning). Late-afternoon participants gather for a group photo.

a few concours examples mixed in. It was interesting to hear the individual Speedster ownership histories: Dave Weisel is going on three decades with his blue one, Bill Becker has had his red Speedster almost as long and Ross Collins' beautiful fjord blue tub has been in the family since day one. The envy was clearly obvious.

The 356 Spirit has been rather dormant here in the past decade and the event was held to test the waters to determine future interest in 356-related activities. Considering the turnout on a day that started cold and rainy, there will be more "Fahr North" get-togethers in the future. Yours truly will act as coordinator for some informal but high-interest events in the next year. ■

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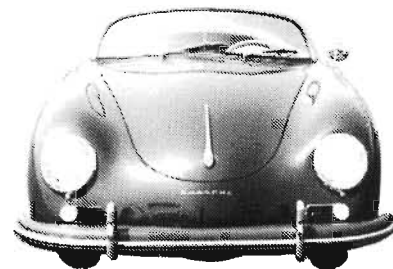
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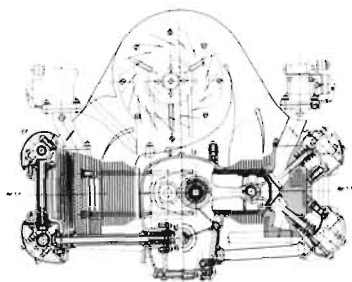
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Dick Koenig

Four Cam Forum

Parades, by definition, are events where we show off our cars at their most spectacular. The recent parade in Cincinnati was no exception. There was a fine collection of 356's, including several four-cam race and production cars.

My family and I attended with plans to show one of our Speedsters. You probably know the story about what the plater said and did. No, the Rudge wheels aren't done yet either. So, without the responsibilities of preparing my car on site, I had time to visit and happened upon some very interesting conversations. I'd like to share three of them that pertain to the definition of originality, scoring rules for the Manhattan Trophy, and the availability of Carrera parts.

1. Originality seems like a simple concept: as delivered by the factory. However, some thirty years after delivery a number of specific details have become sketchy.

As I was walking around I happened upon a group of experts. These guys do some of the best restorations and always do well in the judging. They were discussing the way to install the rubber gasket that seals the Speedster top frame to the windshield

frame. The gasket has a bump, or rib on one side and is pointed on the other. Which is front and which is back? The gasket fits either way. One expert said that he'd copied an original car and that the rib goes to the back. Another expert countered by saying that the Parts Book shows the bump to the front.

The controversy was never resolved. However, it highlighted for me the need for more documentation of this and other specific details. There are no authoritative reference documents other than Dr. Johnson's general introduction about model differences. Moreover, unrestored cars are quickly becoming more scarce, so fewer will be available to examine in the future. Perhaps it is time for members to start compiling their notes and photos so they can be shared with others. Maybe someone would volunteer to manage the documentation of details?

Along these lines, Tom Scott and I have been validating the use of fasteners (size, type and plating) in 356As. We listed all bolts, nuts, washers, etc. from the Parts Catalog and compared these notes with about 5 original cars. Now we're in the process of cross-referencing and tabulating the results. Perhaps some of you are doing similar things and would like to share them or solicit assistance?

2. This year, as last, a new car was awarded the Manhattan Trophy. Several 356ers in the group where we were sitting expressed disbelief. They could not understand how a new car could be compared to a fully

restored one. "It takes at least twice as much work to re-do a car as it does to polish it", said one. "Don't they know they're comparing apples with oranges?" added a second.

Our table was joined by another person who apparently overheard our discussion. Acknowledging the disappointment, she pointed out that the rules were structured at present so that no bonus or extra points area awarded for age. Accordingly, old cars have the dual burdens of accomplishing a perfect restoration and then Concours prep. If we, or other 356ers would like to see the rules changed, she recommended that we express our concerns to the folks at PCA responsible for Concours. Real change will only take place at this level, and only following member input.

3. Parts, both rare and high quality, are a vital link to restoration completion and concours success. For the four-cammer, parts sourcing has often been an enormous challenge. Recently I received some very good news. Two firms, Spyder Sports Sales and NLA Limited, sent me their catalogs. I want to introduce the products of each vendor and then show them as displayed on some of the beautiful cars at the Parade.

Spyder Sports Sales is managed by Warren Eads (1-415-892-7774). Based upon over 20 years' experience racing and collecting, he has developed a wide range of chassis and body parts, especially for the race cars - 550 to 904. In addition, a fabrication service is offered. Virtually any part, if not available from stock, can be reproduced. Warren has a vast collection of race cars from which parts can be "borrowed" for replication. Archives and a photo library help answer questions regarding authenticity.

John Kaufmann's 550 (our cover car this issue) drew lots of attention at the Concours. His tireless efforts and creativity earned many accolades. The products of Spyder Sports Sales were quite evident on this wonderful race car. In the engine compartment, oil line Argus-type fittings, and breather hose and clamps as well as the felt under the tanks are examples. Within the cockpit, there was seat upholstery fabric, aluminum dash handle and windscreen parts to name a few others.

NLA Limited is managed by Brad Ripley with offices in Reno, NV (1-800-438-8119). This is a new version of the very first 356



The 550's interior duplicates the original vinyl material covering the seats along with such other unusual pieces as an aluminum grab handle. Note the jack mounted on passenger door sill.

restoration parts business operated by Ripley over 20 years ago. Their main focus is on the 356 to 356C production cars. They manufacture and distribute a large number of mechanical, body and trim pieces for four-cam cars also. At the Parade Concours, the 1958 GT Speedster of Cheryl and Peter Dunkel was the object of considerable admiration. The brilliant restoration by Alex Bivens attracted the special attention of none other than Peter Porsche. Quality products from the NLA catalog were evident on the car, including the aluminum baby moon hub-

caps and the generator pulley spanner wrench in the tool kit. Spyder Sports supplied the special coarse upholstery material and smooth trim edging that is unique to GT cars.

The Parade, again this year, was an excellent opportunity to see beautifully restored four-cam cars. With parts sources like Spyder Sport Sales and NLA, Ltd., we can only hope that more and more of these fine cars appear at other events in the future. ■



Left: The 550 oil tank and lines use special clamps, hoses and fittings, illustrating the numerous unique parts that must be found or fabricated to restore such a car.



Left and below: Cheryl Dunkel's Carrera Speedster also features many unusual bits such as the generator wrench shown at left. The car was shown at the 1993 Parade and the 356 Club Fall Festival at Yosemite where it won "Best of Show." Hal Thoms photo.



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Bonjour là 356

by Bertrand Picard

356 enthusiasts from all over Europe have an annual event, similar to our own 356 Holidays, with participants from as far away as Canada, the U.S. and Australia. The 1993 18th Annual International 356 Meeting was organized this year by the 356 Porsche Club of France and what an event it was. With typical French class and refinement, the 3-day affair was held in the Loire region, with events being staged at or around such world renowned *châteaux* as Chenonceaux, Blois and Chambord.

Day one (Thursday May 20) did not look very promising. After landing in Paris at 6:30 a.m. in the pouring rain, we set off for Blois where registration was opening at noon. The 2 hour drive was wet and the weather forecast was not very encouraging.

We finally arrived at the registration site, the old grain market building. The depressing weather was soon forgotten as my eyes were popping all over the place at the cars that were continuously driving in, in the wet: Carrera 2's seemed to be a dime a dozen, Carrera coupes and Speedsters being a close second. Since this was registration, I had a chance to see how these cars are actually used. As mentioned, all cars drove in under their own power, without a single trailer in sight, from as far away as Sweden, Denmark, Italy and Spain. And original accessories were being used for their intended purpose: luggage racks carried luggage, fitted luggage, although somewhat battered,

could be seen on a few cars, tool kits were a common item and were used for the occasional quick fix.

After saying Hi to the President of the French 356 Club, who had been at my house in Montreal a couple of months previously looking for a special car to take back to France, as his friend Bruno had done in February with a 1960 Roadster, we left for the day.

Friday was a day long rally through movie-like countryside, from one *château* to the next, from one vineyard to the next, with a catered French cuisine lunch at noon in the park of yet another *château*. Fortunately, the rain had stopped overnight to give way to a mixture of sun and clouds. The following day was to be even better.

Two major events were scheduled for Saturday. In the morning, timed runs were held on a private test track owned by the HobbyCar company, which builds high-tech amphibious automobiles. This was actually my first chance to see most of the cars together at one single location. I thought I had just died and gone to heaven! One of the first cars I saw upon getting there was a perfect, polished-aluminum RSK, licensed and street legal, which had been driven all the way from Germany, in the rain! The body panels were so perfectly polished that they looked like chrome. A peak through the rear grilles confirmed that an actual 4-cam engine was in residence, so no VW kit car there. The car was featured on the local TV news that night, and a price of 3 million French Francs (U.S. \$560,000) was mentioned, maybe with some Gallic exaggeration.

