

# 356 Registry

A close-up, sepia-toned photograph of the front of a vintage car. The image focuses on the headlight and the chrome grille, which is covered in a fine mesh. The car's body is smooth and rounded, with a prominent headlight lens visible. The overall aesthetic is classic and nostalgic.

Volume 32, Number 2 • July / August 2008



### Restorer's Choice

Thirty-five years experience serving 356 enthusiasts throughout the world. Offering new, reproduction and rebuilt parts for all 356 models with new items arriving frequently.



#### 356 LIETZ LUGGAGE RACK

Our reproduction of the original chrome rack, now polished stainless steel – won't rust! For both single and dual grilles, mounting hardware included. Strap sets also available.



#### 356B/C HORN BUTTON

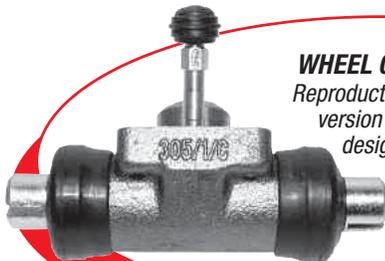
Beautiful reproduction of standard horn button. Complete assembly, ready to mount on stock steering wheel. Concours quality, reasonably priced.



#### INTERIOR MIRRORS

Great reproductions of the following interior "Day-Night" mirrors:

- 356B T6 Three screw attachment
- 356B T6 Break-a-way
- 356C Cabriolet
- Early 911



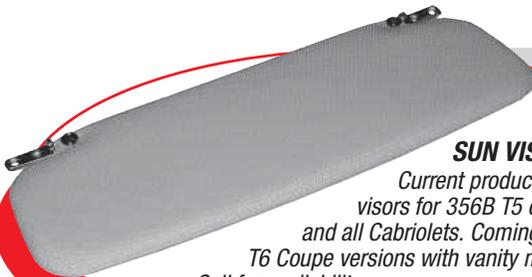
#### WHEEL CYLINDERS

Reproduction of original German version at lower price. Same reliable design, 100% tested and assembled with DOT 5 compatible materials. Old cylinders cannot be rebuilt/sleeved for this price. Front and rears ready to ship.



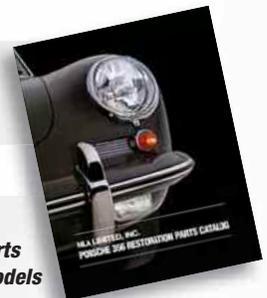
#### MESSKO TIRE GAUGES

Reproductions of the much sought after chrome tire gauges. All 356A through BT5 tool kits should have one. Choose single PSI or dual PSI/Kg scale, red or black pouch. Attractive non-Ebay price.



#### SUN VISORS

Current production includes visors for 356B T5 coupes and all Cabriolets. Coming soon, T6 Coupe versions with vanity mirror. Call for availability.



European partner: [elevenparts.com](http://elevenparts.com) 41.1.372.1785

Call for our free parts catalog for all 356 models



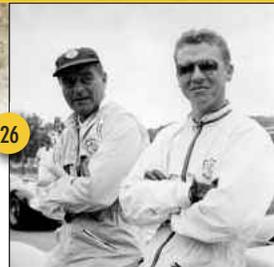
# 356 Registry

Volume 32, Number 2  
July / August 2008



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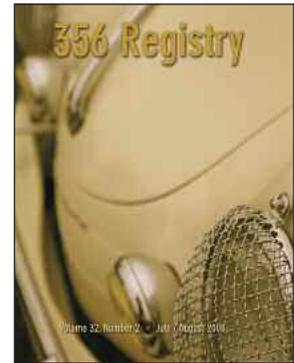
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16



On the cover: Photo by Peter Bruce  
Top o' the page: Jim Fleming's B  
Coupe in the Arizona desert.

**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 *356 Registry* magazine and internet forums 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 \$35. in the USA, which includes \$28. for a 6-issue annual subscription to *356 Registry* magazine, \$45 in Canada and Mexico, \$55 to other foreign addresses. All rates are in U.S. dollars, checks MUST be drawn on U.S. banks. Visa and Mastercard are accepted. An application form for membership is available on the back cover of this magazine, or you can easily join or renew online at [www.356Registry.org](http://www.356Registry.org). Paper applications/renewals with checks should be sent to **356 Registry, PO Box 287, Stillwater, MN 55082**

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## Local / Regional 356 Clubs

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

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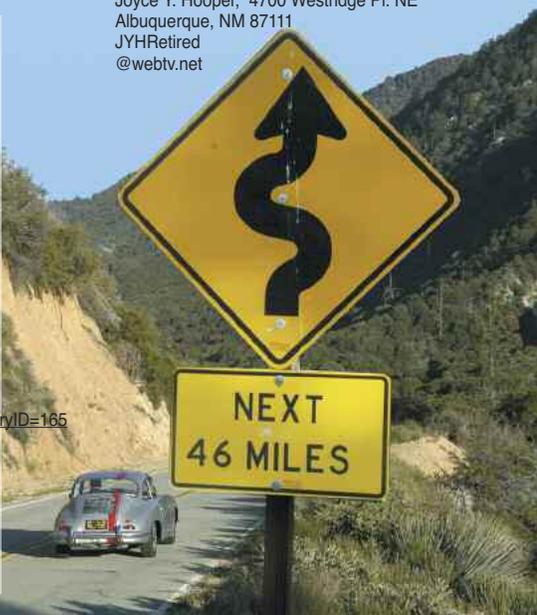
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See page 63  
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Visit your **NEW** web site at  
[www.356Registry.org](http://www.356Registry.org)  
or [356Registry.com](http://356Registry.com)

**The Fast Road  
to Knowledge**

**Photos! Threads!  
Archives!**

After many years of faithful service, the original 356Talk email list has been retired and replaced with an all new web-based "Forum"! You can now participate in the continuing online discussion on all things 356 with the added benefits of being able to post photos, see the discussions organized by topic (no more confusion about who said what!), easily post cars and parts for sale and show photos in the "356 Classifieds", quickly scan the special "356 Events" for upcoming events or view photos of past events, exchange private messages with other forum users, search for information in old posts, and much more, all within your web browser from any computer with an Internet connection!

So no matter where you go, 356Talk is there. No more lost emails or "Is the list working" questions: 356Talk is always ON. And if you want to be part of the discussion only through email, you can "subscribe" to the 356Talk Forum via email, read all the Forum posts in your email and reply, in very much the same way as you always have!

Brought to you by the hard working volunteers at the 356 Registry.

The **new** password for members-only pages and ads is: **Personal** The old password: Personal  
**Magazine circulation questions?**  
**Delivery problems?**  
email  
[magazine@356registry.org](mailto:magazine@356registry.org)

## UPCOMING

**April 28-October 13** ..... **Reno, Nevada**  
The National Automotive Museum presents five Porsches from the Ransom Webster collection: 1949 356 SL Gmünd Coupe, 1953 550 Spyder Prototype, 1958 718 RSK, 1962 804 Formula 1, 1986 McLaren Tag MP4/2C F1. [www.automuseum.org](http://www.automuseum.org).

**July 13** ..... **Dana Point, California**  
22nd Annual Dana Point Concours. The two-day event will take place at Lantern Bay Park. Registration is now open - register by June 13th to avoid late charges. Download a registration form at [www.Porsche356club.org](http://www.Porsche356club.org)

**July 19-20** ..... **Elkhart Lake, Wisconsin**  
Beer Brats and Bathtubs at Road America is expanding to 2 days at the Brian Redman Kohler Int'l Challenge vintage races. [www.roadamerica.com](http://www.roadamerica.com). Contact Tom Spiegel (414) 425-5584 or Jim Stephenson (920) 759-7400.

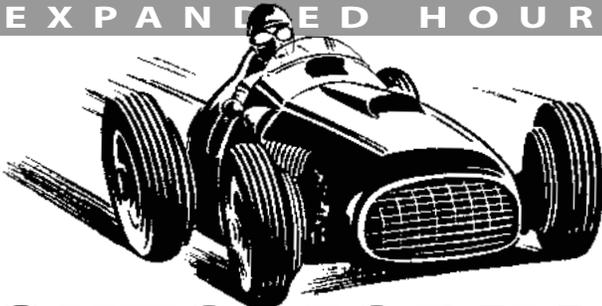
**July 26** ..... **Hopkins, Minnesota**  
Velocity: automobilia, toys, lit/ book fair at the Hopkins Center for the Arts. Contact Mike Lancial at [thelancials@msn.com](mailto:thelancials@msn.com) or visit the web site at [hopkinsmn.com/\\_hca/velocity.html](http://hopkinsmn.com/_hca/velocity.html).

**August 11** ..... **Carmel, California**  
"Concours on the Avenue", Ocean Avenue, Carmel. Benefits the Carmel Foundation. Porsches & Ferraris through 1973 will be the featured makes. See [www.oceanavenuemotorclub.com](http://www.oceanavenuemotorclub.com) for details.

**August 13-16** ..... **Flint, Michigan**  
Back to the Bricks Cruise weekend downtown. Info at [www.backtothebricks.org](http://www.backtothebricks.org)

**August 15-17** ..... **Monterey, California**  
Rolex Monterey Historic Automobile Races at Mazda Raceway Laguna Seca. Featured Marque: Alfa Romeo. See [www.laguna-seca.com](http://www.laguna-seca.com) for information.

## EXPANDED HOURS



# AUTOMOBILIA MONTEREY THE INTERNATIONAL EXPO

Concours/Historic Race Week

**TUESDAY, August 12, 2008 • 10 am to 6 pm**  
**WEDNESDAY, August 13, 2008 • 10 am to 7 pm**

The largest automobilia show in America, and the only time during Concours Week to find these 45+ top international dealers in a single venue. Shop early for finest selection and beat the crowds!

Enjoy the relaxed indoor setting while buying *only original* vintage posters, photographs, rallye plates, badges & pins, hood ornaments, signs, original art, display items, scale models, literature & books, signed items, postcards, stamps, unique scarves/ties/shirts, etc.

**Embassy Suites-Main Ballroom – US 1 & Rte 218**  
just north of Hwy 68; easy access and free parking

[www.AutomobiliaMonterey.com](http://www.AutomobiliaMonterey.com)

**September 5-7** ..... **Luxembourg**  
The Fourth Meeting International Porsche 356 Pre-A, in Palatinat - Sarre, Luxembourg. For information, visit [www.classic-parts-france.de](http://www.classic-parts-france.de) and click "news". Contact Albert Hafner at [info@classic-parts-France.de](mailto:info@classic-parts-France.de) by June 1st to register.

**September 4-7** ..... **Lancaster, Pennsylvania**  
356 Registry East Coast Holiday. See Saturday Concours visitors' info, page 7.

**September 14** ..... **Canton, Ohio**  
The Glenmoor Gathering, featuring "Legendary Porsche". Historic Glenmoor Country Club hosts golf, tours of the Crawford Auto/Aviation Museum, Tour, auto art and more. [www.glenmoorgathering.com](http://www.glenmoorgathering.com). 330-966-3600.

**September 12-14** ..... **Monterey, California**  
356 Fall Festival, Monterey. Porsche 356 Club celebrates Porsche's 60th anniversary. Driving tour, car show and track time at Laguna Seca. HQ: Embassy Suites, Seaside (831.393.1115). Ask for \$179 per night rate. See [356CAR.org](http://356CAR.org) for more info and the event registration form. Bob Lee at [Robert.b.lee@nsc.com](mailto:Robert.b.lee@nsc.com) for info.

**September 20** ..... **Lewisberry, Pennsylvania**  
Porsche VW Swap Meet at Ski Roundtop, 8 am - 4 pm. Call Mike Moody to reserve swap space 717-502-8820. \$25 until 9/6 then \$30. Free buyer admission.

**September 26-28** ..... **Carlsbad, New Mexico**  
Zia 356 RottHeiss Fall Tour IV. Friday night we'll see the Bat Flight at Carlsbad Caverns. Saturday a.m., self guided tours of the caverns. Picturesque roads to Sitting Bull Falls park for BBQ. Hotel: Best Western Stevens Inn. Call 1-800-730-2851. Mention Porsche 356 club, request 6000 section. Special rate for rooms until September 5th. Contact Joyce Hooper, [jyhretired@webtv.net](mailto:jyhretired@webtv.net) or call (505) 296-8912.

**September 21** ..... **Everywhere**  
Drive Your 356 Day. Send your hi-resolution photos to the publishing office at [magazine@356Registry.org](mailto:magazine@356Registry.org), or PO Box 287, Stillwater, MN 55082

**September 21** ..... **Flint, Michigan**  
Golden Memories Car Show at the Sloan Auto Museum. [www.sloanmuseum.com](http://www.sloanmuseum.com)

**September 26-28** ..... **Mendocino County, California**  
356CAR Medocino Tour. Friday lunch at the Geyser Peak Winery followed by a drive to the coast. Reserve at Beachcomber Motel in Ft. Bragg, 800.400.7873. Lunch Saturday at Bill and Gwen Jacobson's, dinner Saturday at a local restaurant. Contact Bill at [billj@mcn.org](mailto:billj@mcn.org) or 707.937.2431 to RSVP and for more information.

**September 28** ..... **Burlingame, California**  
Rector's 4th Annual People's Choice Concours & Swap Meet, 1010 Cadillac Way, 8am-1 pm. Co-Hosted by 356CAR and the NorCal 912 group. Concours entry, \$5; Swap vendor space \$10; Spectators free. Reserve swap space: Wil Patterson at 650.851.7152 or [wxpatt@sbcglobal.net](mailto:wxpatt@sbcglobal.net). Rain cancels. [www.356car.org](http://www.356car.org) or contact Michael Hodos at [mehodos@mac.com](mailto:mehodos@mac.com) or 650.326.6121 for more info.

**October 10-12** ..... **NV - Winslow, AZ**  
2008 13th Javelina 100, Laughlin. Join the Arizona Outlaws as we tour Route 66, America's Mother Road. Details and info [www.az356outlaws.com](http://www.az356outlaws.com) or 602-418-2980.

**November 28-30** ..... **Melbourne, Australia**  
The 23rd Australian Porsche 356 Parade.

**May 21-24, 2009** ..... **Montreux, Switzerland**  
The International Porsche 356 Meeting 2009 will be held in Switzerland, in Montreux, Lake Geneva Region, hosted by the Porsche 356 Club Switzerland. Visit the web site at [www.internationalporsche356meeting.ch](http://www.internationalporsche356meeting.ch) for more information.

**September 18-20, 2009** ..... **Sedona, Arizona**  
2009 East Coast Holiday. Watch for information at [www.356Registry.org](http://www.356Registry.org)



## East Coast Holiday Happenings And Travel Tips

Please watch [www.eastcoastholiday.com](http://www.eastcoastholiday.com) for last minute information

• If at all possible, try to plan to travel the more rural roads around Lancaster and beyond to and/or from the event. The vistas and local sights and activities are worth the extra time to take "356 roads."

• There will be organized scenic drives to offsite events, like the Thursday trip to Delaware for Winterthur and golf, the Airfield return, and more, so be sure to top off the tank. Maps and directions will be provided that include "bailout" alternates if time is critical.

• There will be towing and repair service on call, all event, within a liberal radius of Lancaster. Emergency numbers will be provided at check-in.

• The Saturday Concours is open from about 10:30am-on to all Porschephiles with immediately adjacent parking for 356s and special parking for Porsches in general. (There is a \$5 cover to the not-for-profit air museum for unregistered attendees.)

• Everyone who brings a 356 to the Holiday should plan to display their car on Saturday. Do not fear the use of the word "Concours," but think of it as parking among about 300 other 356s for lunch while watching antique planes fly overhead. Impressive and very personal Participant Awards will be presented that evening to all on the field that morning.

• We will avoid traditional "door prizes" post-banquet and have awards and other presentations made in a timely manner. We will all have had a long day. We will have drawings each day of terrific goodies donated to the event by individuals and vendors and winning registration numbers posted in the Hospitality Room.

• We are offering a professionally produced DVD of the Holiday that will capture and relive each chapter of the event. Tech sessions, the dinners, the social times, the airfield will all be available to registrants and for those who want to see what they missed. Advanced payment of \$20 reserves a copy (contact Marti Baker at 356ECH2008-info@comcast.net) or copy reservations will also be available upon check-in at Registration.

• Please bring photos, CDs, DVDs, slides and any other "show and tell" visuals to share in the hospitality room. (No provision for 8mm movies, bring your own projectors if you wish)

• We need to know approximately how many trailers (number and size) will need parking accommodations at the hotel and airfield, so please contact Marti (356ECH2008-info@comcast.net) with that, if not indicated on your registration form, thank you.