While checking out a just-imported-from-the-States 1951 coupe owned by the President of the 356 Club of Belgium, I met a few people from far away places, including a gentleman from Australia, as well as Richard King of England, owner of a 1953 coupe and of the Karmann Connection company, and fellow Registry member Denny Frick from Pennsylvania, whom I remembered from the 1986 Portland, Maine Parade where he had entered an amazing Polyantha Red 1956 Cabriolet. I also heard that Christoph Tanner of Switzerland, one of the foremost 356 restorers in Europe, was there but unfortunately never got a chance to meet him. After breaking for lunch, the cars drove (yes, drove!) to the concours site,



French Concours sites feature spectacular backdrops like this *château*. And they really *dress* for dinner.



the lawn of the *château* de Chambord. Imagine if you will this grand, historical venue, of amazing refinement and elegance, with 225 356's arranged in a crescent shape on a large expanse of grass at the edge of a centuries old forest. It was a sight to behold. The day concluded with a period costume formal dinner in the *château*.

After this factual description, how about some subjective, personal observations about the European 356 scene.

Two major points stand out in my mind: first, people over there drive their cars, however valuable. (And, horror of horrors, I even saw one Roadster being taken through an automatic car wash!!) Garage-and-trailer queens seem to be non-existent. And to drive them like this, they seem to invest in their engines first. Most of

items such as turn signals, front and rear scripts, mirrors, badges and this one-off: a German Convertible D with twin-grilles.

T-6 bodied cars were predominant among the 225 entrants, with T-5 cars a close second. A's were fairly well represented with a good selection of both coupes and open cars. My personal expectations were not quite fulfilled as there were only four Pre-A's, of which three were 1954 and only one 1951 (more on this car later).

On a more positive note now, excitement was in store everywhere. Here are a few instances: a 1958 coupe in the same family, with the same registration for 35 years, a Convertible D with original chrome bumpers, a 1954 coupe with original interior and only one repaint, driven all the way from Switzerland, an A coupe with

original paint, original tool kits in many cars, two Carrera's with Rudge knock-offs, Italian cars with mini-tear-drop-shapeside-markers, wood steering wheels on many cars and, as mentioned previously, Carrera's all over the place and a 550 Spyder.

A final word on the 1951 coupe. It's "10866 with engine number P 356-0124. Obviously,

the two serial numbers do not match as the engine number seems to indicate that this is the 25th engine ever built. Hopefully, the former owner might be a Registry member and, upon reading this, provide us with more information in a future issue.

A book on this event is being prepared in English and French. It will be 144 pages with about 200 original color photos shot on location throughout the event. It should be available before Christmas and will be advertised in the Registry, so start saving your pennies. Next year's 19th European 356 meeting will be held in Denmark. I can obtain more info for those who would like to attend.



A German RSK, polished to a mirror-finish and like the rest of the cars at the event, driven to the site.

the 356 engines there sounded perfect, solid and powerful, particularly the 4-cammers, and were driven in a spirited manner, to say the least. On the other hand, however, I was somewhat disappointed by a number of restorations which looked OK from a distance but where closer inspection revealed serious flaws such as poorly-fitted lids, widely uneven gaps and one instance where the doors of a German Speedster were so poorly done that the driver's seat could actually be seen from the outside, when the door was closed!

Another disappointment was a frequent disregard for authenticity, with a mix-and-match approach to a number of



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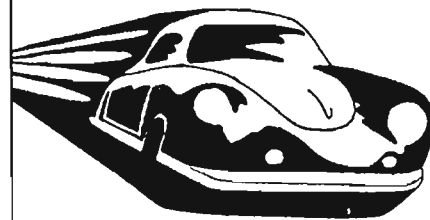
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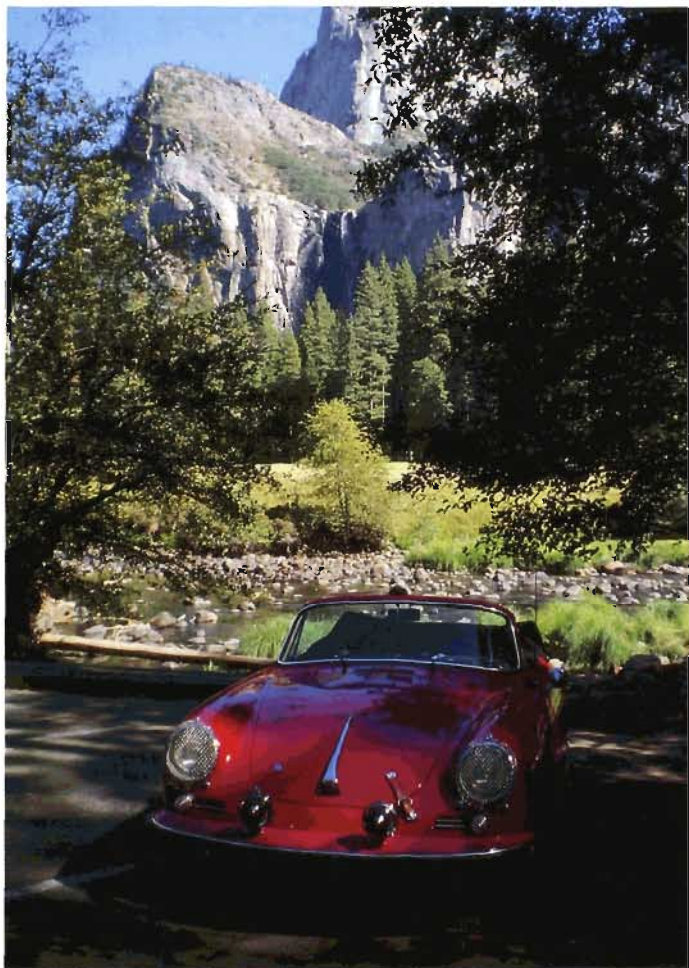
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Fall Festival 1993



A red Cabriolet contrasts sharply with the green grass and grey rock of Yosemite valley. Photo by Hal Thoms

Have you ever heard the wind blow through the pine tree? Have you ever heard the blue jays in the early morning? Have you ever heard the sound of a 356 softly starting in the early morning? Have you ever heard the sound of approximately 250 people having a good time talking about their 356 and admiring someone else's? If the answer is "No" to any of the above questions, you obviously did not attend the Fall Festival put on by the Southern California 356 Porsche Club in Yosemite among the lucky:

It all started on Thursday afternoon, Sept. 23, at Marriott's Tenaya Lodge at Fish Camp, California, just outside the south gate to Yosemite. The flower-laden circular entry of the hotel was graced with early arriving 356's, sparkling in the 75-degree sunlight. The well organized registration desk took form, name tags were laid out, pins and T-shirt arrived, patches and posters were on display for purchase. The Goodie Store gradually opened as vendors arrived.

What's happening? The beginning of another wonderful 356 "Gathering of the Faithful", "Holiday", "Festival"—whatever you want to label it—was about to "happen".

Friday's schedule featured a driving tour of Yosemite Valley & Glacier Point. It's about a 25 mile drive from Fish Camp to the valley floor, so it gave us time to reflect a little. We all know the condition of our Nation's and this state's economy, the Health care situation, the hungry and homeless population, the unrest and fighting that goes on daily in our world. But as we follow 75 meticulously clean, shiny, happy 356's through one of the world's most majestic, breathtaking parks, we give a little thanks for our opportunity to be among these fortunate Porsche owners. It made us really stop and think about how really lucky each person in this parade is to be here in this car, driving in this place on a week-day.

The first stop of the tour, I believe, was the most breathtaking at "Vista Point". Picture a panoramic view of the Yosemite Valley suddenly before you with 75 Porsche 356's parked on an angle, posing for the "picture of the year" award. I could almost hear the Boston Pops in the background with a musical score appropriate to the scene. It truly was moment that should have been frozen in time.

The tour went on through the valley with stops at Bridal Veil Falls and lunch at Yosemite Village with everyone relaxing and drinking in some of nature's most beautiful work. For those who had the time to take in Glacier Point, another "time should stand still moment" occurred with a panoramic view at 6300 feet over a straight drop to the valley floor.

Back at the Tenaya Lodge, the afternoon brought more Goodie Store vendors and the Literature and Model Swap. It's wonderful to see people put value on memorabilia. Preserving the past for the future to view, history - call it what you want - it's a tradition that is definitely still alive and well! So many things are thrown away without thought that they might have some value (either sentimental or monetary) to someone. Clean out those attics, your father's garage, your garage, just don't throw it away. Bring it, show it, share it, talk about it, sell it. It's part of the 356 tradition.

Saturday brings the Concours. Full Concours and People's Choice take place under a perfectly clear sky with temperatures varying between 70 and 80 degrees. A barbecue on the lawn next to the Full Concours serves as background music to one of the most beautiful sights, a circle of a dozen rare, exquisitely prepared cars on the grass with the majestic pine trees of the Stanislaus National Forest as a backdrop.

Cheryl and Peter Dunkel took all the honors with Cheryl's newly-restored Carrera Speedster. Congratulations to you Cheryl for the impeccable restoration job! Congratulations also to you and Peter for keeping your marriage together through the restoration.

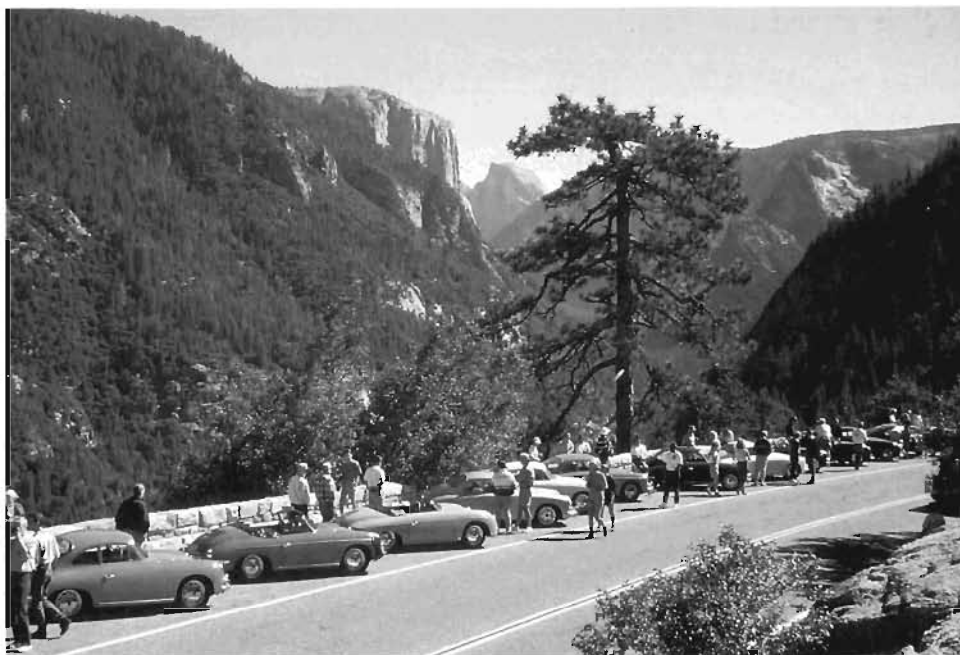
8:00 p.m. Saturday, the doors to the Grand Ballroom open. Round tables are beautifully set, soft music is playing in the background and Hal Thoms has a slide show going. As we find our seats for the evening, we see slides of Sedona, Squaw Valley, Morro Bay and slides of the weekend in Yosemite. The awards were announced in a beautiful style: a picture of the winning car was flashed on the screen. This gave everyone an opportunity to remember the car, along with the person receiving the award. Very well done! (We might steal this idea for Morro Bay '94). Dancing to "oldies" went on to 1:00 a.m.

The early morning dew found those Swap Meet people out again... It seems to get earlier and earlier. But there is a certain magic that happens in parking lots at that hour that can happen at no other time.

As people slowly emerge from the Hotel and pack their treasures into their treasured cars, the good-byes begin. With promises of lunch, dinner, "give me a call", "let's keep in touch", a Christmas card, one by one 356's start down the hill and out of the parking lot, each with its own set of "perfect memories" of the event. Great friendships are almost a guarantee from one of these events because you start out with a very

powerful thing in common... PORSCHE 356.

My compliments to the Chairman Olaf Shipstead and his hard working committee for a tremendously successful Fall Festival. Over the weekend we heard rumors that a new location was being looked at or thought about for next year. May I take this opportunity to strongly urge you to keep it at Yosemite? Tradition is a wonderful thing. Where would we be without it?



Top: On the tour through Yosemite valley.

Above: Cheryl Dunkel's "Best of Show" GS/GT Speedster. See page 31 for more details about this car.



Harry Pellow

The Maestro

Why You Don't Want Your Porsche Engine Rebuilt By A VW Mechanic (Part 912)

Throughout his Books, the Maestro has warned you- if at all possible- have yea not your engine rebuilt by a VW mechanic. Especially the ones that say- "Oh, hell- Porsches are just like VW's... Aren't they?"

If you hear that, run, don't walk AWAY. 'Cause Porsches are NOT "just like VW's" in many ways. This misconception will mess up VW mechanics who will in turn mess up your engine.

Statements like the above have caused the Maestro not to be held in high regard by VW mechanics. Fortunately, few VW mechanics ever read the Maestro's Books (which again, is more proof why you don't want them to work on your Porsche engine. Q.E.D.). Fortunately, the Maestro rarely hears from them.

But on occasion, a GOOD VW mechanic who HAS read the Maestro's Books, takes exception and with pen in hand, writes the Maestro a Nastygram regarding his views on the competence (of lack thereof) of a VW Mechanic rebuilding a Porsche engine.

In that case the Maestro replies- "see that's the difference- YOU read the Books! A GOOD mechanic reads about what he's about to do. The VW mechanics who THINK they know how to work on Porsches, because "They're just like VW's", and who DON'T read Books about Porsches are Dangerous.

Anyhow, the Main Point of all this is ifin you're a GOOD Mechanic- one who is willing to LEARN, it doesn't matter what car you first started working on, you can do others too. In fact, as with learning their languages, after you've learned a few, the others are easy. 'Course there are some you might not want to learn about- like do you really want to work on Trabants or Hugo Hyenas? Some just don't stir the Blood.

Others do things for you that women

would kill for!

Like the rear quarter panel on a 356.

Sometimes VW mechanics who THINK they know Porsches try overhauling their girlfriend's 912. Like this one Customer in the Spring of '91. That sometimes makes for Interesting Stories.

This Story starts out at the 1991 Automotion Swap Meet- (which is now the BEST Porsche Swap Meet in North California since Automotion ADVERTISES the Swap Meet to its customers via a mailer, unlike PCA which only advertises incestuously to its own members), wherein the Customer approaches the Maestro, with his crank in his hand. A 912 crank that is.

The Maestro could tell at a glance that his crank needed Help- it was scratchy and undersize, needing grinding badly.

So, after (amazingly) passing the Magnaflux test, the 1st under crank was ground to second under. And Bearings supplied.

The Maestro asked the Customer- "How about the Case- did you clean & Check it?"

"Oh yeah," said the Customer. "I cleaned it out real well, and it checked out OK."

"So," asked the Maestro. Is it Standard?"

"Oh yes," said the Customer. "It's a nice Standard."

"OK," said the Maestro. "I've got bearings for it then- Std Case by 2nd under crank on the shelf."

The Customer sends down his Girlfriend to pick up the Bearings. fortunately she had the old bearings- which the Maestro happened to eyeball- and saw the Thrust side of the Flywheel Main Bearing WORN almost HALF through!

This is a sure sign of a loose Flywheel Main Bearing roaming free in the case- and possibly beating the Case so that any other bearing is free in the case too- resulting in oil leaks, and rapid wear of the case and another Overhaul and Align Bore.

Should the Case be beaten badly by the Flywheel Main Bearing, it be not a Good Thing. And is difficult to fix. The Case can be welded, but welding distorts. A better way to fix it is to machine the case and make up a shim of the proper thickness, but the shim may wear with time and There You Are- Stuck and out of Luck.

Wear of the thrust surface of the Flywheel Main Bearing manifests itself as Ever-Increasing End Play- and end play

values of 1 MM! .040!!!) When the regular end play is .004" to .006" a millimeter is a LOT of end play. Too much. And when the clutch is put "down", the flywheel WHAMS into the bearing, wearing it ever more.

The Maestro doesn't know what starts this fatal dance, but he bets that a too-tight clutch cable and/or excessive "holding the clutch down" contributes. Then again maybe it's just bad Karma.

Anyhow, when the Maestro saw the half-thinned thrust surface he knew immediately that the Case had a Serious Problem- and should be brought down to the Maestro shop for a more detailed Inspection.

"Oh," said the girlfriend. "But my boyfriend checked out the Case already, and it's OK."

"Uh, yes well," said the Maestro, trying to be Diplomatic. "But, sometimes it pays to ah, get a Second Opinion just to be sure. In fact- YOU can check it out yourself! Why don't you see if you can feel a worn area on the case where this bearing fits in. If you can feel a worn area there it IS worn and should be looked at."

The Girlfriend took the Maestro's advice- and called back to say- "Why, you're AMAZING, Maestro! There IS a noticeable ridge where the bearing has eaten into the case."

"Ouch" said the Maestro. "That's too bad. But better to find and fix it now then to have to do it all over again later!"

"Yes," said the Girlfriend who was paying for the overhaul. "I definitely agree."

So, the girlfriend did indeed bring the Case down to the Maestro's Shop. She even lugged it through the front door. The Laser Disintegrator was so shaken by the sight of a Real Live Girl walking through it's ruby red beam that it forgot to beep the beeper. The Maestro eyeballed the Case. It was oily, dirty and exuded a cacophony of Bad Vibes.