• Wear your ID at all times, it is your key to a wonderful event!

Looking forward to seeing you there, **Your 2008 ECH planning team**

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## In the MAIL

### Why Outlaws are called Outlaws

Your article in the last issue regarding Mr.

Toy's Turbo 356 reminded me of a car I drove back in 1970. It was a 1958 or 1959 356 Coupe some friends of mine "modified" with a small block Chevy 283 V8 and 4-speed transmission.

The Coupe, to start with, was one of those "scenic" type cars; where you'd get a good view of the road through windows, and floor. It arrived at the "shop" with no motor, headlights, or steering wheel. I think a set of well used 'mudder' wheels and tires from a wrecked CJ5 had been traded for the Porsche. To push it around the shop we grafted on a steering wheel from an old boat.

The "shop" was the backside of a heavy tractor repair and modification facility, where there was free weekend access to smoke wrenches, loud hydraulic tools of unknown purpose, and plenty of flat sheet metal for bending, welding, and melting. We were teenage "hobbyists", playing in daddy's business during off hours.

They cut out the whole rear end of the car with grinding wheels, from the inside out, leaving only the exterior sheet metal. The motor/transmission/drive shaft/transaxle setup they'd fabricated sat in a jury-rigged 2x4 framework, poorly nailed together, on the greasy floor.

The body, front wheels mounted, was lowered into place from the 5 ton hoist overhead. A two-inch thick rope ran through the two rear window openings up to the huge hook on the hoist chain. Did I fail to mention the little Coupe had no glass?

Around this 'jig' they concocted a 'framework' of one-inch steel (as in solid steel bar stock) which, generally, followed some kind of geometric sensibility only a mother could love. This non-geodesic frame was welded directly to the body from the inside, and mounting points for the engine, transmission and axle were welded into the general area where they might fit, once things are "tightened up".

Because nothing thinner was available, the bottom of the car was further bolstered (and rusted openings closed) with 1/4" sheet stock, a haphazard bead of weld ran along the bottom of the longitudinal members. It was reasoned the extra weight would produce a lower center of gravity.

Unfortunately I cannot remember clearly if the "project" took two or three late night sessions to complete. I apologize for that, but it's not my memory failing, it's just the blotted-out memory trying hard to resurface. I try to repress it. However, I do recollect the inaugural voyage, taken by me at about 1:30 one Sunday morning. I think I got the honors because of the short end of the straw draw.

We all smiled brightly when the Chevy fired up and settled into a rhythmic rumble. A crude two-inch diameter stove pipe affair had been TIG welded onto the ends of the exhaust headers, so it was somewhat loud. A carb fire quickly extinguished itself as I gave it more gas, the sucking air moving flames down where they're supposed to be.

Because my close proximity to the motor was from the single fiberglass seat bolted to the 1/4" sheet stock floor, I thought enough to jam a couple of balled up tissues into my ears- just so I wouldn't go deaf on this trial run. I could see my buddies saying things to me as I jammed it into gear, me blipping the throttle enthusiastically. A few gestures from them and

knowing nods from me, I was on my way. The high pitched whine, I later learned, was from the tires spinning through first and second gears.

It didn't take much time to hurtle this clapped-together go kart monster down two blocks in a deserted industrial section of town. Getting it to stop, that was another matter. See, nobody bothered checking the brakes: there were none. The pedal just went to the floor and stayed there.

In the half block to decision time, as I flew headlong toward a major roadway ahead, a lot of things went through my mind, much of it far too gruesome to reminisce about, nor worthy to seriously consider at that point.

At speed, the Coupe and I veered right, through a closed gas station, out onto the (thankfully) lightly traveled highway, and down the road until slowed enough to figure out how to get back to the shop.

I waited until no headlights could be seen, then carefully did a U-turn, tiptoeing at idle speed to the left turn by the gas station. It was then I spied the police car sitting off to the far right hand side of the station, the officer motioning enthusiastically for me to stop. Of course that wasn't possible at that particular moment (no brakes), so I smiled, waved, and pointed hoping he might follow me down the road to the shop.

He did.

From the gleam of his headlights behind me, I could see my buddies scamper in all directions as we approached. The 356 had no headlights, remember. I took it out of gear and coasted to a stop in a dirt lot beside the shop, the officer close behind. Shutting it down (which meant undoing the hotwire connection), I stepped out quickly, shrugged my shoulders and mustered a sheepish grin.

As he approached the car he carefully inspected it, flashlight in hand. Standing in front of me he fought hard not to laugh, pointed at his ears, then to me. "You might hear what I have to say better if you take that stuff out," he said.

Ah youth, it is, indeed, wasted on the young. Thanks for publishing that great article, by the way.

With best regards,

**Paul Schiemer**

### Silver Arrow Details

I live in London for now and have a passion for Dr. Porsche's designs including the Mercedes years and Auto Union. The discussion on page 31 of Vol 31, No 5 about Type C motors being fantastic is correct. However, the car pictured is a Type A. There are only a few 6-litre Type Cs in the world including a couple of reproductions. There are no surviving 4.358 litre Type A's so C & G are working their special magic on another reproduction. I've asked Martin Schroeder who the car might be for; I suspect it's for the Audi Factory.

The comment on page 31 of that issue about the complexity of the Dr. Porsche's V-16 motor leading to the complexity of the four-cam engines could be extended to the ultimate level of complexity in the 16-cylinder 917 engine. By the way, that is referred to as a "V" type engine with included angle of 180 degrees.

**Kent Caveny**

Auto Union Type C brake.  
Photo by Kent Caveny.



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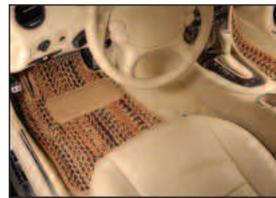
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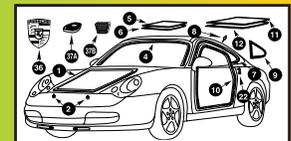
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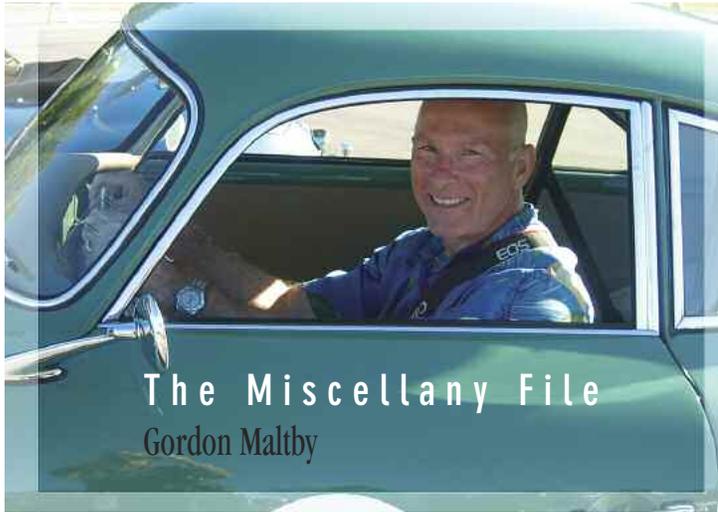
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## Cover Aspirations

Other important tips for using the time and place to your advantage are as follows:

-Avoid bright sunlight. Sometimes, of course, you have no choice. A concours chairman's dream is a clear blue sky, but it always makes me groan to have to shoot pretty cars baking in the sun. An overcast day is better, and if there are passing clouds, wait for one. Watch the shadows and when they become diffused rather than sharp, pull the trigger.

-Avoid busy, distracting backgrounds. This includes people milling about, or anything that will pull the eye away from the subject. Think in two dimensions and look at the entire frame. If you have any time to pose your shot, look to see if there are signposts sticking out of the roof, someone's butt growing out of a fender or a bag of cleaning supplies in the foreground. A step or two left or right can sometimes improve the shot.

-Look out for unhappy reflections. First rule: just say no to trees. A mottled pattern of leafy sunlight covering a car is almost always objectionable to my eye. Yes, we all feel at home communing with nature but too much nature in a photograph is not a good thing. Next most important reflection to avoid is that guy with the camera clearly shown in the shiny fender. Find an angle where your Hawaiian shirt and knobby knees won't be the center of attention. Finally, buildings and nearby vertical structures become distorted and curious-looking when reflected across curved metal. If you really want unusual shapes (see the painting on vol 32-1) do it on purpose.

-Choose your battles. It's a struggle, but to get the best photo, you should consider moving the car (or other subject) to a location that is most suitable. If you're seizing a fleeting opportunity, move yourself to a position which gives you the best angle.

Here are some (not-so) technical considerations about your equipment and using it to best advantage:

-Film is cheap, shoot another frame. Think you got that shot nailed? Think again. With multi-gigabyte memory cards selling for \$10-20 you have no reason to limit your exposures. If you're in point-and-shoot mode, shoot another one from a lower angle, move left, right, tilt the camera or at least give your human subjects another opportunity to open their eyes or try a different silly grin. If you can change aperture, speed, focal length or even lenses, the sky's the limit. If it's worth shooting, it's worth more than one shot.

-Two words: Fill Flash. Figure out how to use it, because it's a make-or-break setting for most back-lit situations. But don't forget to angle your shot so the flash is not reflected straight-on in a window or shiny car paint.

-Do not crop up close with your lens. Compose your photo, then take a step back. You can always remove excess background later. It is much harder—although not impossible with Photoshop—to add to an image's margins. We have to do it all the time for covers, since a camera's frame ratio is not the same as 8-1/2 x 11 inches. Conversely, don't expect much detail if you shoot from a different zip code. Which brings us to a most important rule:

-ALWAYS, without fail, shoot at your camera's highest resolution setting. You can dumb them down later if you really need to. The era of 1 megapixel cameras is over, and almost anything on the market today will shoot in high enough resolution to make a nice poster print or a cover on this magazine.

I'll be looking for your Drive Your 356 Day shots after Sept 21st, and I expect them to be great! 🚗

**T**here's a bright golden haze on the meadow, the corn is as high as an elephant's eye, and it looks like it's climbin' right up to the sky." So sings Gordon MacRae in the opening song from 1943's hit musical "Oklahoma". Spinning the original soundtrack on the turntable (yes, I still use my record player) is an early Saturday tradition for me, especially when it *is* a beautiful morning. It's a heartwarming message, but it could also be used as a guide for photographing cars.

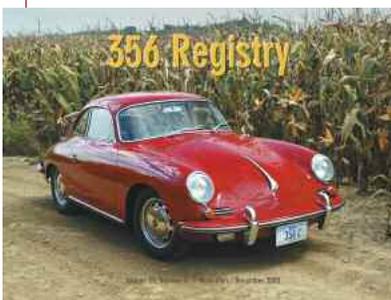
Let me explain.

Over the years I've been editor (about 16 now, I think) the number of photographs that appear in any given issue of *356 Registry* has increased, from less than 30 (four in color) in September of 1992, to about 170 (almost all color) in the latest one. It's a great thing that quantity has increased, but along with growing numbers, we continually strive to maintain and improve the quality of the images on these pages. Since the great majority of photos we use come from members, I will offer some guidelines and helpful tips that you—our readers and contributors— can use the next time you're shooting your car, or getting some frames at a Registry event or other car show.

I do this not out of complete magnanimity, there's a very real ulterior motive: the better the photos I receive, the easier my job is. Also, I hasten to acknowledge that among our club members there are some truly talented, accomplished and prolific photographers whose work I admire, both professional and amateur. We are all fortunate to see their images on these pages. However, in the spirit of community that is the basis of this club, I encourage and actively seek photo contributions from all members, no matter their skill level or how well-tuned their visual aesthetic sense may be. Bottom line: everybody plays.

So what, you may ask, does this have to do with "Oklahoma"? (OK, so I love show tunes; you got a problem with that?) Here's the deal: that bright golden haze on the meadow is your camera's best friend. The long rays of early morning and late evening take a definite shift toward the warm end of the spectrum, and the sun is generally low enough that

harsh reflections are minimized. And a field of tall corn isn't a bad idea for a backdrop. It's an interesting, consistent texture and green/ gold can be a reasonably neutral background color (or a nice contrast, as demonstrated by Richard Sjolund on the cover shown here from 2005).





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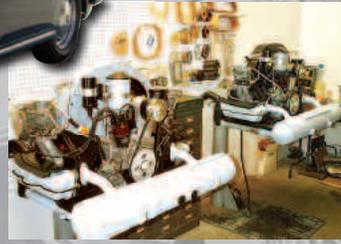
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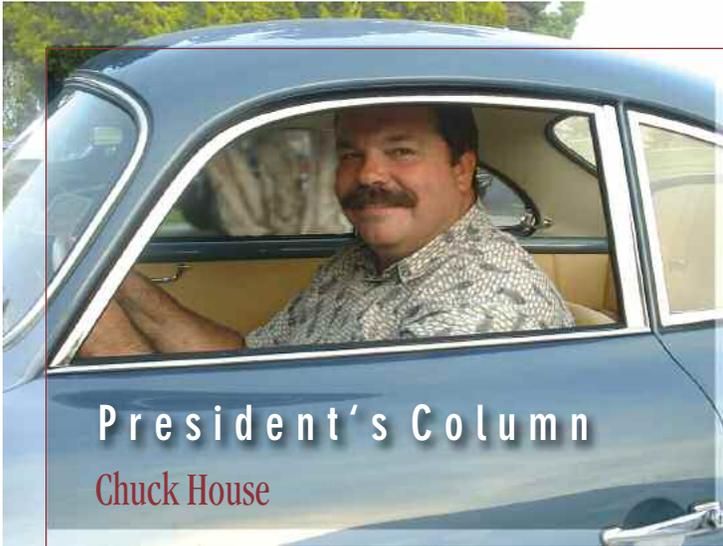
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## President's Column

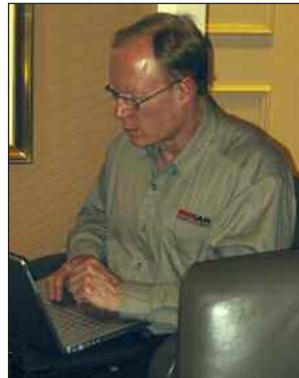
Chuck House

### Recognition of Members' Work

**F**rom time to time the 356 Registry trustees recognize certain members for their effort and contribution to the club. The "Spark Plug" award is given to an individual who demonstrates unusual enthusiasm and turns that enthusiasm into action by performing tasks which benefit the club and the members. We have three Spark Plug award winners which were announced recently at the West Coast Holiday in Squaw Valley, CA.

The first was Brian O'Kelly. Brian was the "nuts and bolts" guy on the new 356Talk forum who combined the email list-serve function of the original 356Talk with a bulletin board forum. The overall result has been a huge success and gives members enhanced abilities to communicate online about things which have been a staple of 356Talk through the years, i.e. troubleshooting, events, classifieds or just making friends. Check it out at [www.356registry.com/forum](http://www.356registry.com/forum). Brian committed a lot of time and energy into this project and deserves a hearty "thanks" from all the members.

The second person the trustees recognized with the Spark Plug Award was Barry Brisco. Barry has been a dynamo in the last couple of years as the technical editor for the 356 Registry website. He has turned the technical pages into a virtual "Three-Fifty-Six-ipedia" which is jam packed with valuable resource information which all members should scan when they have a technical 356 problem. If you haven't seen it, check it out [www.356registry.org/Tech](http://www.356registry.org/Tech). In addition, Barry has been instrumental during the recent 356Talk change as an admin and helping members navigate through the new system. People like Barry work hard for the Registry, so please let him know that his efforts are appreciated next time you see him.



Barry Brisco has put in countless hours as the Registry web site technical editor, and worked extensively on the new forum. Diane Morrill has been our ambassador to overseas clubs many times, along with running the Goodie Store.

Last, but certainly not least, the trustees recognized Diane Morrill as the third recipient of the Spark Plug Award. Most of you know Diane and have seen her at many events over the years. Diane travels to 356 events across the globe (on her nickel) representing the 356 Registry through the Goodie Store. Often at international 356 events, Diane is the face of the 356 Registry to our international members. For her enthusiasm in representing the club and her efforts to bring members the Registry "goodies", she deserves our sincere appreciation so please let her know when you see her at the next event.