The Maestro looked at the Flywheel Main Bearing Bore of the Case- and there it was- a noticeable ridge worn into the Case. This one will have to be fixed, and the Maestro figured it would be The Cheap Fix.

(The Cheap Fix, the Third Possible Way of "fixing" the problem of a worn thrust Surface Case, requires a Transplant from early pre-'60's Volkswagen. (Amazing isn't it that cheap 912 owners must mutate back to a previous form of primitive life to advance?)

The Cheap Fix: find a 36HP VW Fly-wheel Main Bearing bearing that has an oversize thrust and the right size for the crank, and cut the Case and Bearing to fit.

(Some 36HP VW bearings also had an overly large Outside Diameter Thrust Flange - which gripped the Porsche Case in Virgin territory- away from the Previously worn thrust area. Enough Virgin Case material is gripped well enough to hold the bearing in place for at least 20,000 miles, at last count. And still counting. Only problem is FINDING 36HP VW bearings with the overly large OD- in the right PORSCHE Crank & Case Sizes!)

What else the Maestro noticed about the Case was also Interesting- the Middle Main bearing bore of the case looked like it was REALLY beaten. The Maestro looked closer- it WAS really beaten!

"Wow," said the Maestro. "The Middle Main Bearing Bore looks REALLY beaten. How did your Boyfriend check out the Case. With a Caliper???"

"Yes, I think that's what he called it," said the Girlfriend innocently.

"Ah well," said the Maestro keeping his Diplomatic poker face. "Then in that case I think you need another Second Opinion- 'cause I think this case is gonna hafta be align bored!"

The Maestro placed his hand between the Case's studs. It opened magically. The Maestro separated the Case halves- and looked at the side of the case where the tangs of the Main Bearings hit. It's the Maestro's Secret Mileage Meter- how loose the Case really is can be seen in how much the tangs of the Middle Main bearings have eaten into the side of the case against which they're pressing.

If it's a Good Case, the tang will merely have polished the other case half. In Cases about .001-.002" out, there will be a just noticeable depression in the other case as the bearing tang begins to eat into it.

And in Cases that are out a LOT- like .005" or more- there will be a 1/16" divot dug in the opposite case half! The tang sure keeps the bearing from "spinning" in the Case though. Dowel pins wouldn't stand a chance under these circumstances.

The Girlfriend's Case had one of the worst tang gouges the Maestro had ever seen!!! The tang had REALLY beaten a gouge in the other case half!

continued



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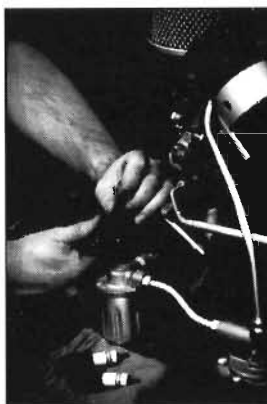


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It was desperately crying out for an Align Bore. And when the Maestro checked the Case (after cleaning it- the boyfriend had left the Oil Pressure Relief and Bypass plugs, plungers and springs in the Case- and you can't clean it right with them in! Didn't the VW-buliding Boyfriend know that? Noooooooo.

So, after cleaning the Case the Maestro torqued it up, and got out his Dial Bore Gauge. +.007" squawked the Dial bore gauge. This one is BAD, baby, BAAAAHHD.

And, being out 7 thou- ifin it t'wer the Maestro's case would be out all on one side would mean it wouldn't clean at First Over- and would have to be re-align bored to Second Over.

But, since it was the Customer's Case and since she be female, her Case cleaned up just fine at First over. Girlfriends are lucky that way. So, with the Crank ground and the Case Bored and the proper bearings obtained, (thanks to the Maestro) her engine is on its way to assembly.

Had her boyfriend, the VW mechanic, prevailed, a 7 thou-too-big Case would have resulted in low oil pressure and a very short life indeed! That's the Good News. The Bad News is that her boyfriend is putting the engine back together again.

The Maestro will keep you posted.

While you:

KEEP THE 356 FAITH!!!

P.S.: Well, the Girlfriend's case finally got Align Bored and assembled- with an custom-Machined, oversized 36HP VW Flywheel Main Bearing to fix the bad thrust problem. Next came the Cylinder heads.

Which the Boyfriend dragged in a few weeks later. "Can you save the valves?" he asked cheaply.

"Well, said the Maestro, grabbing his trusty 0-1" Micrometer ifin they're worn less than a thou we can reuse them."

Can you guess the result? The Intake valves were worn over 15 thousandths of an inch- almost a Record!

And the Exhausts? First off the Maestro eyeballed the ATE part at the top of the 912 exhaust valve Ate 3045 it said.

"That's a 356C valve, not a 912 valve," said the Maestro correctly.

"A 356C Valve!!!" shouted the Boyfriend in disbelief. "How can that be- these are 912 Cylinder heads?"

"Uh, " said the Maestro. "356C valves will fit in a 912 cylinder head- they're the same size- just not sodium filled."

"Oh, but I definitely want Sodium Filled exhaust valves." said the Boyfriend.

"And you can have them too," said the Maestro. "It's just that these are not them."

"How much are Sodium Filled exhausts?" asked the cheap Owner.

The Maestro thought that ifin you've got to ask the price, you can't afford them. But instead he mentioned a Most Reasonable Number.

"WOW! That much?" cried the Cheap Customer.

"That's actually quite reasonable," said the Maestro. "Check my Competitors and you'll see."

The Customer, still cheap as hell, said. "Well, how about if I trade you three other cylinder heads for the valve job?"

"Possible." said the Maestro. "But it depends on the heads and their condition."

So the next day, the Cheap Customer brought in three other cylinder heads- potential trading fodder.

The Maestro eyeballed the heads and realized he couldn't eyeball them- they were covered in copious amounts of grease, oil and slime. Worse in fact than the Diatameous earth oil filter engine that hardly ever had the oil changed!

"I've gotta clean these up to tell what kind of shape they're in before I can give you a price," said the Maestro.

Which the Maestro did- thanks to his great glup that'll clean crud off of the Most Disgusting Engine Parts you've ever seen, making them Pristine once again. Following bead blasting, the Maestro could finally eyeball the heads. And then he didn't like what he saw- each one was cracked- from the spark plug hole to the intake valve seat. Not so good trading fodder.

So, when the Maestro told the Cheap Customer about the problem with the three to be traded heads, the Cheap Customer almost broke into tears. "Oh, how can I afford the valve job now,..."

The Maestro said nothing, preferring to let the customer come to the realization himself- that ifin you want Good Work, you'd better be prepared to pay something for it.

Fortunately, his girlfriend's good sense prevailed - she wanted the job done right-

after all it was HER car, and cajoled the boyfriend to have the heads done anyway. Thank you MFP for your Common Sense.

So, after only two or three months of trying to cheap out, the now not-so-cheap Customer finally had a set of Good 912 heads with all new valves and guides, properly flycut and conical cut. It was then the Maestro found out the Ultimate application- it was to be put into a Karman Ghia!

A Karman Ghia may be the closest thing VW had to a Porsche, but it ain't no Porsche!

The Maestro politely asked ifin the guy knew about the VW clutch/Porsche Engine mating problems.

"Oh, what about the clutch?" asked the guy. Well, a K-G has a VW Throw-out bearing and the 912 is designed to mate with a Porsche T/O bearing. And the twain don't meet.

"Oh," said the Customer.

"Moreover," continued the Maestro now in Lecture Mode. "The 912 Flywheel is BIGGER than a VW and won't even FIT a K-G!"

"What can I do?" cried the Cheap Customer.

Well, you're in Luck, 'cause HCP Research has a Custom Machined Porsche 200mm 356C flywheel cut to VW clutch depth that can use a VW pressure plate and clutch disk. That way the 6-Volt starter will work on the K-G and mesh properly with the ring gear teeth of the 6-volt Porsche Flywheel. And the clutch will work right too. And it's a 200mm clutch which will take the Power of the sorta-MaestroMassaged 'Engine you're building.

"Oh, that's GREAT," cried the Cheap Customer. "Uh, how much is that?"

The Maestro again quoted a Most Reasonable Sum. And the Cheap Customer again Cried Him a River. Cried him a River all over the floor. The floor needed washing anyway. So the Maestro didn't mind. "Think it over," he said. "Talk with your girlfriend."

And the customer did, and the Girlfriend once again came out on top. And a nice 200mm Porsche flywheel converted to use a VW clutch found a new home mating a Karmann Ghia to a Porsche Engine that'll give the VW a real kick in the pants.

All because the Girlfriend

KEPT THE 356 FAITH!!!