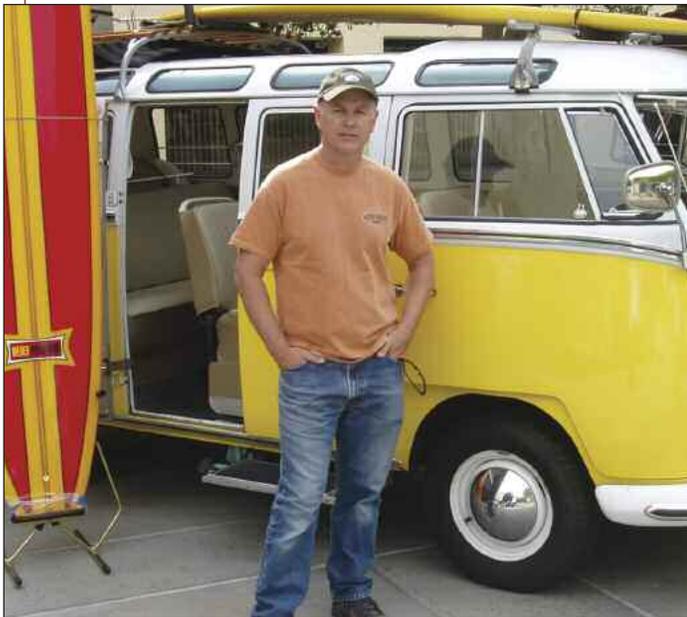
### Upcoming Holidays

As I mentioned last time, the 2009 West Coast Holiday is now set for Sedona, Arizona. It should be a great event at a great location so look for more information to follow. As of yet, we have not had anyone step up for hosting the 2009 East Coast Holiday so if you or your regional club are interested in doing so, please contact any of the trustees at their contact information in the front of the magazine.

One of the most enjoyable aspects of each Holiday is the regional and local flavor that participants enjoy. We have had events up and down the East Coast and from northern Minnesota to south Texas, but there are still many places in the eastern US that Registry members would love to visit. Is your area one of those?

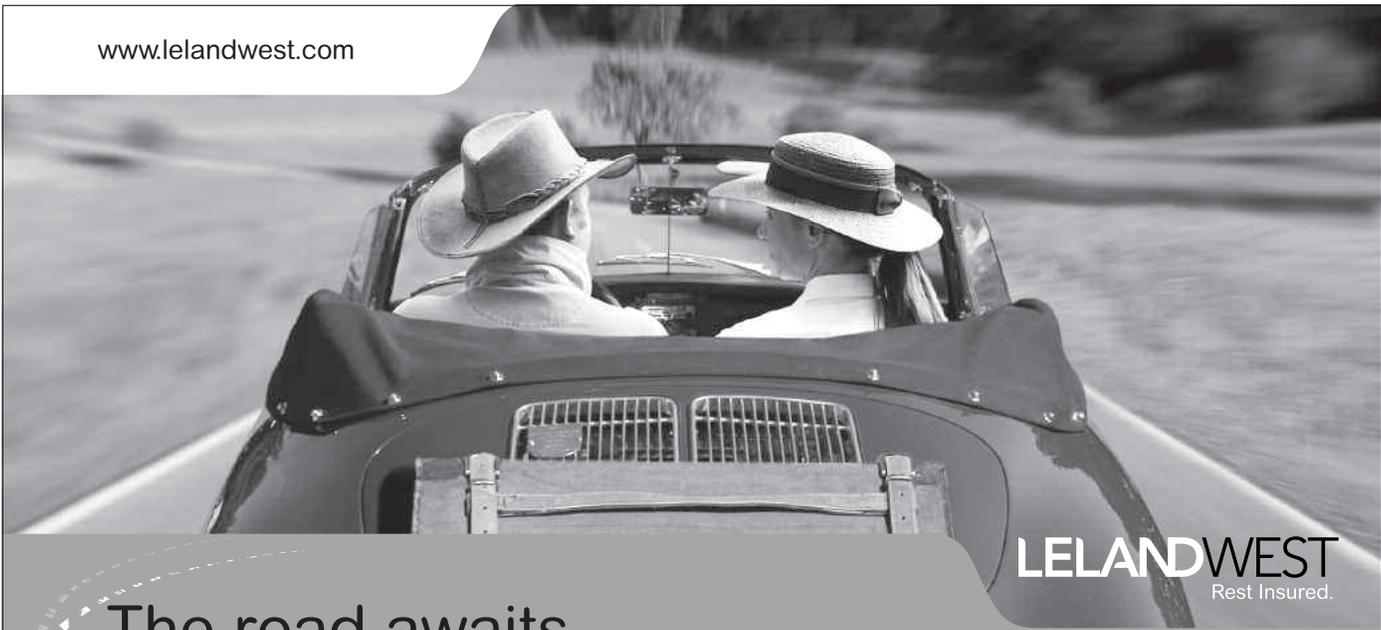
On the club web site is a "Holiday Planner", which gives an overview of the process for choosing a site, a hotel and activities. It doesn't have to be grand in scale or exotic in execution, and there are many former Holiday chairmen who can help with plans and advice. They will also tell you what a rewarding experience it is to play host to several hundred of your closest 356 friends. Cars, comradery and the charm of your particular part of the country - it will be a great combination, so get your group started on it now. We look forward to hearing your plans.

See you on the road. 🚗



California native Brian O'Kelly is shown with his '65 21-window Deluxe VW Microbus at a surf film festival at Pepperdine University in Malibu.

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**PORSCHE**

## A Diatomaceous Earth Salesman Walks Into a Bar...

Recalling Briggs filters in the 1960s by Pat Tobin

In the '50s and '60s (and possibly before and after), there was a company named Briggs which manufactured diatomaceous earth (often called, for the pronunciation- and spelling-challenged, "rare earth") filters for industrial applications. Their brochure showed large filter cans attached to factory hydraulic presses of all kinds.

The Briggs lit said that during WWII, aircraft engines did not have periodic oil changes. Instead, a 'filter truck' with an enormous tank full of diatomaceous earth would pull up and an engine's oil would be passed through the rare earth filter for a prescribed length of time. Then, on to the next engine. Presumably, the aircraft oil was never changed.

In the Hollywood area there was a character named Roland "Rollie" Free. Rollie by then appeared of retirement age. He had been involved with motorcycle racing, reportedly having been one of the first to reduce air resistance of clothing and even hair for high-speed record runs. But Rollie was young in spirit and burned with zeal for his self-appointed mission of bringing Briggs rare earth filters to the automotive enthusiast.

After a while, we in the same area learned to look out for Rollie. If he engaged you in 'conversation' he could go twenty minutes before taking a breath. That happened to me one day at the parts counter of John Von Neumann's Competition Motors. I was a millisecond too slow on the recognition and flight, and he had me. He would have made millions selling Fuller Brushes.

No way could I duplicate Rollie's persuasive spiel; I will attempt to hit only the high spots. The following more or less summarizes Rollie's pitch: "Pure" (non-detergent) oil never wore out. That is, the lubricating, cooling and yes, even the cleaning properties were ageless. It was changed only because it looked dirty, carrying a load of combustion products and their by-products. If that stuff could be completely removed, the oil was as good as new - indefinitely.

But the one-quart Briggs filter can (somewhat larger than the stock 356 can, but adaptable to the same mounting position) was marginal. If this was true with the restricted flow rate of the stock 356 bypass filter system, think what a disaster it would be with a full-flow system. Rollie earnestly recommended the two-quart size filter on any vehicle which would accommodate the size. A few hardy souls, even with 4-cam engines, mounted the long 2-quart can under a fender.

Then Rollie speed-shifted and went on to oil viscosity. He earnestly recommended 10W non-detergent oil. THAT raised a lot of eyebrows. Although I never heard him say it, it wasn't difficult to extrapolate that if a one-quart filter was marginal, the increased flow rate of a thinner oil would make the filtering work a little better. His spiel on light oil had more to do with things like the lower and flatter viscosity index of 10W, meaning that at elevated temperatures it thinned less than a heavier oil, on a relative percentage basis. Well, I should hope so - it is 10W when cold!

Another thing that Rollie never seemed to mention is that the Briggs company never suggested their filtering system for vehicular use. That, alone, should have set off some alarms. Of course Rollie had an answer for it, long faded from memory. (We soon learned not to ask Rollie difficult questions because each answer was good for another 15 minutes.) Briggs would, of course, sell the cans and filter elements for Rollie to use as he wished. One thing he had to do was provide about a 1-1/2" extension to the band which secures the can to the 356 bracket.

I regret to admit that I joined the club for a while. I actually ran the system on the racing Speedster in '64 - '65! Well, I must admit that I never

## Gallery

### Building the Brand, Two Decades On

On page 16 of this issue begins a fascinating article by Phil Carney on the "Silver Arrows", the Mercedes and Auto Union adversaries of the 1930s, which contested Grand Prix races and World Land Speed records, along with hill climbs. The Mercedes racers were "conventional" front-engined, rear-wheel drive cars highly developed by Hans Nibel, preceded by a line of supercharged road and race cars, the SS and SSKs, designed by Ferdinand Porsche in the 1920s.

The Auto Union cars were a mid-1930s "clean sheet of paper" design by Porsche, and anything but conventional. With a V-8 or V-16 supercharged engine located just behind the driver, these cars—the last of them active just as WWII began—left a deep impression on racing enthusiasts of the time, and even people with only a passing interest in motorsports were aware of this "clash of titans".

Fast forward a decade to the introduction of the first Porsche sports cars, whose racing exploits, even after several years, were limited to small-displacement class wins. How do you promote a brand of sports car whose accomplishments are less than prominent on the international racing scene?

From the late 1940s and into the '50s, Porsche regularly made mention of, and often emphasized the senior Ferdinand Porsche and his designs. Even into the 1960s when Porsche's racing laurels were established, as this ad shows, pointed reference is made to the late Professor and his creations dating back 50 years. An entire paragraph is devoted to the "500 hp, rear-engined (sic) giants of the thirties". In a twist on the old "Win on Sunday, sell on Monday" theme, Porsche practiced "Win in the Thirties, sell in the Sixties". That it remained an effective marketing approach for over a decade is commendable. 

had an engine or bearing failure until the camshaft broke in the Riverside Enduro in '66, and that was not lubrication-related. So I can't bear testament that the system didn't lubricate adequately, even under racing conditions.

But I did notice that after every race the oil was black. This was not supposed to happen if the filter was working well. I shared a double garage with a neighbor buddy who had a 356 engine in a VW Beetle. (Yes, people actually did that before the VW speed parts market came on stream. Seems quaint today, but it happened.) He had chosen the more economical case-size of Briggs 1-quart filter elements. Before each race I would help myself to another of his 'donated' Briggs elements. He never said anything, but after a few months he took the remaining stock in the house! Mike Pulici, if you're reading this, I'm sorry! And I owe you about ten Briggs elements.

Today, of course, the use of non-detergent oil is passé, although the sport car and motorcycle guys were the last to give up (except for me - I always preferred detergent oil for the 356 and everything else). Modern oil is simply miraculous, having been developed to higher and higher levels of refinement, very literally. Now we have full synthetic, far and away the best choice for anything. So I'm glad we hot-headed, red-eyed, fire-breathing enthusiasts are not saddled with the question of how the Briggs diatomaceous filter would work with modern oils.

Rollie, rest in peace. You sure stirred the pot for a lot of years. We who tried your oily potion are at least the better for the education it gave us.

# the continuing search for perfection



A great sports car isn't built overnight. It is developed and refined through years of continuous designing, research, testing and competition. Such a sports car is today's Porsche. A car held in esteem by motoring connoisseurs the world over. A car who's performance has been proven through countless victories in the world's ruggedest races and rallies from LeMans to Sebring. A car who's technical advancements continue year after year—in a continuing search for even greater perfection.

## A legendary engineering genius

Behind this aim stands the inventive history of two men... the late Professor Dr. Ferdinand Porsche... and his son, Ferry Porsche, the present head of the Porsche factory at Stuttgart.

Professor Porsche's engineering skill is a legendary story—from the moment he startled the automotive world with the revolutionary concept of his air-cooled, four-cylinder, valve-in-head engine back in 1912—to his "Dream and Do" development of a small, compact and economical "people's car"... which was the prototype of today's Volkswagen.

## Milestones in automotive history

And, Dr. Porsche's pioneering work on racing cars are milestones in European automotive history, too. His 500 hp, rear-engined giants of the thirties broke a whole string of world records when they first appeared. By 1937 these cars had amassed 37 wins in 55 tries, and held 15 world and 23 class records.

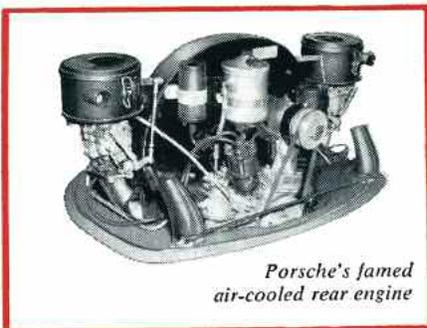


*Ferry Porsche... present head of the Porsche factory in Stuttgart*

In the late 1940's Professor Porsche and his son worked together developing the design for the Porsche 356— forerunner of today's Porsches. The first 50 of these cars were handmade with aerodynamically-designed aluminum bodies—and created a sensation in automotive circles.



*Craftsmanship is the basis of Porsche quality*



*Porsche's famed air-cooled rear engine*

## Over half-a-century later

Porsches are still creating excitement today—with their compact design— competition-proven air-cooled rear engines— fully-synchronized servo-mesh

transmission— torsion-bar suspension and double-size brakes. All these features, and more, are characteristics of Porsche's development—a search for perfection that started over half-a-century ago. You'll find Porsches available in four models—coupe—hard-top—cabriolet—and roadster. Three engine versions, too. For further information, prices, etc. see your local Porsche Dealer... or write PORSCHE OF AMERICA CORPORATION, 527 Madison Avenue, New York 22, New York.

all it shares with other cars is the road.

# PORSCHE



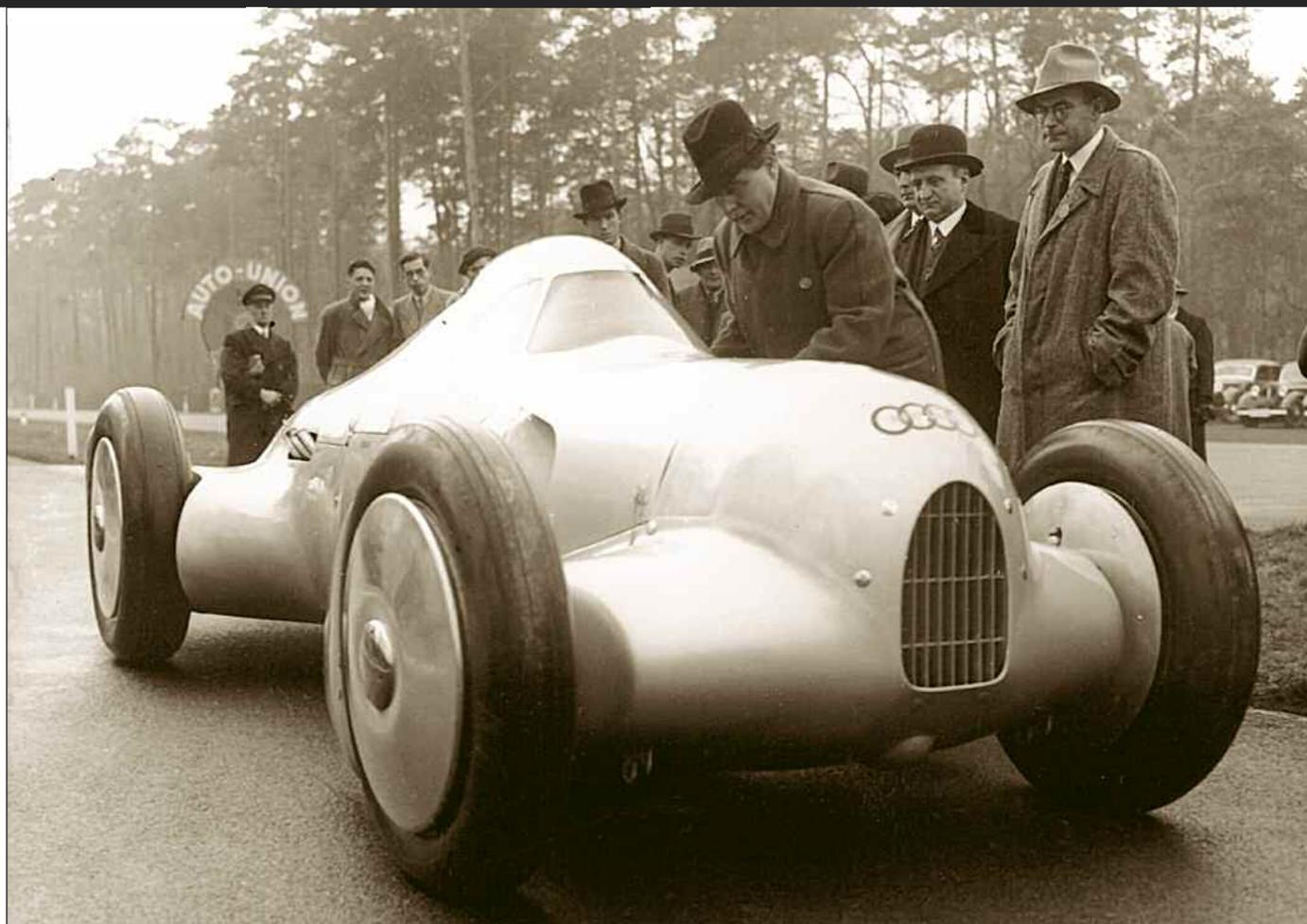
*Porsche 356-01, built in Austria in 1948, may have ended up as no more than a footnote in automotive history if not for the reputation of the man whose name it wore. Although that first Porsche, and the thousands of 356s to follow were based on the VW's design, the success of the line owed much to other famous designs from Professor Porsche's fertile mind. The pinnacle of his career spanning five decades was the creation of the pre-war Auto Union Grand Prix racers. In its post-war effort to survive and prosper, the new Porsche automobile company was promoted on the laurels won by these sleek and powerful aluminum racers.*

*Phil Carney tells their fascinating story with previously unpublished photos.*

By Phil Carney

# Ferdinand Porsche *and the* Silver Arrows

Photos from the Heinrich Hoffmann Collection



During the 1930s, German racers known as the Silver Arrows dominated Grand Prix competition.