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USED 356

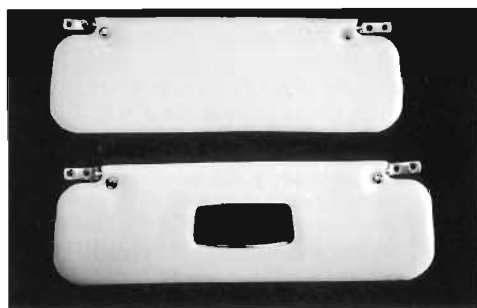
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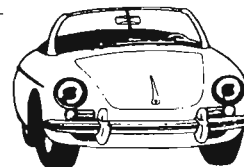
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5. By placing advertisements in the 356 Registry, seller agrees to these conditions. By ordering, buyer agrees to these conditions.

In offering a car, *please* include your asking price to save someone a cross-country phone call; chassis and engine serial numbers would also be helpful. All ads must be received by the first of each even-numbered month. The magazine mails on the first of each odd-numbered month. Please limit your ads to 356 items. If your ad arrives after the deadline, we will hold it until the next issue unless you instruct otherwise.

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Cars For Sale

'53 coupe. Vintage racer candidate. Rusty. No engine. \$2500. Paul Thompson, 402/488-8826.

'53 coupe "104077 for vintage race car or restoration. Includes engine, transmission, brakes, seats. Body straight, bottom rusty. good winter project. \$2900. Ray Wills, 2703 Copper Creek Rd., Herndon, VA 20071, 703/793-0649.

'56 Speedster. Rust free New Mexico car. Matching numbers. Soft and hard tops. Fresh motor, new leather, top and paint. Road and race ready. \$49,000. Video for \$25 deposit. Bill Swope, 1030 Green Valley NW, Albuquerque, NM 87107, 505/345-6235.

'56 Carrera GS/GT Speedster "82110, eng. "P90626. Documented factory test car. First GT (steel body). Imported by Von Neuman and raced by Ken Miles. Signal Red, Rudge knock-offs. Needs only final assembly of engine and trint. '56 Carrera GS coupe "55189, eng. "P90656. Original colors were Aquamarine Blue Metallic with gray interior. Both cars have manuals, supplements, most tools. Two spare 547/1 engines available. Asking price was \$250,000 but let's talk. John R. Bond, 1025 Northwood Loop, Prescott, AZ 86303, Phone/fax 602/776-0007.

'57 Speedster "83100, 1600 S. Lovely Ivory Glasurit with black and red interior. Fully restored with authentic GT accessories. 6-louver alloy deck lid. LL flat dish wood wheel. GS/GT tach. GS/GT gearing. Low, original miles. One of the best. \$55K. John Summer, 2326 Andalusia Way NE, St. Petersburg, FL 33704, 813/822-3137.

'59 sunroof "107495 normal. Mechanically perfect condition but needs interior and exterior restoration. \$10,000 OBO. '63 very low mileage car. Rebuilt '63 S-90 engine. Perfect metal finish body. Many accessories. \$16,500. '64 coupe. Best of Street winner '90. 150 miles since. Burgundy/black leather. LL wheel, new tires, chrome wheels. Call for details on all 3 cars. Owned by 356 purist of 33 years. Dick Auhele, Box 2043, Frazier Park, CA 93225, 805/245-3886, fax 805/245-3881.

'59 Cabriolet. 90,000 mile car. Original floors and battery box. Car has been hand stripped, top and bottom. Complete with original factory shipping documents. Originally silver/red. Hasn't been on the road since '72. \$15,500 firm. David Ruley, 303/399-0007, 303/388-6050.

'59 Cabriolet "151853, engine "601308. Beautiful concours restoration 80% complete but have 98% of all the parts. Fantastic silver metallic paint. Over \$30,000 invested. Must sell. \$24,000 firm. Paul Goldzung, 614/592-4953.

'59 Convertible D. Interesting history (See Registry June '89, page 27). Also, many photos in Dr. Johnson's "Restorer's Guide to Authenticity" rev. II. Fully restored, Ruby Red with tan CB&E interior. Skirmants engine. Original factory VDM wood wheel and original documentation showing matching numbers. \$37,000. Tony Murad, West Street, Lebanon Springs, NY 12114, 518/794-7773.

'60 Cabriolet with 1600 S. Red with beige interior. Solid pan. Pirellis. Car is complete and beautiful. Excellent mechanicals. \$28,000. Also available: '68 911-L. Richard Stromwasser, 139 Stone Hill Rd., Colts Neck, NJ 07722, 908/431-5442 home, 462-1400 ofc, 409-1292 fax.

'60 S-90 Roadster. Black with tan top and interior. Total professional restoration. Ready for street, show or vintage racing. \$40,000 OBO. Dale Dries, 3580 Brookside Rd., Macungie, PA 18062, 215/966-2715 or 966-5358.

'60 first Super-90 coupe produced. Factory documentation included. Serial "108921. Correct engine "800101, original southern Calif. car with original black plates. In storage 10 years. Restored 15 years ago. White/red, mechanical sunroof, no rust ever. Extremely nice condition. All records. \$46,950 OBO. Will take partial trade. Paul Fairchild, 229 W. Ranch Rd., Tempe, AZ 85284, 602/820-9858.

'61 Super 1600 coupe "116951. Sky Blue coupe with tan vinyl interior. Complete exterior restoration with correct paint (3/93). Interior is very clean. Seats/panels in excellent condition. Original engine and drive train (57,000 miles). Floors/battery box rebuilt. Rebuilt Bosch starter. Boge shocks. Rebuilt brakes. Restored heating system. Pirelli tires. Competition exhaust. Matte silver wheels/chrome super hub caps. Technalon cover. Books/manuals included. Complete documented receipts. \$12,500. K. Fateh, 305 E. 94 St., NY 10128, 212/449-9602.

'62 coupe shell "119619 (no engine). \$1500 or part out. Transmission, steering box, gauges, etc. Send SASE with requests and reasonable bid prices. Dick Monahan, 30 Beatty Ave., Greenlawn, NY 11740.

'62 European S-90 electric sunroof coupe. New or rebuilt mechanicals. Correct panel fit. Body needs usual restoration items. Excellent daily car. \$12,500. Phil Saari, 3374 Owasso St., Shoreview, MN 55126, 612/484-0303 eve.

'62 2000 GS Carrera 2 coupe. Vin "120615, eng. "P97034. Matching numbers. Original bill of sale, manual, partial tools, history from new. Approximately 70,000 KM. Original. Restored in '88-'89. White/black. Very strong mechanically with mostly original interior. Original black leather seats. Redone headliner and carpets. Very good overall detail. Probably the most reasonably priced Carrera 2. \$70,000. Carey Kendall, 715 Kimball St., Santa Barbara, CA 93103, 805/966-7724.

'62 Roadster "89832. Twin grille D'Iteren. Incredible ground-up restoration. Bali Blue with matching top. Gray interior. All numbers match. Correct motor by the Maestro. \$68,000. Trades considered. Fran Cosentino, 2290 East Ave., Rochester, NY 14510, 716/244-5400 or 716/624-4025.

'62 twin grille Roadster "89696. Slate Gray/red interior. Beautiful recent restoration. Sacrifice. \$49,000. '54 Speedster "80030. 30th Speedster built. One of 200 made the first year produced. A classic. \$49,000. Bill Rienecke, Rt. 3, Montpelier, VT 05602, 802/223-3242.

'62 S-90 Cabriolet (late T-6) with matching numbers. All original, two owner car in fine condition. Owned and cherished 20 years. Weekend and beautiful weather driver. Always garaged and covered. Engine rebuilt (true S-90) by Bill Jones in '83. Solexes recond. by Beeker Engineering. Body solid. Slate gray with leather seats and factory leather headrests. OEM wood wheel, Bosch headlights, new: brake shoes, black Haartz convertible top. Factory hard top, even the clock keeps perfect time plus many extras. Looks good and drives like a S-90 should. USD 42,500/suitable trades considered. Perhaps trade for '62-'65 Super or SC coupe with sunroof in like condition plus cash. Would consider a '61-'62 Roadster. Would consider a project car unassembled if a quality car. Call Dean at 713/526-1101 or 713/526-1102 fax. Hal McWhorter, 32 Pinedale, Houston, TX 77006-6537.

'62 Carrera 2 sunroof coupe "120330. Engine type 587/1 "97291. Ruby Red/black. Fresh professional restoration by Rick Bennett at the Sportscar Factory. Details available to qualified buyers along with complete photos. \$112,500 OBO. David Nelson, 800/666-1459, 216/666-3744 fax.

'63 Cabriolet 1600 S. Vin. "120615. 48,000 original miles. Original bill of sale, records. Tools. White with original black interior, leather seats. Over \$20,000 spent on mechanical restoration and show quality detail. All numbers match. Original floors and factory quality gaps. One of the best low mile original examples with a great combination of patina and high level restorative detail. Very special car. Over \$60,000 invested. Offered at \$39,000. Carey Kendall, 715 Kimball St., Santa Barbara, CA 93103, 805/966-7724.