There were two different makes, a version built by Mercedes Benz and another built by Auto Union which was originally called the Silver Fish. These cars decimated their competition - Alfa Romeo, Maserati, and Bugatti - so completely that after three years only Alfa remained to fight with the German cars. As a result many Grand Prix races became simply a Mercedes versus Auto Union battle. An interesting element to this clash of titans was that both versions of the Silver Arrows were bred from Porsche DNA.

## The Mercedes Connection

In 1923 Ferdinand Porsche joined the German Daimler company. At the time, Stuttgart Daimler was in the process of bringing a supercharged, four-cylinder, two-liter car to the Indianapolis 500 race circuit. It was entered into the 1923 race but failed miserably. Porsche took on the challenge of perfecting and sorting the supercharged car and ensuring that it would not

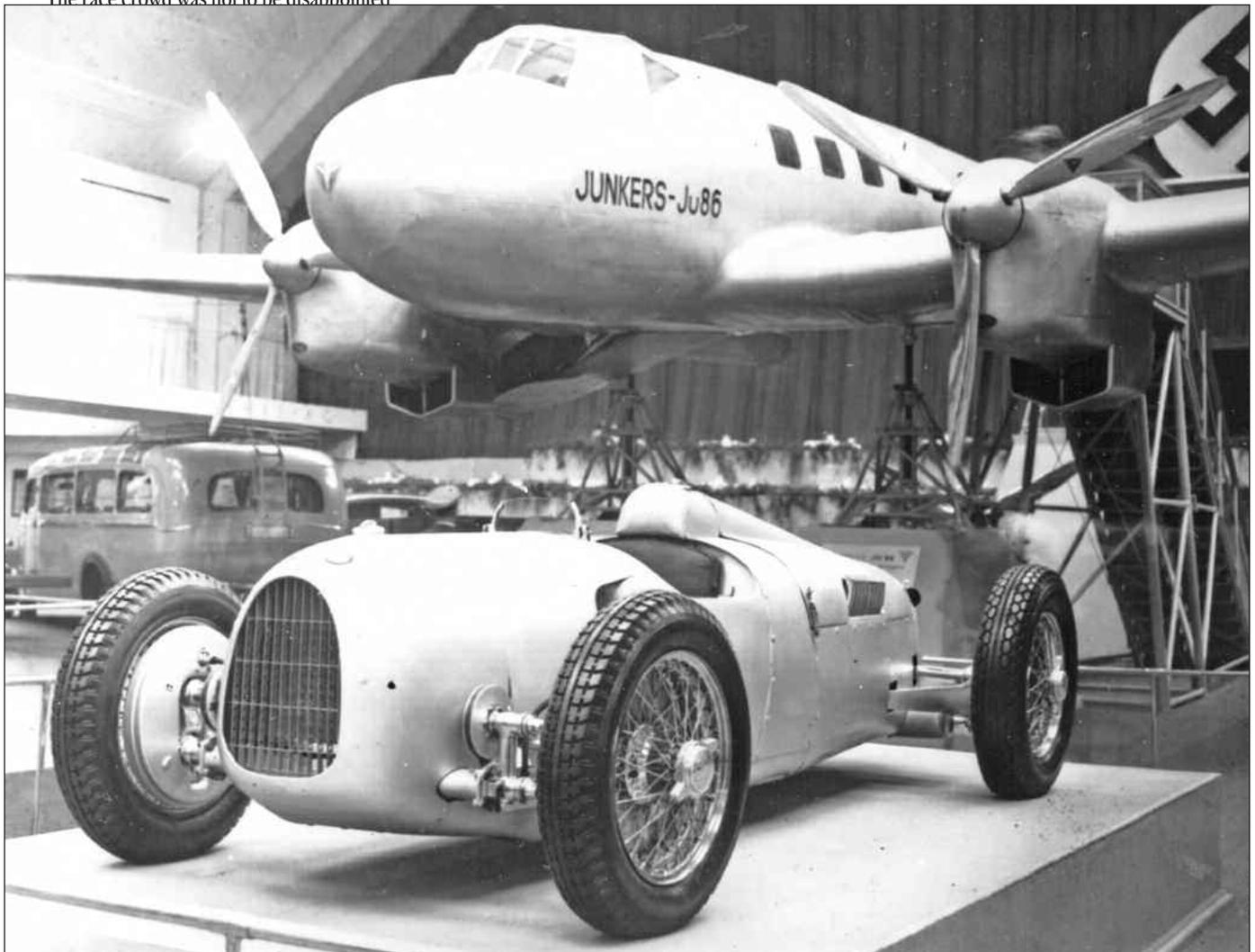
further embarrass Daimler. He labored on the Indy racer for nine months and after the carburetor system, supercharger and exhaust were tuned to each other, performance improved tremendously. The proving point for both Porsche's talents and the Indy racer was the April 1924 Targa Florio. Daimler sent three Mercedes cars to compete in Sicily and the drivers were Christian Werner, Christian Lautenschlager, Alfred Neubauer, and co-driver Ferdinand Porsche. Werner was considered the fastest man on the Daimler team but Lautenschlager was a veteran of the event having raced it in 1922. Alfred Neubauer was racing for Daimler at the time but he would make his mark in the future when he took on the assignment of race manager. The big name competition came from the Italians, namely Count Masetti and Antonio Ascari driving Alfa Romeo RLs.

The race crowd was not to be disappointed

at the 1924 Targa. The circuit measured about sixty-seven miles and four laps were required for a total of 268 miles. Starters were released at two minute intervals and Masetti started before Werner while Ascari started just behind him. At the end of the first lap the order was still the same but times between the key competitors had tightened up. After the second lap Werner showed a very noticeable elapsed time improvement and the Alfa pit ordered Ascari to floor the gas pedal. Ascari tried hard but at the end of lap three it was unclear whether Werner or Ascari would be the victor. The fourth and final lap would be decisive. The timing gap between Werner and Ascari closed and the finish line was in sight when the engine in Ascari's Alfa seized. Ascari was not willing to be easily dismissed and together with his mechanic they started pushing his Alfa towards the finish line.

Below: Hitler used the Berlin Auto Show as a stage for predicting and demonstrating Germany's superior transportation capabilities. At the time, Grand Prix racing was a well-publicized venue for demonstrating a country's technology competence and competition was very keen just as it was in the space race of the 1960s. And just as Americans at the time followed every rocket launch with acute interest, in the 1930s the German public crowded race tracks for glimpses of their favorite drivers and to see the "Silberpfeil" racers in action.

The Junkers airliner in the background could carry ten-plus passengers, but most of the Ju-86 models built through 1943 were used as bombers, including high-altitude and photo reconnaissance models. Just as with the Volkswagen, an ostensibly civilian development was pre-empted for the Nazi war effort.



Opposite: In addition to Grand Prix competition, the Silver Arrow cars were used in hillclimbs and for land speed record attempts. During 1935 the Auto Union team went to Gyon, Hungary for record attempts but the circumstances were bad with snow so after two test runs the team went to Italy instead. After having dismissed the Milan - Varese road they finally made the record runs at Florence. On the return run of his 3rd attempt Hans Stuck set a time of 11.01 on the kilometer, making him the first driver to run over 200 mph on a road. This was not accompanied by any good run in the other direction so Stuck failed to take Caracciola's record. A combination of the 3rd and 4th runs gave Stuck the 1 Mile record which also was the fastest record made on a road. Stuck's 5th series gave his best km times of the day just short of Caracciola's Mercedes.

Spectators joined them in pushing the car. But Werner's Mercedes engine was reliable and he finished first overall. The Mercedes' of Lautenschlager and Neubauer were back in the pack but they were also reliable resulting in a 1-2-3 in-class finish for Daimler.

Ferdinand Porsche did much to redeem

In 1934, Professor Porsche (far left) and Hans Stuck (in white driving suit) show off the new Auto Union Type A car. Auto Union team manager Willy Walb stands across from Stuck. On March 6th Stuck set three new world records at the fast Avus track near Berlin. On October 20th Auto Union returned to Avus and this time Stuck set five more records.

himself with the Targa win. The mayor of Stuttgart made a speech praising the victory and Ferdinand was awarded an honorary doctorate from the technical college of Stuttgart. His degree read, "In recognition of his outstanding merit in the field of motor car construction and particularly as designer of the winning car in the 1924 Targa Florio."

With so much recognition coming his way, Porsche was given much greater freedom at Daimler. He decided to redesign the Targa car and replace the four-cylinder, two-liter engine with a new, supercharged, straight-eight also displacing two-liters. Unlike the previous Daimler engines, Porsche put the supercharger between

the carburetor and intake valves. The new creation was as wonderful as the previous and Rudolf Caracciola won the first Großer Preis Von Deutschland (German Grand Prix) on July 11, 1926 at the fast AVUS Track near Berlin.

In 1926 Daimler-Benz changed direction. No longer would they be building small engines for racing. Big six-liter engines were to be put on the drawing boards for the future. As before, cost was not a limitation and Porsche reacted with enthusiasm. The chassis of a two-ton monster 24-100-140 limousine was shortened and lowered under Porsche's direction to provide a better center-of-gravity. Upon the frame was set a 6¼ liter supercharged engine along with a new



lightened body. The designation Mercedes K for Kurz (short) was applied to the new four-seat open touring car that first appeared in 1926. Porsche was on a roll and a year later the S (sport) version came out with a 6.8 liter engine that produced 120 hp normally aspirated or 180 hp with the blower engaged. It started its race career by sweeping the Nürburgring inaugural event taking the top three spots. It also proved to be a great success on many other European race tracks and in 1928 the Mercedes S was in the victory circle a total of fifty-three times and broke seventeen performance records. The next iteration of Porsche's new competition car was named the Mercedes SS or Super Sport. Engine displacement was now a full seven liters and when the supercharger was functioning, 225 hp were available to the driver. At about the same time the SSK (super sport, short wheelbase) was produced with a lightweight, two-seat body. The final iteration of Porsche's creation came in 1931 after he had left Daimler-Benz to form his own company. This model was called the SSKL (sehr schnell, kurz, leicht – super sport, short wheelbase, lightweight) and it came with a drilled-out frame for the lightest possible weight and a 300 hp tuned engine.

The S, SS, SSK and SSKL were a limited edition anomaly. Because cost was no object only the very wealthiest individuals could afford them. While their engines were powerful, stopping power came from primitive cable-operated brakes. All versions, even the SSKL, weighed in the area of 4,000 pounds and it took enormous biceps to heave them around a race track. But the cars were winners during their production span and well recognized throughout the world.

Between 1928 and 1931, Daimler-Benz's racing beasts dominated the tracks. But technology and the competition was catching up with the big supercharged cars. Italy was producing smaller, powerful machines that began to eclipse the heavyweight Mercedes cars. So Daimler-Benz decided to withdraw from racing. Their abstinence would be short lived.

The officiating racing organization at the time was the Association Internationales des Automobile Clubs Reconnus or more simply, the AIACR. They were having a difficult time setting a Grand Prix formula that pleased car builders, race drivers and fans. To maximize designer freedom and provide a suitable exhibition for drivers and fans, the AIACR enacted a few simple rules that would go into effect for the 1934 season. Minimum race distance would be 500 km (310 miles) and maximum car weight (not including driver, tires and fluids) was 750 kg. Some car dimension limits were also specified but engine size and type was left open because

officials felt they were controlling speed by setting a maximum weight. Mercedes engineers however decided they could take the big, Porsche-designed supercharged engines and fit them onto a chassis and body that met weight restrictions. This set the technical stage for Mercedes' re-entry into Grand Prix racing. The business plan was solidified when Germany's new leader, Adolf Hitler, told Mercedes executives that the Nazi party would subsidize a new Grand Prix racer to the tune of 500,000 Reichsmarks (RM) per year.

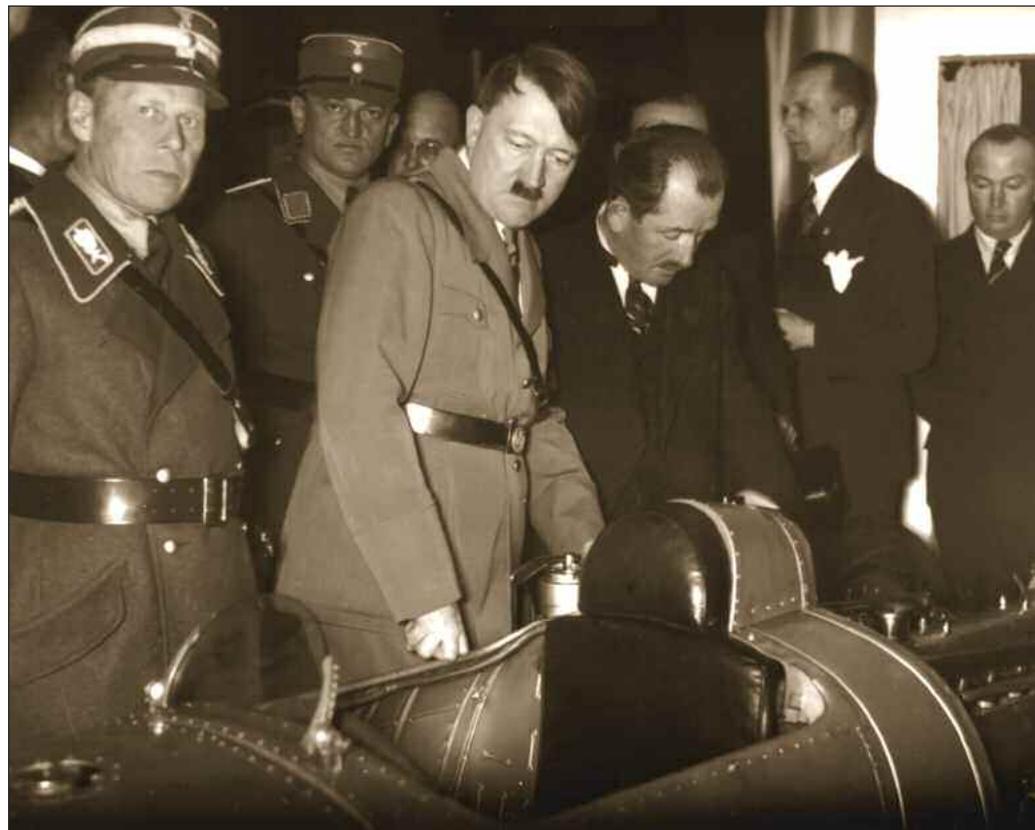
### The Auto Union Connection

Ferdinand Porsche kept himself well aware of what was going on in the automotive world and he was excited by the AIACR announcement made in October 1932. Also interested was the professor's business partner Adolf Rosenberger. Rosenberger was a successful merchant and Mercedes S race driver who had helped underwrite Porsche's new firm and took on the job as the new company's financial manager. To avoid unnecessary financial risk to the original company, Rosenberger found another investor to provide 30,000 RM for a new company, Hochleistungsfahrzeugbau GmbH (High Performance Vehicle Construction, Ltd.) to develop a Porsche Grand Prix car. This amount of money of course was hardly enough to develop a competitive Grand Prix car. Despite not knowing where additional funds would come from, the

professor gathered his team together on November 15, 1932 and laid out his radical design approach for a new Type 22 racer capable of 182 mph. The engine was to be a 4.36 liter supercharged V16 mounted behind the driver. The configuration was chosen to maximize weight over the rear wheels and hence improve traction. Sixteen cylinders were specified to provide more surface area for reducing thermal stresses.