'64 SC coupe "217021, Signal Red with black interior. Factory chrome wheels with Goodyears. Alpine AM/FM/Cassette. Full metal restoration in '83. No structural rust. Service records. Solid daily driver. \$16,500 or trade for '59 sunroof coupe plus cash. Rick Dunn, 255 Stoneridge Way, Fayetteville, GA 30214, 404/460-9418.

'64 coupe, black/red vinyl. 5 chrome 5.5" wheels with P-6's, SN "129231 (match nos.). Ground up restoration. Approximately \$29,000 invested (invoices). Upgraded electrics. 103,000 certified miles. 4,000 miles since restoration.

Rebuilt or new everything (in and out). Sorry, no tool kit, luggage rack, radio, or manual. Nothing needed. Pick up and drive home. Sacrifice. \$17,750. John Hamilton, P.O. Box 11625, Columbia, SC 29201, 803/799-1244 M-F days.

'65 European coupe for someone to drive and enjoy. This car loves to win autocrosses and club events. That is why it is looking for a new owner. Excellent condition. Very strong stock engine and transmission built by Renwerks. Handles neutral. \$12,900. Glenn Eisenbrandt, 1037 W. End Blvd., Winston-Salem, NC 27101, 919/741-5158 days, 919/748-1026 eve.

'65 coupe "222308. Strong engine. Rust free. Newer int. and carpeting. Gray/red int. Priced to sell. \$10,000. Rex Owens, 5920 N. Caldwell Ave., Chicago, IL 60646, 312/282-7333.

'65 coupe "222110. Signal Red/black. 69,000 actual miles. Exterior very good. Interior excellent. Third owner. Michelins 13,000 miles old. Blaupunkt with manual, tools, chrome wheels, hood bra, cover, clean and in proper working order. \$15,900 or possible trade. Cy Ling, 1206 N. Evans, Bloomington, IL 61701, 309/828-2447, leave message.

'65 SC Cabriolet "160462. Red/tan leather interior, black top. Restored. New tires, chrome wheels, Nardi wheel. 79,000 miles. Runs, drives and shows very well. \$28,000. Michael Carmichael, 1815 SW 55th Street Rd., Ocala, FL 34474, 904/867-8311 day, 904/873-3311 eve.

Misc. For Sale

'56-'65 special tools and parts: front torsion bar bush reamer in original wooden box, \$500 OBO; (3) 10/58, (1) 7/58 Lemerz steel wheels, VGC or better. Offers, please. Peter Gruner, 1411 NW 2nd St., Gainesville, FL 32601, 904/375-7084.

'50-'53 Pre-A: rect. taillight bases, lenses, turn signals (both styles), red back-up lens, maroon turn signal tip, banjo wheel, ivory button, dash switches, cigarette lighter, mushroom air cleaners, NOS 6v regulator, seamed fan shroud, flat top cap, NOS license light, ignition switch, etc. C. Morley, Box 1705, Redondo Beach, CA 90278, 310/371-3919, 371-4827 fax.

'57 wire wheels made by Dayton. 4 wheels w/ new stainless spokes, polished centers, silver powder painted rims, chrome 2 ear spinners. See photos March/April Registry. \$3500/offers. Jeff Gamble, 3642 N. Camino Blanco Place, Tucson, AZ 85728-7211, 602/299-6714, 602/577-3619 fax.

'Individual English Christos from '19, 1/59; Panos from 4/58; lots of 356/911 etc. lit. 356 Registry issues from Vol. 5 "6. Full set of 15 Gmünd issues. Stu Stout, 3488 Iris Ct., Boulder, CO 303/924-4070 ofc., 303/444-4656 home.

'4 'A' brake drums, cleaned and ready to go. \$350. S-90 oil pick up, complete and working. \$175. 'B' shifter and linkage rod. \$100. Peter

Aziz, 493 Davenport Rd., Toronto, Ontario, Canada, 416/961-6573 eve.

'NOS vinyl interior piping. This is the original material. Red only. Sold by the yard. New, rare 356 headlight assembly. No parking light. Adjusting screws at 5 and 7 o'clock. NOS headlight assembly parts. Wood base for Speedster seat. Exact reproduction. Seat rails. New nickel replated. NOS front fender braces T-5. Speedster square door handles. Original, like new. ZF steering box. Mint condition. Tie rods. New, complete. License plate lights. Original Hella up and down. John Mueller, 21090 N. Fenview Dr., Barrington, IL 60010-1572, 708/487-2406.

'Perfect original 'A' horn button. Pre-A front and rear wood bows with finger joints. Roadster radio hanger. 2-16" alloy wheels. LL flat steering wheel (wood). Would like to trade '53 Telefunken for '54-'55 Telefunken. David Robey, 5777 Leetsdale Dr., Denver, CO 80224, 303/399-0007 or 303/388-6050.

'Magazines. All in excellent condition. Panorama - 20 years. Porscheforum - 20 years. R&T - 20 years. Car and Driver - 20 years. 356 Registry - 15 years. Christophorus - 15 years. VW Porsche European Car - 15 years. Auto Week - 15 years plus. The Star - 20 years. Many Porsche, Mercedes books. BMW plus Saab posters plus sales literature. 4 steel wheels off '65 'C. Good condition. \$100. Make offer. Buyer pays shipping. Ron Navarro, 59 Colonial Ter., Springfield, NJ 07081, 201/376-7180.

'180 mm clutch. Press plate. T/O brc for 'B'. All new. \$225. Two sets of same used w/approx. 10,000 mi. use. \$65 ea. Set new SS brake lines. \$40 set. Many other misc. parts. Send SASE to: Joel Jensen, 1135 Parkgreen Dr., Dixon, CA 95620 for list.

'Pre-A deluxe banjo wheel, restored. New 2-piece crankcase. NOS pair rectangular Hella foglights, not 128's. \$400. Round Hella foglights 130 mm NOS. \$350. Helphos spotlights (suctions to windshield) ivory or black. Accessory side marker light fits in accessory plug. Telefunken vertical push button radio for Pre-A. J.D. Aikens, 3667 W. Imperial Hwy., Inglewood, CA 90303.

'OEM red carpet set for Speedster. 'A' steering wheel. Gauges. 912 crank, case, heads. Glass for Speedster. NOS misc. for ABC. Lots of goodies. Bill Miller, 783 Raymond Ave., St. Paul, MN 55114, 612/644-4336.

'Set of 4 original dealer option wire wheels, complete with knock off hubs, 16" new tires. Very rare. \$5000. Ted. 408/244-5506.

'356 parts: '63 trans - \$800; Weber velocity stacks, pair - \$100; luggage rack - \$250; Hazet 722/2 wheel wrench - \$225; '57 case - \$250; '55 normal engine - \$1300; '63 S-90 - \$12,000. Send SASE for list of other parts. Gene Schaeffer, 4904 Raffee Cove, Austin, TX 78731, 512/346-8855.

"A" steering wheel, ivory, professional restored, no ring or button. Best offer or trade for "C" seat belts or carpet kit. Trey Garrison, 544 S. Main, Memphis, TN 38103, 901/527-0474.

'904 46IDA Webers. 5" alloys. Lower engine tin. Spyder early sandcast Solexes. 40DCM-1 Webers w/manifolds. 547 fan assembly, heat exchangers, lower tin, flywheel, P101 tool. Carrera speedo. New SC tach. Speedster bows, w/s frames, doors. S-90 cases. \$550. SC heads. \$425 pair. Transmissions. More parts/lit. Doug Bok, 172 Barbourtown Rd., Canton Center, CT 06020, 203/693-2675.

'Porsche parts: 356 parts - 2 exact original GT hood straps - \$175; 356 GT upholstery rough vinyl and smooth edging; GT Carrera Sebring exhaust; GT hood strap kit, all hardware necessary - \$55 ea.; exact original Porsche '50s/'60s leather key holder with logo red, black, tan - \$45. Warren Eads, 415/892-7774.

'Misc. parts: NOS 'A' light switch w/bezel/knob - \$60; 20mm S-90 flywheel - \$175; A/pre-A vintage driving lights, Hella, bumper mounted, no brackets - \$150; Hella 128s, good condition, extra lenses - \$250; '54-'55 steering wheel w/partial ring and button - \$250; chrome Messko tire gauge w/pouch, trade for 'A' Jorg slotted driver plus. AC Roda, 5509 Marlin St., Rockville, MD 20853, 301/871-3072.

"'1 Christophorus, "5, "8, "23, "24, "26, "s27 to 37. Will sell as a group or will sell separately. Fill in your collection with some hard to find pieces. Contact Timothy Poisson at daytime phone 312/581-2503 or fax 312/581-9833.

'Set of Solex carbs, intake manifolds, and wire mesh air cleaners from '65SC - \$300. Set of new Solex 32PBJ carb bodies - \$40. 4.5" original rims date stamped 12/57, 1/58, 2/58, 4/58, 2/59, 10/59, 4/61, 10/62. \$25 each. 'A' front brake drum - \$50. FOB Bill Ramsey, 3686 Orchard St., Mogadore, OH 44260, 216/628-1913 eve.