There are a variety of stories of how Porsche made his connection with Hitler in search of funding for his V-16 Grand Prix car. One version claims that Hitler contacted Hans Stuck shortly after he became Chancellor of Germany. Hitler supposedly told Stuck he would support developing a race car and to draw up the specifications. Stuck reportedly contacted Porsche who had designed the Mercedes cars Stuck raced and asked for support. This led to a meeting two days later between Porsche, Stuck, Auto Union executive Klaus von Oertzen and Hitler to discuss the matter. While possible, this story seems a bit improbable since Hitler had already given Mercedes a subsidy to build a new

Adolf Hitler originally intended to provide only Mercedes with a 500,000 RM per year grant to build a dominating Grand Prix racer. Ferdinand Porsche however had a different agenda and during a 1933 meeting he convinced the Führer that funding two developments, one by Mercedes and one by Auto Union, was in the best interest of Germany.



Grand Prix racer for Germany. Furthermore Stuck was not an engineer; he was a former Mercedes race car driver. So why would Hitler do anything more than team Stuck up with Daimler-Benz as a driver?

Another version of the story claims Jakob Werlin, a personal friend of the Führer, called a meeting with von Oertzen of Auto Union to discuss a new Grand Prix car. Von Oertzen supposedly brought Porsche and Stuck to the meeting for technical support. There are inconsistencies in this version also. Werlin was a member of the Daimler-Benz board of directors and he certainly would not invite Auto Union (with little prior experience in race car development) to provide Mercedes with help on a new race car.

Porsche employee and its first historian, Richard von Frankenburg, wrote his own version of the story. He claimed that Auto Union came to Porsche requesting him to design a new 750 kg Grand Prix car and that Porsche "already had such a design completed." While this may have occurred it does not seem likely that a company recently formed by a merger would be this venturesome particularly since the political environment in Germany was not very stable. In

fact, later events showed Auto Union did not have capital resources to pursue such a dream.

We will never know the exact story but the obvious assumptions make the most sense. Ferdinand Porsche knew he could not afford to build a new race car on his own. He also had the existing Wanderer contract with Auto Union and an admirer on their board of directors, Klaus von Oertzen. It seems logical that he went to von Oertzen for financial support and found out that Auto Union was interested in building such a car but also could not afford to fund an effort that large. At this point Porsche may have contacted Hans Stuck because Stuck probably told his friend Ferdinand of his earlier meeting with Hitler. Stuck, excited by what he heard from Porsche, contacted Hitler. Werlin probably thought Hans Stuck was seeking a work as a driver for the new Mercedes Grand Prix car and endorsed the meeting.

Whatever the circumstances that led to the meeting between Hitler and Porsche, there is consensus on the course of the meeting. After some discussion among the participants about exactly what the agenda was, Porsche and Hitler got into a one-on-one discussion. Porsche said he had a design for a car to compete in the 1934

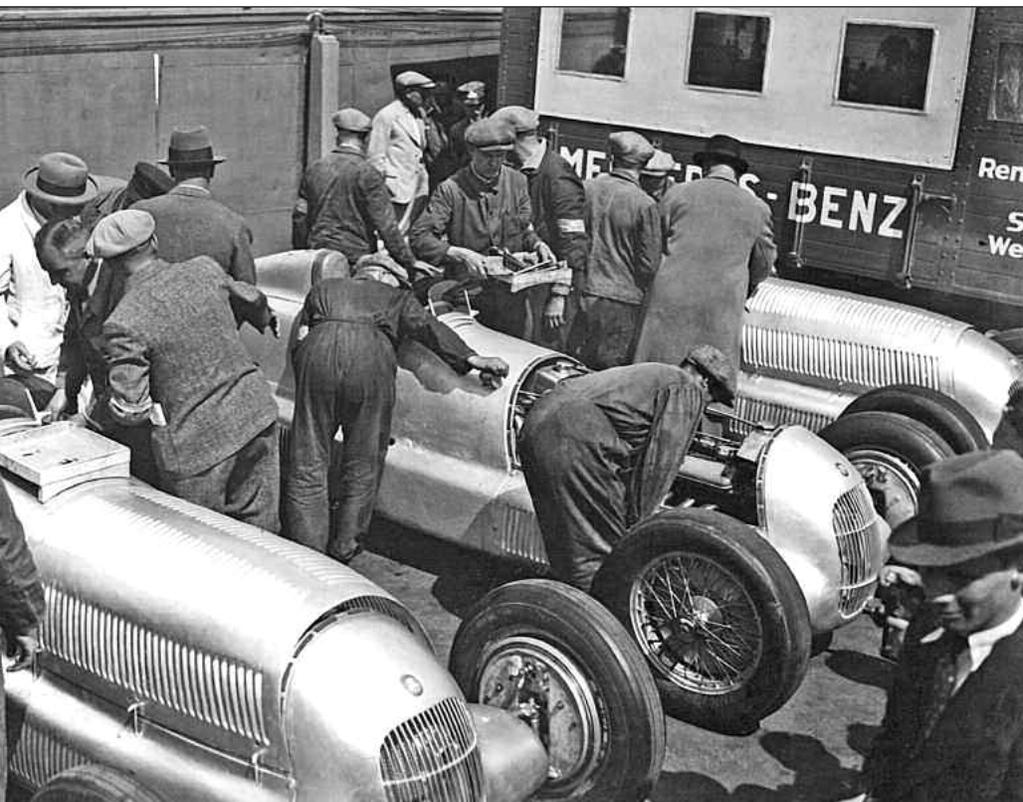
Grand Prix 750 kg formula and wanted financing similar to what Hitler was providing Daimler. In all likelihood Porsche easily exaggerated how far along his design was. Hitler was not a quick supporter of the idea. He doubted he could afford to fund two companies and Auto Union was not a renowned race car builder. Ferdinand Porsche, never known for being subtle, rushed to counter Hitler's position with arguments of his own. He, Porsche, was the innovative designer of the previous generation of Mercedes cars and could not work for Daimler. The Führer should not risk everything with just one company. Finally, when German racers proved themselves superior to those of the rest of the world, fans would still come to races to see the battle between Germany's mighty automotive giants.

In the end, Adolf Hitler decided to provide both Mercedes and Auto Union with an annual grant of 300,000 RM. No doubt Ferdinand Porsche was a forceful and persuasive speaker but it is likely that Hitler was thinking of the bigger picture. Having two competitors gave Germany greater odds of making its mark in Grand Prix racing and this was very important. At this time in history Grand Prix racing was considered one of the most sophisticated examples of technology. Showing sport dominance was the equivalent of winning the moon race in the 1960s. Races regularly drew a quarter-million attendees, radio carried all the significant events live and journalists strove to provide the best coverage. Hitler very much wanted to capitalize on this publicity.

### Winning Ways

Hitler and his Sportschpfsführer Adolf Huhnlein (page 21 photo, left) probably expected immediate success on the track. Of course this isn't how it works in reality. Engineers may do careful calculations and the cars may receive extensive testing but it isn't until the punishment of competition that weak and marginal components show up. The other problem confronting Auto Union and Mercedes was a dearth of drivers capable of handling the power of their new streamlined racers. Both companies conducted driving tests with dozens of German youths but inevitably these kids failed to be able to start the car in a straight line or would crash the car before they succeeded in making one lap. Finally permission was received from Berlin to seek out qualified drivers regardless of their nationality, party affiliation or ethnic background. Even with this permission, the 1934 Silver Arrow driver pools were not very deep.

At Auto Union Willy Walb, a former racer, was the race team manager. His primary drivers were the respected Hans Stuck and the lesser



The May 1934 IV Internationales AVUS (Berlin) Rennen was supposed to be the first competition between Auto Union and Mercedes Silver Arrows. This shows the Mercedes paddock and a futile attempt to correct fuel problems which occurred during practice. Auto Union finished 3rd in the race. This is one of my favorite photographs in the Hoffmann collection because the quality is so good and because it so effectively captures the drama and misfortune that befell the Mercedes team at AVUS.

known Prince Hermann zu Leiningen. Backup drivers were August Momberger and Wilhelm Sebastian. Ferdinand Porsche and his company were technical consultants and the professor himself was present at many of the races. Alfred Neubauer was the race team manager at Mercedes. His primary drivers were the indomitable Rudi Carraciola and the neophyte Manfred von Brauchitsch backed up by Ernst Henne and Italian Luigi Fagiola. The 1934 competition for the German teams were Scuderia Ferrari's Alfa Romeo, Maserati and the French Bugatti team. These teams used older, proven technology and the established drivers at the wheel included such famous names as Archille Varzi, Count Trossi, and Tazio Nuvolari.

In March both Auto Union and Mercedes took their new cars out for testing. Auto Union immediately achieved success and at the AVUS track set three new records with Hans Stuck at the wheel. Mercedes tested at the Nürburgring and was less than successful. In April Auto Union and Mercedes caucused and decided together what races they would enter in the first season. It was also agreed that the initial matchup would

be in front of the hometown crowd at the IV Internationales AVUS Rennen near Berlin.

Auto Union, Mercedes, Alfa, Maserati, and Bugatti entered a total of twenty cars for the Berlin race event. Mercedes unfortunately did not even make it to the starting grid because of fuel problems. Nevertheless the huge German crowd was not disappointed. Stuck driving Auto Union car #42 immediately took the lead and was a full minute ahead after the first lap! Alas, a clutch took him out of the race on the twelfth lap. At the end Moll and Varzi driving Alfas held the first two spots and Momberger placed third for Auto Union. Nazi party officials, may have been disappointed but for their first time in head-to-head Grand Prix competition, Auto Union did exceptionally well.

A week later a rematch took place at the VIII ADAC Eifelrennen Nürburgring track in the Formula Libre class. This time it was Auto Union who experienced bad luck. Momberger fell out with fuel pump problems and zu Leiningen had a fuel tank leak. Stuck however powered on and managed a second place finish. Two Mercedes started, driven by von Brauchitsch and the feisty

Italian Luigi Fagiola. Fagiola took an early lead but he allowed von Brauchitsch to pass on orders from Neubauer. When it came time to pit, a heated exchange about team orders took place between Fagiola and Neubauer. It would be the first of many such angry discussions and to em-

The event is the July 1, 1934 XXVIII Grand Prix de l'Automobile Club de France and Hans Stuck is walking his Auto Union Type A racer to the grid. All of the Auto Union and Mercedes cars took off rapidly from the start. Stuck was in the lead by the third lap. But the Silver Arrows were still early in their development cycle and one by one the German racers began to experience problems. August Momberger's Auto Union car was the first to fail with steering problems on lap 10. The three Mercedes Silver Arrows went out with technical difficulties on laps, 11, 14, and 15. This left only Stuck to marshal on. He lasted until lap 32 when his engine failed. Three Alfa Romeo Tipo B Monopostas operated by the Scuderia Ferrari enterprise reached the podium. Ferrari's fame would be short lived however. For the rest of the season, it would be a Silver Arrow in the winner's circle at the end of the race.



phasize his rage, Fagioli abandoned his Mercedes on the track after the pit stop. Still, von Brauchitsch continued to drive and at the end took first place, a great accomplishment for Mercedes' first competition on the track.

The French Grand Prix on July 1st turned out to be a miserable showing for all of the Silver Arrows. Although Fagioli set a lap record, all of the Silver Arrow cars dropped out with mechanical problems before the checkered flag fell. The top three positions were taken by Alfa P3s raced by Scuderia Ferrari. The next match up was the July 15th VII Großer Preis von Deutschland. This race was really a must win for both Silver Arrow teams. Not only were they in front of an enthusiastic German crowd but they had just come off of a humiliating defeat in France. Stuck's Auto Union racer took an early lead with Caracciola's Merc pressing hard right behind him. The competition between the two was fierce and lap records fell several times during the chase. Finally on lap thirteen Caracciola passed Stuck but the effort proved too hard on his car and Rudi dropped out on the next lap.

*Continued*  
Fagioli then



**Above:** The starting grid for the final race of the May 26, 1935 V Internationales AVUS (Berlin) Rennen. The grid was led by Hans Stuck's Auto Union Type B #1 and Rudi Caracciola's Mercedes W25B. On the second row were the #7 Mercedes W25B of Luigi Fagioli (not in photo) and Achille Varzi's Auto Union Type B #2. Third row had René Dreyfus' #11 Alfa Romeo Tipo B (not in photo) and Manfred von Brauchitsch's #6 Mercedes W25B. On the fourth and final row (not in photo) were Hanns Geier's #8 Mercedes W25A and the #10 Alfa Bi-motore driven by Louis Chiron.

The top 4 cars from the first two heats qualified for the final race. Stuck took the lead followed by Varzi and they began to open a gap on the Mercedes team. Then Fagioli passed Varzi and closed up on Stuck. Stuck had a tire blow and was lucky to get back to the pits. Tires were a major problem during the entire race and only Fagioli did not have to stop for new tires. The final results were: Fagioli 1st, Chiron 2nd, Varzi 3rd, Stuck 4th, von Brauchitsch 5th, Dreyfus 6th, Caracciola DNF, and Geier DNF. Can you spot the professor in this photograph?



July 26, 1936, Auto Union Type C cars being pushed to the starting grid at the Nürburgring for the IX Großer Preis Von Deutschland (German Grand Prix). Car #2 was

driven by Hans Stuck who finished second behind Bernd Rosemeyer who was driving Auto Union car #4. Car #6 was driven by Ernst von Delius who finished sixth overall.

The driver during this early speed record attempt is Rudy Caracciola, who stills owns the record for fastest speed on a public road. Carracciola won more Grand Prix races than any other driver at the time, and found early fame driving the Mercedes SS models, designed by Prof. Porsche. He won the first race at the new Nurburgring in 1927 in a Mercedes and in 1931, became the first non-Italian to win the Mille Miglia, in an SSK at a record average speed of 101.1 kph.

At right is Alfred Neubauer, race team manager for Mercedes. At automaker Austro-Daimler, he had been appointed Chief Tester by Ferdinand Porsche, and moved with Porsche to Daimler (later, Mercedes-Benz) in Stuttgart in 1923. From 1924 until 1955, Neubauer ran the Mercedes team with military precision, drilling his pit crews, and developing a series of signals and boards to communicate information and tactics to his drivers. He orchestrated support crews at each staging post for Caracciola at the 1931 Mille Miglia. In 1934, a day before the first race for a new 750 kg GP formula, the Mercedes racers were found to be 1 kg heavy. Neubauer and Manfred von Brauchitsch came up with the idea of removing the white paint, exposing the silvery aluminium bodywork, and the "Silver Arrows" were born. Neubauer retired after the LeMans tragedy in 1955 when Mercedes withdrew from racing.



took over chasing Stuck with the Alfa of Louis Chiron in third place. And the order stayed that way for the remainder of the race. Auto Union won with Mercedes in second place.

By the end of the season, the Silver Arrows had competed in nine events and a German car finished in first place in seven of those races (Mercedes four; Auto Union three). A Silver Arrow was in second place six times (Mercedes and Auto Union three each) and Auto Union also obtained one third place finish. The 1934 racing result also seemed to indicate that the Mercedes and Auto Union cars were well matched and that the future would be a battle of equals. This was not to be the case.

Both Mercedes and Auto Union made changes throughout the 1935 season. The W25 Mercedes engine was enlarged from 3.7 liters to 4.0 and then the 4.3 liters. The corresponding horsepower increase was from 354 to 445. Auto Union also increased the displacement of their V16 to 4.9 liters which provided 375 hp.. Because a total of 56 changes were made, Auto Union relabeled their cars as the Type B. Unfortunately the large number of modifications was more than the engineers and mechanics could keep up with and Auto Union struggled to field cars let alone have them complete a race. In the end Auto Union was on the podium in less than 30% of the events they did compete in. Mercedes, on the other hand, did not disappoint the citizens of Germany. Their Silver Arrows competed in 14 events and finished in first place in 64% of those races, in second place in 36% of the races, and in third place in 21% of the races.



May 26, 1935 V Internationales AVUS (Berlin) Rennen. Maseratti and Bugatti dropped out of Grand Prix racing because they could not keep up with the German cars; only Alfa continued to threaten the Silver Arrows. Driver Tazio Nuvolari is shown in an Alfa Romeo Bi-motore 6.3 liter prepared by Scuderia Ferrari in which he finished 6th overall. The Silver Arrows of Auto Union and Mercedes Benz placed first and second respectively. A Scuderia Ferrari 3.2 liter Alfa Romeo Tipo B driven by René Dreyfus finished third. In 1937 Nuvolari did a race for Auto Union.

The Silver Arrow results inverted themselves in 1936. This time the Germans entered 12 events but Mercedes results were dismal. Auto Union was the one on the podium in the majority of events. 1937 was the last year for the 750kg formula and Mercedes recovered its winning reputation. The Grand Prix formula changed after that year but the Silver Arrow cars continued to run through 1939 after which war clouds shut down Grand Prix racing. 🏎️



In the mid 1930s Grand Prix race drivers were held to high esteem equivalent to astronauts in the early days of the space race. The darling of the press was Bernd Rosemeyer (at right with laurels). Rosemeyer was a good-looking affable German who married the well known German aviatrix Elly Beinhorn. Rosemeyer developed a strong bond with Professor Porsche referring to him as "Uncle Doctor". He died tragically in January 1939 attempting to break Caracciola's autobahn speed record.

More Information and Photographs – The photographs in this article come from the Heinrich Hoffmann collection. Hoffmann and his employees thoroughly documented social upheaval in Germany from 1918 until the end of World War II. After Hitler assumed power, a Hoffmann photographer accompanied the Führer almost everywhere. Since Hitler had a great interest in transportation, cars and racing, many photographs were taken at the famous Berlin Auto Shows, at Silver Arrow competitions, during Volkswagen development and at Autobahn construction sites. Almost one million images remain and many provide interesting insight into the German automotive industry during the decade prior to WWII. Over the past two years I have been researching and restoring many of these photographs. If you are interested in more information about the Silver Arrow racers I suggest you visit my website: [www.Stasher.US](http://www.Stasher.US) where you will find several ongoing projects including more comprehensive documentation on the Silver Arrows and Porsche-related photographs from Hoffmann which have never been published before.

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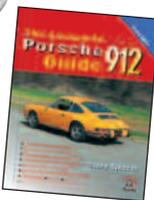
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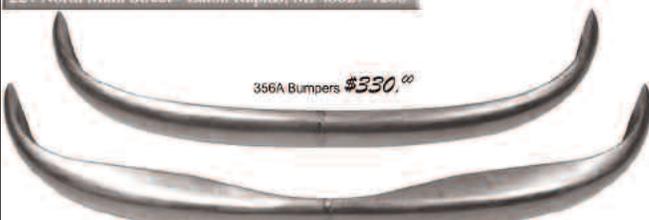
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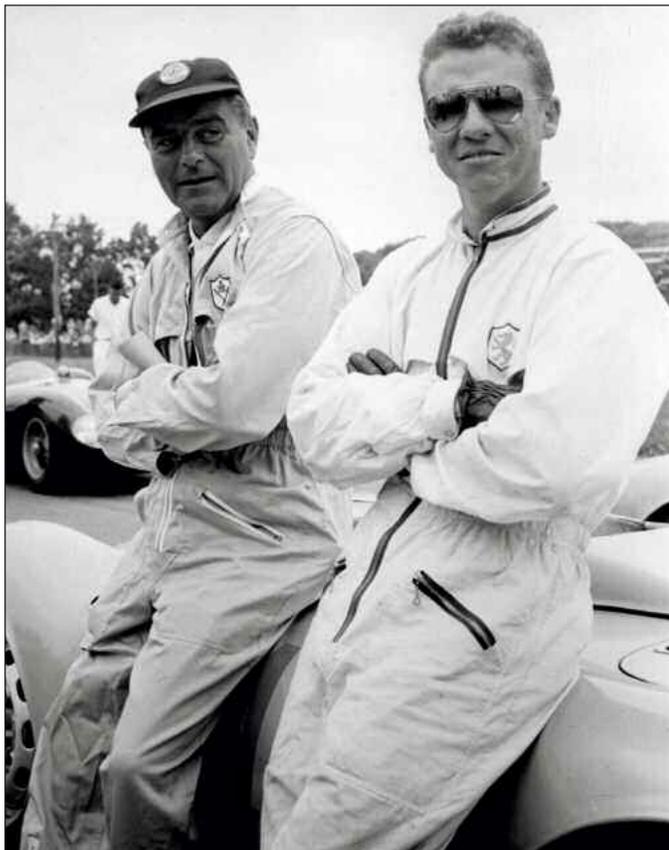
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# “Don’t Drive Over Your Heady” The Racing Adventures of Porsche Driver Don Sessler

By Carl Goodwin



Cyrus Fulton, left, and Don Sessler. Below: Their first 550 Spyder at Montgomery NY.



It was a great day that started with getting into a dark green Jag 120 in Delaware, Ohio and riding with Chuck Seinkner toward the sports car race at the Louisville Kentucky Fairgrounds. Then, about Columbus, we spotted Don Sessler’s Porsche Spyder on a trailer in front of us. There is probably no more exciting sight than one of these cars on the road in front of you, or at least there wasn’t to me in 1958.

That’s what I wanted: that white Porsche Spyder. I held that thought all the way to the fairgrounds, where even more treats awaited me. It was raining and the little Formula III Coopers were weaving their way like waterbugs through the production Porsches. Suzy Dietrich was driving her Elva sports racer in the rain with the spray coming off the tires like the rooster-tail of a hydroplane, and the engine singing its song. What a great race it was, even though the course was flatter than a pancake. Sessler had been driving the Spyder for a year and a half at that point, and the talented driver would become a national champion in less than two years. He went on to wins and top three finishes in three Porsche Spydys (550, 550A and RSK), an SCCA national championship in the RSK, and two more championships in a Sunbeam Alpine.

Don Sessler’s first sports car race was 1956, in a sponsored Porsche 550. When most drivers in the fifties started with their own MG or some other English car, or at least a production sports car, Don Sessler drove a Porsche Spyder at the 1956 Montgomery airport race in New York and took a 3rd overall, behind an E-Modified Maserati and another Spyder in F-Mod.

It all started with a stock car in Lancaster, Ohio. Don and a friend talked his father into buying a 1932 Ford for \$105, and they alternated driving. “We ran stock cars from 1951 to 1956. I drove Fords and Dodges at Columbus Motor Speedway.” Then he drove it at Atomic Speedway (later called K-C), Pickway County Fairground in Circleville Ohio, Hocking County Fairground in Logan, Ohio and the Midway track in New Lexington. Columbus was an early NASCAR track. “I had to get an NASCAR license to drive there,” he remembers.

“I was doing OK in stock cars,” Don says. “And then I had an opportunity to drive the Porsche.” The man Don’s father worked for, Cyrus Fulton, was the vice president and treasurer of Anchor Hocking Glass and was interested in sports cars. Cyrus had injured his hip in college football and couldn’t drive a racing car. In fact, his road car had to be specially modified for him to drive at all. In spite of this, he ordered a Porsche 550 from a dealer in central Ohio and the understanding was that the dealer would drive it in races. Soon, however, that relationship ended. Fulton asked Sessler’s father if Don would be interested in driving the Spyder.

“Would I be interested?” Don exclaims.

“I wasn’t a member of SCCA then,” Don says. “I had to go to driver’s school and I didn’t have a car.” Here another bit of luck came into play. “A friend of my father’s was a Dodge dealer. He had taken an XK-120 in as a trade and couldn’t sell it. He kept asking if I wanted to buy it. ‘Take it for a weekend,’ he would say. I would reply, ‘I like the car but I can’t afford it.’ He asked again before the first driver’s school, so I said I would take the car. The school was in the parking lot of River Downs Raceway, a horse-racing track in Cincinnati. I brought the car back and he said, ‘Well, how’d you like it?’ I told him again, ‘I like the car but I can’t afford it.’ There was one more school where we had to race under observation, it was a race at Cumberland in 1956. By this time, Cyrus Fulton had a Mercedes 190SL, so I drove that to Cumberland, removed my suitcase and toolbox and drove to qualify for my SCCA license.

“After I got my license in 1956, we did two races in the 550: Montgomery in August and Road America in September – I finished 2nd in class there.” Don also ran the Bellefontaine, Ohio Hill Climb in the 550. He set the Fastest Time of Day and a new course record in the 550 and later in the

RSK. “The helmet I used,” notes Don, “was a British tanker’s helmet I bought at an Army Navy surplus store and painted silver.”

Don’s wife Maryjane did not go with him to the first race but as he was leaving she waved and shouted, “Don’t drive over your heady!” in just that way. Since then, Don has had a plaque on the dash of every race car he’s driven. “Don’t drive over your heady,” it advises.

### Finding a home in road racing

As soon as he left stock cars and started racing sports cars, Don knew he’d done the right thing. “We always had tight competition in sports cars,” he says, “and one of the reasons I got into road racing was a difference in the drivers’ integrity and sportsmanship. There were several times in dirt track racing when I experienced dirty driving. There was a driver from Zanesville who was blocking me and then waved me by. When I passed him, he ran me off the road and over the rail. I flipped two times.”

This was a common trick of circle track racing, and one of the main reasons the Sports Car Club of America initially resisted professional racing and professional drivers.

“There were a bunch of them out there like the Zanesville driver” Sessler continues. “And if they couldn’t win on the track they’d want to fight in the pits. After the first time I raced on a road course, I never went back to a circle track. I tell the circle track drivers that road racing takes more skill. You have right and left hand turns, fast and slow corners, uphill and downhill, shifting and braking. You could be going 140 mph and have to shift down for a 60 mph corner. It takes a lot more skill. In road racing, the drivers are very competitive but no matter how competitive they are, they are still safety-minded. There are no thoughts like ‘bounce them out – over the wall.’ Not only that, the crowd is different. They don’t think ‘I’d like to see someone crash him out’ or ‘I wish we had a good wreck.’ They admire a tight race and a good passing.”

“We really started racing in 1957,” he says. “We did a few races with the 550 and then we wanted to get a 550A. Porsche didn’t want to sell us one because they didn’t know who Don Sessler was. But we had heard of Ed Hugus in Pittsburgh. He had a 550A that he drove at Le Mans in June, 1957 and he wanted to sell us the car, so Porsche agreed to it. The car was white with blue stripes, the American racing colors. Ed Hugus had it painted before Le Mans. The engine was 130 horsepower but the big difference in the A was the rear suspension. It had full independent instead of a swing axle.

“To help in preparing the Spyders, Porsche sent Wolfgang Reitzel to Lancaster two or three times, where he personally did some of the work on



Gerry Weyer photo, courtesy Orr Potebnya



Photos from the Don Sessler collection

Top: 550-0132 at LeMans where it was driven by Ed Hugus and Carel de Beaufort to an eighth overall, second in class finish in 1957. Center: The same car, now in the hands of Don Sessler at Montgomery NY in 1958, chasing Bob Holbert, followed by the #35 Maserati. Above: Another Sessler/Holbert contest, this one in 1959 driving RSKs at Montgomery, NY. “As always, this was tight competition,” Sessler remarks.

the race car and trained our mechanic, Sidney Macioci. Sid used to be a stock car mechanic and he learned to build a four-cam engine. Herbert Dramm was the Porsche man in New York and he brought Sid in to train on the car for ten days at Hoffman's. If we got into something Sid couldn't handle, we'd call Wolfgang and he'd be on a plane to Lancaster."

The Spyder drivers in the 1957 season were the tops in the sport. "Crawford, Wallace and Underwood?" says Sessler. "They were tough to drive against. But they were clean racers. They wouldn't block you if you were faster, if you came up on them and showed you were faster. Bob Holbert and I drove together at Sebring in '59. Bob Donner and I drove together at Road America later – he was from Colorado Springs. I drove in a race against John Fitch once and afterwards he came over and introduced himself. At Cumberland one time, Suzy Dietrich drove a Spyder. Denise McCluggage was a good Spyder driver too."

Early in the season at Cumberland, Maryland, Don took a 3rd overall. Then at the Lawrenceville, Illinois airport, he took two 1st places. At the Road America June Sprints, he came in 2nd in class. Then at Bridgehampton, he came in 5th. He notched an overall win at the Bellefontaine Hillclimb in eastern Ohio and then was 1st overall at Saginaw, Michigan.

On June 9, 1957 in one of the first races at the new Lime Rock Park in Connecticut, Don had an accident. "I was racing Gaston Andrey in practice. We both broke the track record. Then I rolled my car. A hub carrier broke on the driver's side and I skidded along upside down for some distance. There was a hole worn through in my Bell helmet. It took 38 stitches to fix me up.

"Cyrus Fulton was a friend of the Cincinnati Ferrari drivers. I was in my motel room that night and one of them, Jim Johnston, knocked on the door with a bottle of bourbon and a couple of glasses. He invited me to drive his Ferrari with him the next day. It was the first time I had driven a Ferrari. I started the race and was doing well versus Ed Crawford and Walt Hansgen. I was between them, and going into turn one, the brakes were not warmed up yet and I started to spin. I motioned for them to steer clear and they went around, along with everyone else.

"The Ferrari brakes were not nearly as good as the Porsche brakes. Later in the race I was catching up to them. We had a signal of patting the top of our head when we wanted to come in. I did that a couple of times but they waved me off. Then I just came in to be sure that Jim had a chance to drive his own car. I didn't know it, but I was gaining enough that I could have won if I hadn't come in.

"There were three Porsche officials there, Wolfgang Reitzel, Herbert Dramm and Eric Filius. They recommended that the Spyder be repaired at Linden Auto Body in Linden, New Jersey, and it was, just in time for Montgomery. It was painted white with a blue stripe but there was something in the paint that brought out the blue. Spectators would come by and say 'what's the matter with your car? It's changing color.' It was. And by the end of the day it was robin's egg blue. We had a shop in Lancaster repaint it and Linden Auto Body was good enough to reimburse them."

### Making time for racing

"I had a job in marketing at the telephone company, Ohio Bell, and my boss believed that my life belonged to the company. The first time my name appeared in the local papers for a race win, he threatened to fire me. After that when I entered some of my races I asked the reporters not to mention my name. Then one time there was a piece in *The New York Times* and I almost lost my job over that one.

Airplanes were a common means of transport for racers, Sessler explains. "To make sure we could get back to the races on time, Cyrus Fulton used a twin-engined Beech that his company had. Then he bought a war surplus twin-engined transport plane. A lot of the drivers were pilots. Once

at Marlboro I flew back with Ebby Lunken in his Cessna 310. We were running late and he said, 'Come on, I'll drop you off at Lancaster.' He used to have a P-51 and it broke a cooling hose as he was taking off at Lunken Airport. He put it back down, went through a chain link fence and hit a couple of cars in the parking lot. I saw Charlie Wallace land on the front straight at VIR. His car hadn't arrived yet. He flew in and buzzed the pit straight. The officials cleared the track for him and he landed and taxied onto the grass.

"At a race in Saginaw Michigan in October of '57 I passed Jack Quackenbush's Ferrari and took first overall. There were also 550s and 550As on the track. The trophy says "Detroit Region, Tri City" with a car on the top that looks mostly like a Ferrari.

### 550A learning curve

"When we got the 550A, we sold the 550 but kept 3 or 4 wheels because we only got one spare with the RS. Then we went to a race on the road within the Kentucky State Fairgrounds. As soon as we got on the track, we had trouble with handling on the new car. Porsche driver Ed Crawford was there with his mechanic Glenn Carroll. He came over and asked 'what kind of trouble are you having with that car?' He could see the way the car was handling. He was puzzled too. He walked away and then he came back. 'Where'd you get all those wheels?' he asked. We told him and then he said 'I think I know where your handling problem is.' He looked over the car again and explained that the offsets on the 550 and 550A cars were different. He said we had a 550 wheel on the left front and the right rear, and that was the cause of our handling problem. I changed the wheels and ran really close to Ed in our race. Afterwards he said with a smile 'I'm never going to give you any advice again!'

At the end of the 1957 season, in his first full season of racing, Sessler finished 12th in national points in SCCA's F Modified class.

### The 1958 season

Success came early and often the next year for Don. "The first race of the '58 season was the President's Cup at Marlboro. I took a 2nd in class and a 3rd overall. After Marlboro, I took a 2nd in class and 2nd overall at Louisville Fairgrounds. Then I took a 1st in class and 3rd overall at Cumberland. At Danville I took a 1st in class and 4th overall. Then at Lawrenceville Airport I took a 1st in class and 2nd overall."