'53 Viegel gauges - \$225 each. New/used VDO '55 gauges. \$150-\$325. Passenger seat, complete - \$250. Seat backs, recliners (no bottoms) - \$145/pr. '53 shifter - \$140. New front spindle - \$110. New 1300 rings - \$135. '53-'55 Telefunken radio - \$550. Wiper assembly - \$140. Coupe dash - \$200. '55 Warrantee boo, 54169 - \$80. Doug Bok, 172 Barbourtown Rd., Canton Center, CT 06020, 203/693-2675.

'Parts for 356 ABC. 33 years of collecting and owning probably 25-30 356s. Have little of almost everything from body, mechanicals, complete engines, trans, plus parts for same. 'B' crank, new. Perfect 'A' hood. 1500 2-piece case. 1500 Carrera plug wrench. Much more. Call or fax for needs. Also rebuild racing and street engine plus all mechanical components. Dick Aubele, Box 2043, Frazier Park, CA 93225.

'T-6 big fuel tank, restored; 1950-60s factory posters (pgs. 33, 50, 61 Lewandowski); Fosters-Porsche suede embroidered jacket; French

Carrera Cup jacket; European enamel badges; Solido and Dinky original models; many new items. SASE: Singer, RFD 1682, Laurel Hollow, NY 11791.

Wanted

'Old German magazines from the '50s. Dealer books, Porsche or VW. Old personal factory photos. Anything for '30-'40s about Porsche. Photocopies ok. Volkswagen "special bodies from Europe", Rometsch, Denzel, Hebmüller, Wendler, Dannhauer...Okrasa/Denzel motor with BRM rims, Devin, Kellison, old race car. C. Morley, Box 1705, Redondo Beach, CA 90278, 310/371-3919, fax 310/371-4827.

'5 - 16" rims dated late 54 or early 55. Have 2 rims dated 1/53 and 2 dated 11/53 to trade. '56 and '57 dated Surad rims, Pre-A turn signal switch and hand brake cable from handle to where cable splits. James E. Rogers, PSC 813 Box 148-1547 FPO AE 09620-0148.

'55 Speedster and Continental coupes. I would like to receive photographs and/or information from owners of either of these models to help with my restoration of these vehicles. Color photos showing details of original metalwork, engines and interiors desired. Jim Harrell, 5232 Continental Dr., Rockville, MD 20853, 202/366-1132 days, 301/924-3730 eve.

'For '57 Speedster, knock-offs, complete. Set of 4-seat runners for wood frames on SPD seats. Electric accessory for plug under dash. Bill Altaffer, Box 1043, Mammoth Lakes, CA 93546, 619/934-8451.

'62 Roadster visor (driver's) and map pocket key; 55 Spyder, only a real one, any condition; factory dealer signs; calendars (1956 and '65); Sporterfogle (1953, '54, '55, '65); advertising items 1948-65. Fax 516/367-3260 or Singer, RFD 1682, Laurel Hollow, NY 11791.

'356 European script, cutaway display motor/transaxle (VW ok), 2-piece motors plus parts, sunroof clip. Pro-rallye gauges; Halda speedpilot, Heuer dash clocks plus stop watches, etc. Copies of factory accessory catalogs. Accessory 5-hole wheels for 356 or VW. J.D. Aikens, 3667 West Imperial Hwy., Inglewood, CA 90303.

'63-'65 sunroof coupe in excellent condition. Top dollar for the right car. Private party. Pete Robinson, 149 Gilpin, Denver, CO 80218, 303/777-3727 leave message.

'356 Carrera coupe alloy rear lid. Drum brake alloy wheels. Limited slip diff. Carrera spark-plug wrench. 547 oil tank screen, filler neck. Carrera 2 oil thermostat, breather can. '57 Carrera sales brochure, "Racy Elegance" brochure. Liebe Zu Ihm book. Doug Bok, 172 Barbourtown Rd., Canton Center, CT 06020, 203/693-2675.

"'B' front clip that is reasonably priced. Will

answer all inquiries. Robert Fisk, 8939 Riverside Dr. #12, Powell, OH 43065, 614/881-5948.

'Porsche and Volkswagen toys by Schuco and JNF. Bill Ramsey, 3686 Orchard St., Mogadore, OH 44260, 216/628-1913 eve.

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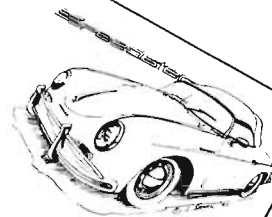
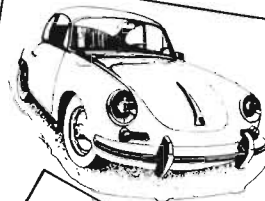
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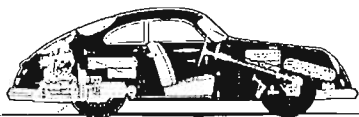
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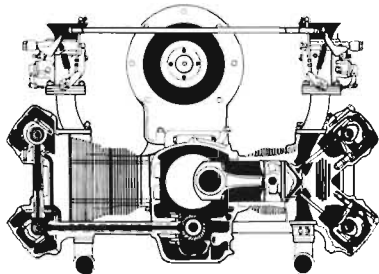
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Traveling in a 356

From Mike and Judy Robbins, Indianapolis



Each time we prepare for a cross-country trip in the Speedster it seems that the car has shrunk. That is, when we are packing our belongings in the car we run out of space long before everything is loaded. We thought of renting or buying one of those small trailers that is frequently seen behind touring motorcycles. A trailer behind as Porsche is not all that unusual. When racing the Speedster in the early '60's I even flat towed it behind a 356 coupe.

In any case, we decided to check the used trailer market. Perhaps a disenchanted owner of a Honda Goldwing would have what we wanted.

A "trailer wanted" ad was placed in the local classified tabloid and we received some interesting responses. As you can see from the accompanying photo, the trailer we picked provides lots of space and we were able to negotiate a reasonable price.

We don't have to worry about tongue weight and the large diameter wheels mean fewer evolutions per mile, thus extending wheel bearing life.

On our next cross-country trip we may even offer cartage to others from this area who are making the same trip. Will that require ICC or DOT registration? Should this have been saved for the April issue?

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Jim Perrin

Historical Perspectives

I was pleased to see the color chart information published in the last Registry by Brett Johnson. These were the 1957-59 color charts (note that 1956, for some reason, had a set of colors for only that one year). As far as these early (pre-1960) small charts are concerned, there is only a small color chart showing early Speedster colors. If there are any others, such as for the full line for 1955 or earlier, I would appreciate learning about them.

Starting in about 1955, Porsche dealers had a photographic album with black and white glossy photos of the factory and current models. Dealers were apparently sent annual updates consisting of photos of the new models. Photos of the old models were removed, and those of the new models were inserted. The total number of photos was on the order of 20 or so.

Although these albums had a table of color and related information, they did not have paint / upholstery samples—with one exception. A few of the earliest ones had paint, carpet and top samples for the “new” pre-A Speedster. The names of the colors were “Fire Red”, “Sky Blue” and “White.” The pre-A blue (a non-metallic color) is sometimes referred to as “Speedster Blue.” I know that the first time I had seen the name “Sky Blue” was in this book.

On the subject of recent history, Brenda and I just returned from the first “Fall Festival”, put on by the Porsche 356 Club (formerly the Southern California Chapter of the 356 Registry). It was held at Tenaya Lodge, located on a beautiful site just outside Yosemite National Park in northern California. There was a large turnout for the event, with what I would estimate as 125 356's and 250 people at the Saturday night dinner. The event was very well organized, and everyone seemed to be having a great time. The event was chaired by Olaf Shipstead. Felix and Jean Macaluso, and a number of others worked all week-

end to help ensure the success of the event. The Porsche 356 Club president is Steve Schmidt, who is doing an excellent job. In attendance at the event were current 356 Registry trustees Joe Johnson, John Jenkins and Duane Spencer, as well as Registry photographer Hal Thoms.

The Concours, chaired by Alex Bivens, had a fine turnout of 356's. Best of show was won by Cheryl Dunkel with her recently restored, terrific 1959 silver Carrera GT Speedster. I am sure that Cheryl and Peter were very pleased after all the hard work that they put into the car. Another crowd favorite at the Concours was an original-paint blue '55 Cabriolet, shown by Andy Anderson. I especially enjoyed a two-owner 1954 356, which had an original tool kit rolled up in the trunk. I went back later and had a chance to study and photograph this fine, original kit.

The event included a 356 tour into Yosemite Valley, with stunning views of Half Dome and Glacier Point. I did not hear of any cars being hit by pine cones, as has happened in the past. Later in the weekend, Brenda and I learned that the largest pine cone ever found in Yosemite weighed eleven and a half pounds!