There were moments with drama and moments of laughter; Don recalls one that had both. "I remember at Lawrenceville, Rich Leyth was driving his Ferrari in practice. He was a huge man and stuck up out of the car. The course ran on the runways, with a 90-degree turn past the pits and a 45-degree turn after that. Right after this turn, the steering wheel came off in his hand. There was a cornfield on the infield and you could hear the corn snap as he went through it. He came out of the cornfield holding the steering wheel in his hand.

"Then at Elkhart in June I got a 1st overall. I beat Bob Donner, who came to a few of the races at Road America. Bob was a great guy. In the race he was right on my tail, we had a hell of a dice all the way. The next year he beat me. Early in that race he was behind and my crew had me slow down 400 or 500 rpm. They didn't realize he was gaining. By the time my crew put up a board saying 'go' he was half a car-length past me."

### Caribbean hospitality

"In early December, 1958, we went to Nassau for Speedweek. We'd bought a 1600 engine for E-Modified and ran the 1500 engine in F-M. In one race I got ahead of Ricardo Rodriguez. There was a blind turn behind some bushes, and a washboard surface. The rear end danced out and bent the tailpipe up so it dropped 3000 rpm. We thought that was it for us. But we met a gentleman who lived in Nassau who wanted to help the team. Any-

thing he could do, polish the car. And anything he did, he did with a smile. His name was George Albury. He said 'I think I can fix it. It would be an honor for me to do so.' The collector was torn open and the pipe was bent. 'How can you fix it?' we asked. 'We'll go down to my service station,' he said. 'What do you think?' I asked Cy Fulton. He said there was nothing to lose. We had no replacement for the exhaust system.

"George had an Esso station. It was the greasiest, dirtiest place you ever saw. He got a few tools: pliers, hammer, an acetylene torch. He sat down on the floor and held the exhaust in his feet, heated it up and bent it back into shape. There was one hole in it, so he found a piece of steel the same thickness and welded it. It was the most beautiful patch you ever saw – like aircraft welding. Then I said, 'Great, let's see if it fits on the car.' But George said 'not yet.' He went in the back and got a spray can of silver paint. It looked like new. And it fit perfectly. We got a 1st in class E, 5th overall and two Index of Performance trophies.

"The only thing I could think to do for him was get him a couple of nice shirts, though he prized that pit pass more than anything. He said 'Would you do me a favor? Come and have a drink with me.' His apartment was above the garage, with an outside stairway. At the top he took his shoes off. 'You don't have to,' he said. 'My shoes are dirty from the garage.' The



The Nassau race prize-giving: (l to r) Lance Reventlow, Chuck Diagh and Don Sessler. Don won the under 2 liter class in the 200-mile event, the Governor's Trophy as overall winner of the 50-mile event and Index of Performance trophy for the 256 Mile Nassau Trophy Race. The year is 1958. Collection Don Sessler

floors were like a mirror. He went to a cabinet and got a bottle of bourbon. 'This bottle has been here for 8 years,' he said, 'saved for a special occasion.'

"There was one more thing. My wife was pregnant at the time and she had to find a place to wash our clothes. She went into town to a laundromat and asked a Bahamian lady how to work the machines. The lady saw she was pregnant and said 'please sit down.' Then the ladies washed and ironed all her clothes for her."

There was no one more attentive to their racing cars than Porsche. As soon as Cyrus Fulton and Sessler got the first 550, the Factory was helping. "If we got into something Sid couldn't handle," Don says, "Wolfgang would be on a plane."

Ferrari and Maserati did not have this kind of follow-up. When you got one of their cars, you were

largely on your own. In fact, Ferrari was rather proud of his disdain for customers. Even a big customer like Jim Kimberly got very little help from Modena. He had two great mechanics in Marsh Lewis and Art Bly, maybe better than the factory people. He had the fastest 4.5 Ferrari in the country, maybe in the world. It was faster than the 4.9 liter 4.5s that the West Coast teams were running. Marsh discovered that the lobes on a Ferrari cam were 3 or 4 degrees out of spec. So he and Art would set the clearance of each valve differently to compensate for the indexing of the lobe. It took them two weeks to do this. On another occasion, Kimberly needed a crankshaft for the 4.5 and Luigi Chinetti could not or would not supply one. Frank Bott had a billet crank ground for Kimberly by Leo Krasek in Chicago. When Leo saw the remains of the old crank, he said, 'Who made this junk?'

"The Spyderys had a built-up roller crank," Don continues, "and we only broke one of them. It had too many hours on it. There wasn't time to send it back to New York for a rebuild. At the 1958 Elkhart Lake race in the RS in turn one I passed a couple of cars then shifted up, accelerated and the engine blew up. I coasted over to the side, opened up the back and you could look through the engine and see the ground."

The recommended driving technique for a production Porsche is never to lift in a corner or, if you do, to step on the gas to save it. Things are somewhat different with a Spyder. "They were a little tail-happy," Sessler says. "You could get in trouble. What I would do is lift a little to get into a drift, steer into the corner, and come back on it."

At the end of 1958, Sessler had moved up to 2nd place nationally, behind Bob Holbert.

### New year, new car

"For 1959, we got a Porsche RSK. You had to apply to Porsche in order to get one. It was very involved. They had to have references for you. And I remember we had to apply twice because they lost our first application. Everybody had to go and beg them to sell them a car - even Ed Hugus selling us his 550A as a used car. They had to approve that. They 'influenced' him.

"At the beginning of the 1959 season, I drove at Sebring with Bob Holbert in Cyrus Fulton's 1500 Spyder. We took a 4th overall, behind two Ferraris and a factory Porsche with a bigger engine than ours. It was raining like you wouldn't believe."

"Yes, the rain was unbelievable," Holbert added for emphasis.

"It was raining so hard," Sessler continues, "there was six inches of water in the pits. When you got out of the car you were in the water. I loved driving in the rain, but there was so much water in the car when I braked it would slosh up to the bulkhead and over my ankles. When I accelerated,



Don Sessler in an RSK comes up to pass the #23 Porsche 550 at Montgomery, NY in 1959.



At Sebring, 1959. Above, Vasek Polak was on hand in the pits as Bob Holbert fills the tank during a pit stop. The Factory poster commemorates the event.

# SEBRING 1959

Renn-Sportwagen 2000 cc	1. Graf Trips / Bonnier	Spyder RSK
	2. v. Hanstein / Graf Beaufort	Carrera
Renn-Sportwagen 1500 cc	1. Sessler / Holbert	Spyder RSK
	2. Barth / Fitch	Spyder RSK
	3. Miles / McRfee	Spyder RSK
Gran Turismo Wertung 1600 cc	1. v. Hanstein / Graf Beaufort Carrera	
Gesamtklassament 3., 4., 5., 8., 10. and 11. Platz	2. Platz Gran Turismo Gesamtwertung	

## PORSCHE



it would slosh back into my seat. I signaled to come back in. Wolfgang Rietzel leaped over the wall and almost into the car. My dad was there and he saw immediately what the problem was. He grabbed a screwdriver and punched several holes in the floor, tilting the screwdriver forward to make sure the water would go out but not in.

“Lighting was poor at Sebring and you had a black or green board that was hard to read. A customer of mine made a lighted board, a box 30 inches square and 3 inches deep, with a milky plastic and brackets inside for flashlight batteries. We used a broad black felt tip pen to write on it. The Porsche team borrowed it to get a factory team driver to come in but I saw the board and came in unannounced. Holbert and I finished 1st in 1500 class, 4th overall and 3rd on Index of Performance.

The Porsche Club of America followed the Fulton team RSK closely, calling it “The PCA Special.” In a summary of the 1959 Sebring, Frank Faulkner noted: “And then we come to the car whose day it really was – Porsche. Five of them in the first 10 cars. In 4th place was a private entry of Cyrus Fulton, a 1500cc car driven by amateurs Don Sessler and Bob Holbert – easily the best performance of the day.”

### 1959 highlights

Sessler continues, “In the 1959 season, I won the President’s Cup at Marlboro. I did it by ignoring the factory’s advice. The RSK had a 5-speed gearbox with a 1st gear that was only for starting the race. To get 1st, you would put the lever in the neutral gate, push down against a spring load, push left and forward. Wolfgang Rietzel, the factory racing representative, said, ‘Don’t ever use this after the start of the race. It has a very small diameter shaft and might break’. Walt Hansgen was running the Lister Jag at Marlboro. I was staying with him but he would get ahead on the straight. Part of the course at Marlboro was a stock car oval. Coming off the oval there’s a short distance then a left and a right to a 180 hairpin to the back straight. In this 180 hairpin, my rpm went down below the power range, which was 6500 to 8500. I thought if I could go into 1st I could get off the corner and get by Hansgen. It worked. I hit it perfectly. I lost the lead afterward but on the next lap I got it back and kept it for the win.”

The President’s Cup was donated by Dwight Eisenhower and presented to Don by General Curtis LeMay.

“In May I didn’t go to Bridgehampton because my daughter was due to be born that weekend, on Memorial Day,” Don recalls. “Then at Road America in June I was 2nd to Bob Donner. At Lime Rock in July I was 3rd in class and 4th overall. July 19th at Indianapolis I forget where I finished; same at Montgomery, New York. At the Road America 500 we blew an engine and bought a brand new one. They saved what parts they could and rebuilt it for a Florida man. At Lawrenceville, Illinois I won overall. The car never ran so good.

“At Watkins Glen I was 1st in class and 2nd overall. Holbert and I had a hell of a race. I arrived late at the race and Bob was already there. He had been out in practice and burnt out his clutch. He came over to my car and asked ‘do you have a clutch?’ I pulled over to the side, got in our tool chest and went through our stuff. ‘Yes we do,’ I said. I gave him the clutch and sent Sid on to find a place in the paddock. Then I helped Bob when he pulled the engine in his Spyder and put the clutch in. At the start of the race he ran off and left me! I later caught him and we passed and re-passed each other several times a lap, for several laps. We hardly got more than a car or a car-and-a-half apart. Someone took a picture of his exhaust pipe in the opening of my oil cooler. I was puzzled about why my oil temperature went up. Holbert had the same problem. The exhaust pipes were heating up the oil coolers.

“Walt Hansgen was driving a Lister Jag. I had figured out a place to make a pass but I wanted to do it late in the race so he would not have enough time to get it back. I made my pass at Oak Tree Turn and opened

up a good lead. Before the race we had figured out the gas mileage but we ran out of gas. I coasted into the pits, pointing at the gas tank. We didn't have any left, but the pit next to us did and my crew just grabbed a 5-gallon tank and put it in – most of it. Then I got back out in a hurry. But there was gravel in the pit lane and the engine went up to 9700 rpm. I saw it on the Spytach, but I was determined to win no matter what, and the car finished the race OK. Later in a rebuild, you could see valve marks in the tops of the piston.”

### A blazing season end

“Then, at the end of the 1959 season in November, my sponsor said that he was not going to continue in racing. There were only two races left on the schedule and I had enough points that no one else could take the championship. But the sponsor insisted that we go to Daytona, to finish out the season. There, E.D. Martin spun his Birdcage Maserati in front of me. I was only about three car lengths behind him and we collided, putting both of us out of the race. He was in the hospital with burns, requiring almost six months to recover, and I had minor injuries. Brumos bought the car, so it didn't even leave Florida. We did take the closed trailer back and as soon as we got home, they wanted to buy that, too.

“After I won the championship in '59, Porsche offered me a new coupe at extremely good terms. It was a 1960 coupe, a 356B, ivory with maroon seats and corduroy inserts, and chrome plated wheels. Wolfgang Ritzel went over the list of options with me and recommended the compensator spring. This made a big difference in the handling. There was almost no oversteer. We made two trips to Florida with it, when our daughter was two and three. She had her own little area in the back.”

Best of all was membership in the Road Racing Drivers Club. “Mark Donohue was a big help,” says Don. “He got me invited into the RRDC after I won the national championship. I attended a meeting at Sardi's in New York.

### Post-Spyder racing

“After the RSK, I drove an Abarth Porsche for Chuck Cassel, who was the Ft. Lauderdale Porsche/VW dealer. It was a rear-engined car, not mid-engined. It was an OK car but not as exciting as the Spyder. Later I drove another Spyder at Sebring.

“I also drove a Porsche Spyder and an Elva Porsche for Ernie Erickson in Chicago. The Porsche was 1200 or 1300 pounds and the Elva was about 900. At Elkhart Lake, the Elva had rear suspension failure and a wheel folded under and put the car in the guard rail. I had two broken ribs. I was supposed to drive the first Sunbeam Tiger but I couldn't – too much pain. Carroll Shelby and Ken Miles were there and, when I couldn't drive, Miles took over the car.” The B Production race September, 1964 was won by Ken Miles in the new Tiger.

### From a Spyder to a Tiger

In 1960, mid-season, Sessler started driving a Sunbeam Alpine in SCCA's class G-Production. In 1961 and 1962, he continued driving the Alpine, which had been moved up to Class F-Production. During those years he finished in the top three in national points.

“Driving the Sunbeams overlapped with the Porsche drives. At that time, 1962, they brought out the new Alpine – they hadn't had a new model for a long time. I used to visit the local dealer at lunchtime. It was Sports Car Forum in Columbus, eight blocks south of Ohio State University. I suggested that they prepare a car for racing. H.J. Meyer was the president, Claude Gaines was his partner and Claude's wife was secretary and treasurer. They were already interested in racing and they talked to the Rootes rep, who offered to help support the racing.

In 1963, the Alpine was again moved up in class to E-Production.

There, Sessler tied for first with a driver he had raced in Spyderys, Lake Underwood, now driving a production Porsche Speedster. In 1964, his fourth year driving Alpines, Don won another national championship after the car had been moved back to F-Production. The championship was decided late in the season at the Watkins Glen race. The Alpine was challenged by a Lotus 7 from Kansas City and the lead changed 60 times during a 27-lap race with Don taking the lead for the final time on the 26th lap.

In November of that year, he drove the Carroll Shelby-designed Sunbeam Tiger at Nassau Speedweek. And the following year, 1965, he drove the Tiger in SCCA's B-Production class. He held the track record at Mid-Ohio with this car for some time. Don had a good race at Bridgehampton in the Tiger. “At turn one, at the bottom of the hill,” he says, “they had truck tires buried at the edge of the road. A track worker told me that I was lifting my front wheel high enough to clear those tires.

“When the Sunbeam Tigers came out, we got the original one from Shelby in California. Shorty Bickel looked it over and decided there were some things he would do differently. So he took a stock Tiger and the Shelby Tiger and combined them. When I moved into the Tiger, Dan Carmichael moved into the Alpine I had been driving and won a national championship. 1965 was the last season for the Sunbeams because support from Rootes dwindled.” Sessler continued racing into the early 1970s, in many different cars.

### A hired gun

“After that I started free-lancing drives. “I would get a call and they'd ask 'got anything lined up for this weekend?' In 1963 I had driven the Road America 500 with Bob Johnson in his 289 Cobra. We were doing damn good and could have taken a first in class when the front end started to wobble. I brought it in and it was the wheel bearing, almost welded to the hub. That car would really run. People talk about what a fast car the 427 is but in a corner it was a pig – it didn't handle as well as the 289.

“I drove a '67 Mustang in a Trans Am race at Mid-Ohio,” recalls Don. Vying for the lead, he had to pit. “I was gaining on Titus when I got a muscle spasm in my neck. I came in and another driver took over, missed a shift and popped the valves. Jerry Titus won the race.

### From the cockpit to the boardroom

“For 8 or 9 years, I was an SCCA official. I was on the car classification committee... we would take all of the papers from the manufacturers and review them for power to weight ratio. We were getting away from the FIA displacement categories. Later we dropped them entirely. Later I became chair of the committee. Then I moved to the Competition Board.”

There is no doubt that Sessler was a gifted driver and, in October of 1964, the *New York Times* had a list of the top ten sports car drivers that included Don. During a racing career that started in the mid-fifties and went to the late sixties, Don raced SCCA, FIA and IMSA events. He competed in the Sebring 12-Hours six times. He drove at nearly twenty road racing courses. As the driving wound down, Don shifted over to officiating for SCCA. He was Regional Executive at the Ohio Valley Region in 1964 when it was awarded “Best Racing Region” by national. He was in the Stewards Organization, putting on races, and a drivers' school instructor.

“After the cars, I got involved with Malibu Grand Prix cars. These are a formula type car that's quick and well-constructed. I am in a senior center that competes with other centers in these cars. Later, I went into go-karts. Last summer we went out to Richmond, Indiana for a go-kart race. There was a good indoor track in Columbus. It was called Speeds. We ran Malibu GP cars. I held the record there and the guys who worked there couldn't beat it. The building was torn down by Wal-Mart so it looks like my record will never be beaten.” 