The Friday night event was a literature, model and memorabilia meet. There were about a dozen vendors present, with a wide variety of items. I even saw an example of the first factory sales folder, which is the Gmünd Porsche brochure.

The Sunday morning swap meet was scheduled to run from 6 to 9 a.m. The temperature dropped into the high forties Saturday night, so very few people were there much before the official starting time. There were close to 20 vendors, with what appeared to be more looking than buying. Ken Ito was there with his ever-growing line of Porsche pins. His latest is a small version of the Porsche 100,000 km badge. One of the vendors had the newly-reproduced Rudge knock-off spinners. An-

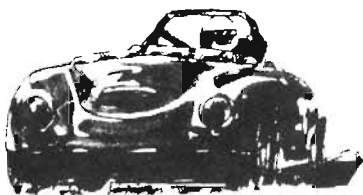


Editor's note: Jack Griffin's 1958 Sky Blue Speedster came from the previous (and only) owner sporting its original paint, tires, tool kit and a few interesting options. Seen at the Gulf Coast Holiday, the car was the center of attention wherever it appeared. We hope to present an in-depth article on the car at a future date.

other vendor had a Rudge chrome knock-off wheel. I also saw a signal-seeking Becker radio for a 356.

The best indicator that the entrants enjoyed the Yosemite location is that several requested that the 1994 event be held there also.

The 1994 Porsche and vintage VW literature, model and memorabilia meet will again be held in Los Angeles on February 5, 1994. For further information contact Jim Perrin at P.O. Box 387, Pennsville NJ 08070 or call him at 609-935-7123. ■



Roger Ender

Vintage Racing

I prefaced the last vintage report by saying that I assumed someone else would make a comment on the SVRA race at mid-Ohio. We had some photos, but no copy. Vic Skirmants had someone take a great photo coming out of turn one. You would assume (there's that word again) that Vic is leading the pack - however, if you look close you will just see the right rear fender of Mr. Eskuche leaving the scene earlier than Mr. Skirmants. That is the way the race ended, too - Mark leading.

had already left for home. We had a total of twenty 356's in attendance. 356's held the first seven finishing positions, then a Daimler and then another five Porsches. Two Morgans were in attendance but none made the grid. Those Termites I grew over the winter and sent out on their yearly mission have really done the job.

Two weeks later it was the HSR race at Road Atlanta. In 1992 this race was held in August. It was HOT. They changed the date to September this year to find some cool

make it to this race, because it would have been a 356 shoot out at the HSR corral! But they didn't and it was up to the rest of the fast boys to whip Jack Lewis. It appeared that it would have to be either Reid Vann or Paul Swanson to put up the challenge. Trouble is, Reid and Paul got together at turn seven to end that possible threat. It was then up to Eric Bretzel and Danny Marshall of the G&W stable to mount the charge. Eric ended up second turning in a 1:41.047 and Danny Marshall was back a bit at 1:45.530. David McKinney got first in the drum brake class with Bob Hilton second and yours truly a sick third. A total of twenty one 356's were entered - Maybe next year we can have a real shootout. What will it take? Money? I'd like to thank Joe Pendergast and the HSR folks, plus Peter Pheil and Jonathan Corey Ltd. for sponsoring this 356-only race.

We had a real outsider entered in this race: Bata Mataja came from Glendale, California. His beautiful '57 Speedster drew a lot of attention. He drove it very well, coming in sixth in the race with a 1:50.049. We were all questioning him about the difference between the racing here and the left coast. He was very careful in picking the right words. I could pull this out of him, however: he felt that the racing seemed a lot more serious here. Plus we have him a lot more track time. Maybe next year more of you out-west fellas will head east for a good time.

Jack got first with a fast race lap time of 1:38.258. That is not a misprint. He had put a new engine in his coupe after the vintage enduro, which he also won. His fast enduro race lap time was a 1:42.101. Jack and his new engine must have eaten several boxes of Wheaties.

We still have several races left in 1993. You'll see those results next time. I received a letter from Bob Magowan of New Zealand wondering if I could get a video of some 356 races, especially the 356-only race in Atlanta. Bata Mataja hopes to compile a video including the big race. Time will tell. I asked a fella in a TR-3 to send me a copy of the Watkins Glen race but after I cut him off going into the straight chicane, I doubt I'll ever get it.

Remember that old Roger Ender saying, "Don't eat at Shoney's the night before the big race."



It was the same story at Watkins Glen. Mark first, George "Tire Wall" Balbach second and a recent Eskuche recruit, John Kelly, third. The fast lap of the race was turned in by Mark at 2:23.779. I thought I had a chance to win my class in my drum-braked '57 Coupe, but I messed up by running three-year old brake linings. Gus Shaffer in his '56 Coupe put me down in lap six. I had been complaining to myself during all previous times on the track that my brakes just weren't up to the task. I proved once again that my brain is very small.

The weather was cool and it felt good for a change. As far as I was concerned, it was the biggest vintage spectator crowd I have seen so far. It was too bad, though, as we were the last race and almost everyone

The Punkin Man's '57 Coupe sprouts an extra external roll bar. This and last month's bottom photo by Gordon Jolley

weather -NOT! It was hot and humid, especially on Saturday. I thought I was going to die. Well, I almost did, getting food poisoning on Saturday night. I decided to run the 356 only race - big mistake. I almost couldn't walk thirty feet to the trailer after the race. Doctors Hartong and Clancy, 356 vintage drivers, had to ice me down to get me to the point where I could make the five-hour drive home. I made it on a wing and a prayer. Well, I almost made it. This time I had to wash my shorts, but not because of some stupid race car driver.

I was hoping the Eskuche gang would

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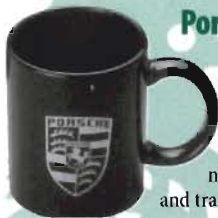
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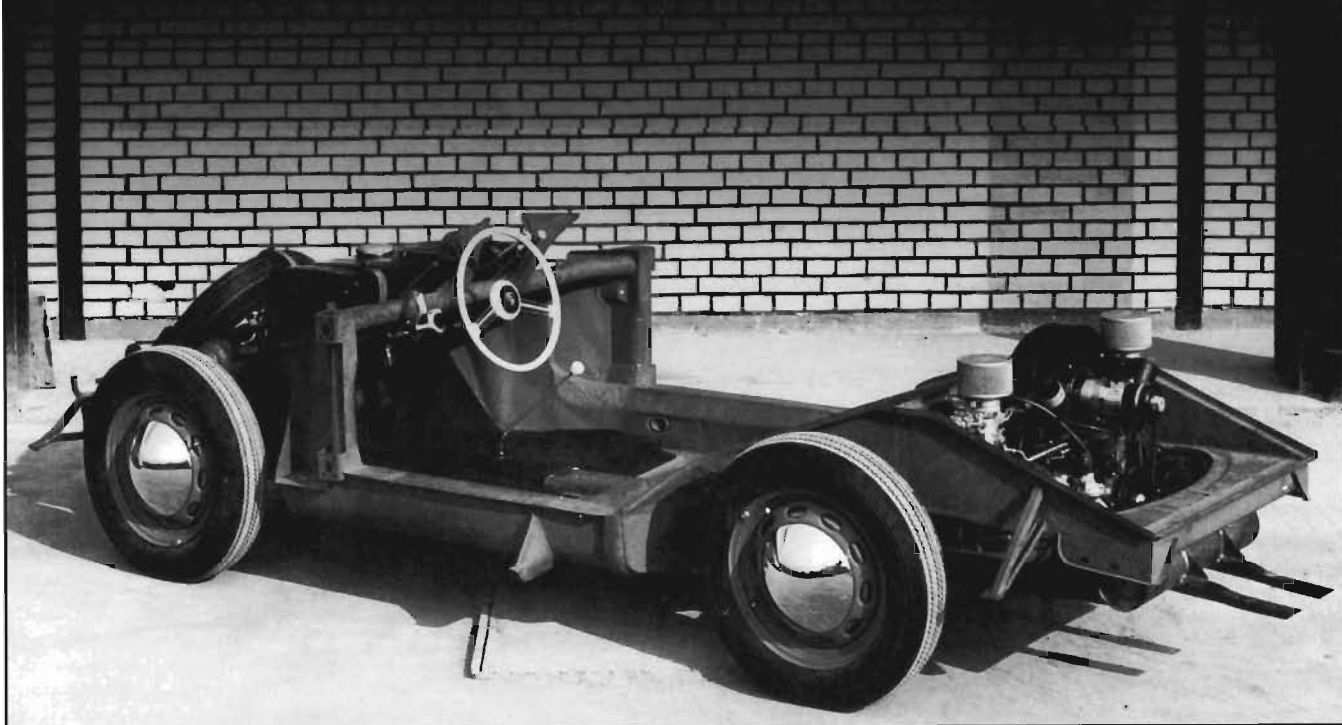
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