# 60 Years of Porsche Celebrated in Denmark

Story by Diane Morrill  
photos by John Hearn  
and Diane Morrill

May 1-4, 2008 was the time-slot for celebrating 60 years of Porsche hosted by the Porsche 356 Club Denmark. The 33rd International Porsche 356 Meeting took place in the historic town of Aalborg in North Jutland.

John Hearn and I started our 1,711 miles journey in his 1959 Coupe by boarding the night ferry from England to Holland. Arriving the next morning, we drove through part of Holland and northern Germany, making Flensburg, Germany our next stop. This is a delightful harbor town with great food and wonderful walking opportunities after dinner. Our destination of Aalborg, Denmark was only about 3 hours up the road the next morning.

Approximately 125 cars gathered at the Hotel Hvide Hus (White House) where old friendships were rekindled and many new ones begun. A reception was held to welcome everyone at Nordjyllands Kunstmuseum, Aalborg (North Jutland Museum of Art). The impressive building consists of various shapes that house an amphitheatre, sculpture park and concert hall, with main exhibits made up of 20th century Danish paintings and foreign art.

On Friday buses took us on a full morning of guided touring. Our first stop was the Sogard brewery that served up full-size samples at 9:30 am. A delightful way to start the day! The changing Aalborg harbor is under construction to improve what is already beautiful for visitors yet to come. A retired icebreaker docked in the harbor

From top: Fred Hampton arrived in his A Carrera, along with many others from England. The event drew participants from 13 countries including the USA and Japan. Friday morning's brewery tour included a breakfast pint. Along the route of the Land of Light Rally, participants stop at a check point.

is home to a glass blower, where she sells her craft. The Lindholm Hills and Utzon Center were also available for touring; the Danish people are very proud of their Arts and Crafts.

After returning to the hotel and picking up our cars, we gathered at Molleparken for a Concours and lunch at the Skydepavillionen. Viewing the city from 360 degrees was truly beautiful.

In the late afternoon we were to be dressed warmly and sensibly for an evening outside before dinner. Arriving by bus at Rebild Bakker we were greeted by "bandits" dressed in natural attire serving up a mysterious beverage in small cups. Not being shy, everyone gladly accepted their share. This warm greeting was followed by a mile-plus walk through the woods to the Bandits Tavern (Roverstuen). Upon arrival we were greeted by burning logs, targets set up for axe throwing, lifelike deer targets set up for archery, a two-man loggers' saw and a bar well stocked with beer and snacks. Can you imagine serving beer all around, then encouraging axe throwing, archery and sawing?

A short walk down the road brought us to our evening dinner destination, a lovely restaurant that did a great job of serving such a large crowd and included entertainment by the owner.

Saturday was the day for the "Land of Light" Rally. Each participant is given a road book to follow and this one had both mile and kilometer instructions. Sometimes on these rallies it is good to follow other cars and not try and venture out on your own; and sometimes it is best to follow your own book as you can be led very much astray by following someone else! However you choose to do it, this is the most fun day. Here is where you see the real back roads of the country you are visiting. The beautiful farmlands of North Jutland were at their best with wildflowers in bloom, barns painted bright white and many horses in the pastures with their young. Check points were carefully laid out with questions to answer at each station. Also along the way there were opportunities to talk with locals who were in turn fascinated with our cars. (We were very impressed with the beautiful English spoken by everyone we encountered.)

Midway through the "Land of Light" Rally was a delicious fish lunch at Skagen Harbor. The sun was bright and a slight wind kept the air cool as we enjoyed the red buildings of the harbor keeping watch on the beautiful boats anchored there. A vintage motorcycle club had the same schedule as our 356 meeting as we shared parking lots with MANY vintage bikes. So between at least 125 vintage Porsches there were as many if not more vintage motorcycles invading Skagen on this Saturday. A picture to remember!

The time now came to visit the northernmost point in Denmark where the Kattegat and Skagerak come together. Since the sand is so soft and parking very limited, we were taken by bus to this famous beach. After the bus ride we were transferred to a tractor-driven vehicle that could manage the sand even better. Others visited the Skagen Museum after lunch.

The Saturday night Gala Dinner met every expectation. The tables were lovely, the food delicious, awards were exciting and the music for dancing was great. At each place was a gift of a duplication of the original sketch of the Porsche Crest done on a paper napkin along with an explanation of how it happened - a very nice memento of the event.

At breakfast Sunday morning the good-byes could be heard all around. Promises of next year—same time, different place—followed by hugs and best wishes were heard all through the restaurant. Over 125 cars were going in different directions, with warm memories of a marvelous event organized by a very capable team headed by Freddie Eriksen and his wife Inge Hjortshoj. Many thanks to everyone involved in this great event.

Personally, we drove 1,711 miles in all and got 30.02 mpg cruising at 75-80 mph and had a wonderful time.

The 2009 meeting will be in Montreux, Switzerland May 21-24. 🚗



Above: Joe Johnson presents a plaque of appreciation from the 356 Registry to Meeting Chairman Freddie Eriksen. Right from top: Archery, axe throwing and log sawing in the woods were a warm-up to dinner on Friday evening. At the northernmost point of Denmark, (from left) Zorina Ferrier and Maria Garcia-Fernandez hang onto Fred Ferrier and Mike Valasco as they try to get airborne in a stiff breeze. A good selection of Speedsters were on hand, along with almost every other type of 356 at Saturday's concours.



# 1963 European Delivery Joys and Disappointments Remembered

By Paul Odegaard



Like so many sports car enthusiasts, the Odegards were upgrading from a British car, in this case an Austin-Healey 100-4.

The adventure all started at a friend's birthday party back in '62 where the guests of honor were showing slides of their recent trip to Europe. My wife Polly and I were enthused and soon, after a few pops, we began rationalizing: "Gee, that would be fun, why couldn't we travel to Europe also?" As the evening progressed, and the pops flowed, our rationalizing led to: "Gee, if we're going to Europe, why not save money and pick up a new sports car to tour around in?" We must have been buzzed, since we were newly married and about penniless at the time. The next day the rationalizing continued: "You know, our old Healy doesn't handle the New England washboard roads very well. We need a sports car with independent rear suspension (IRS) for winter ski trips; how about a Porsche?"

On a roll for the vacation of a lifetime, within months the '56 Healy (100-4) was sold and we had researched European delivery and travel itinerary options. As I remember, there weren't too many outfits offering overseas auto deliveries back in the '60s. We simply turned to an ad in *Road and Track* and selected Auto Europe, headquartered in New York City, not far from our home in Manchester, Connecticut.

Since I had only briefly ridden as a passenger in a Porsche, the car configuration choices were a bit tougher, i.e., Coupe or Cab? Normal or Super? Accessories, colors, etc. Being a conservative Yankee, pocketbook considerations ruled over these decisions. As shown on the delivery sales slip, we chose a ruby red ("RUBINROT") normal Coupe with black upholstery. The accessories were limited to a passenger side headrest, seat belts, and an extra side mirror for safety; side spurs ("rubbing strips") to protect against Detroit iron in the parking lots where I worked at Pratt & Whitney and, of course, a ski rack. There were also cocoa floor mats; premium Michelin X tires; crested hub caps; and provisions for a radio.

Wow, all this for only \$3,414.90 US! As we all know, however, that was big bucks back then!

Arrangements were made for delivery in Brussels, Belgium for mid May, 1963, to mesh with our planned three-week vacation. Our dream plans were to leisurely drive a big loop around Europe; sleep in the Porsche nights (the brochure said the seats reclined); take in the famous Grand Prix of Monaco; spring ski in the Alps; and, hopefully, tour the factory in Stuttgart.

As the trip unfolded, our dreams soon faded and were replaced by the reality of disappointments. While waiting in New York to board our Icelandic Airways prop-plane (a horror story for another time), we called Auto Europe to make sure the delivery was still on track. "Oh, so sorry to inform you that Porsche is having a strike and your delivery has been delayed approximately two weeks." Say what? Why didn't you notify us? was my response. Of course, we knew the answer: THE ALMIGHTY BUCK. Since it was too late to cancel out, off we flew with many hours (18+) available to develop an alternate plan while in the air.

Young and resilient, we ended up traveling around Europe via rail with guidance from Frommer's "Europe on \$5 a Day" (yes, it was possible back then). As it turned out, the European trains were clean and efficient, and people-watching in 2nd class was interesting. The joy of Paris in the springtime was so fine, and those topless beauties along the French Riviera: Oo la la! We even got a chance to exercise our two years of high school French. Our first try: "Aves-vous une chambre pour deux ce soir, si vous plait?" was rudely answered with, "Yeah, we got a pad - four bucks." The Grand Prix of Monaco was a thrill to behold, as we marveled over the Formula One sounds reverberating throughout the city, and drooled over the megayachts in the bay. The highlight of the race day was a parade lap by none other than Prince Rainier of Monaco and his new wife, Grace Kelly at the wheel of a sparkling new, red Super 90 Cabriolet. (The image is from a 44-year old 8mm movie.) Seeing the Prince and Princess, I remember being so jealous thinking of our delayed Coupe and having to travel by train.



Above: The Odegaard's new B Coupe during the two days they had left to drive it in Europe during their vacation.

Right: Seeing Prince Rainier and Grace Kelly in a new B Cabriolet at Monaco only added to the couple's dismay at their own car's delay.







## A 356 Stands Guard at The National Automobile Museum

A photo from Kent Caveny from the Schlumpf Collection in Mulhouse, France. He says, "This is how the French treat our favorite German Car. To be honest, they have quite a collection of Porsches inside, but there might not have been enough of this one to restore." Cité d'Automobile Musee National - Collection Schlumpf is the world's largest auto museum.

Right: From Howie Wold, via Conrad Berg: This letter appeared in the SCCA newsletter, written to the club's Mr. Kucker, who was director of publications. We can assume amateur racers were eager to get their hands on Porsche's new racing engine.



Porsche Competition Roadster

January 15, 1954

Dear Mr. Kucker:

We want to thank you very much for your letter dated December 28, 1953 which had been addressed to Mr. Porsche.

As far as our new o.h.c. engine is concerned, we may inform you that partly rumours prove true, as we have already shown the engine at the Paris' Saloon. On the other hand rumours are going too far if they say that our roadsters are already fitted with this engine and sold to the public.

At the time being the engine is subject to severe testing, and we shall probably race it in some major events in 1954.

Perhaps we may even then take in consideration the production of a small series of these cars being destined for races and for sale in small quantities.

But the time of this coming into reality is not yet fixed. May we subjoin a photo of the car in its present state.

We remain

Yours very truly

Dr. Ing. h. c. F. Porsche KG

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## Gilberte Thirion Dies

Surrounded by her daughters Catherine, Laurence and her son Bernard, Gilberte Thirion passed away on May 21, 2008 at a convalescent home in Belgium. She had been confined to bed for more than a year with Parkinson's disease. A champion left us, but we will retain her smile, her kindness, her bursts of laughter and her formidable automobile sporting career, crowned by winning Belgium's Sports Merit Award in 1957. *Jacques Mertens*



Editor's note: The November / December 2003 issue of *356 Registry* (vol 27-4) carried a five-page article on Ms. Thirion by Jacques Mertens, chronicling a racing career in which she drove many Porsches including Gmünd Coupe 061, a car which had won its class in 1952 at LeMans. At Jacques' web site are more photos and a video of Gilberte and the Gmünd Coupe.  
<http://users.skynet.be/porsche356sl>

## Potomac Owners' Group Starts the Season with a Tech Session

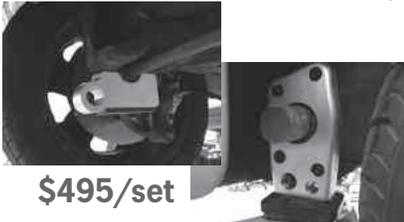


On Sunday, March 2, John and Anne Wood of Aldie, Virginia graciously hosted over 30 members of POG for the first technical session of the year. Good weather and clear roads gave many the first chance to exercise their 356s. The topic was car care, and was conducted by Peggy Becker, master detailer and owner of Beckers Car Care. Members spent four hours and enjoyed coffee, donuts and a chance to inspect John's well-lit and spotless workshop.

*Photo by John Calamos.*

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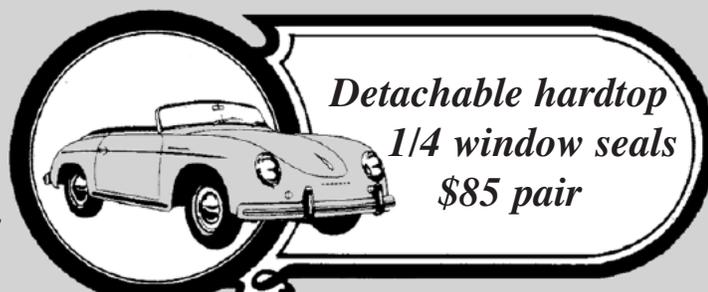


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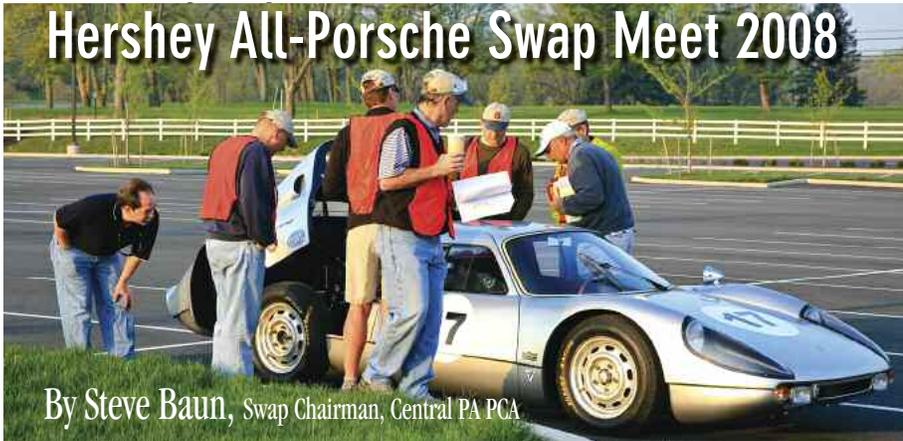
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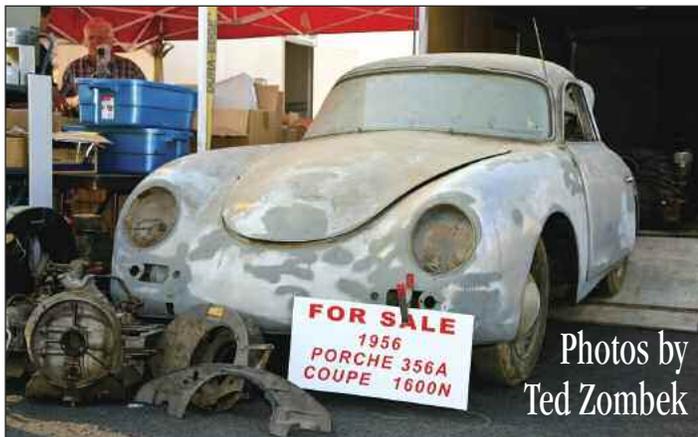


# Hershey All-Porsche Swap Meet 2008

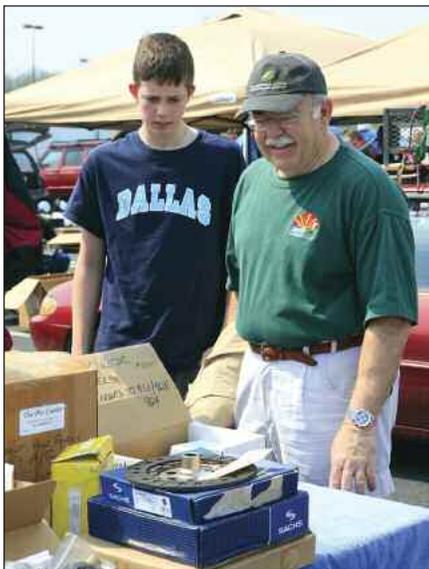


By Steve Baun, Swap Chairman, Central PA PCA

Like bees to honey, workers take a moment to admire Ken Allison's 904. Right: The Gilbert's Speedster has a wild paint job. Below: Messkos and a project for sale. Bottom left: Bill Cooper (right) checks out some parts with Aaron Weir. Bottom right: Bruce and Marti Baker, ECH 2008 chairs, display an alternate ECH T-shirt.



Photos by Ted Zombek



The 32nd Annual Swap at Hershey was proud to offer (drum roll)... sunshine this year. For the first time in many years we had no rain. Volunteers were in awe at 5:30 am, as I was, that we were standing on the parking lots of Hershey with no rain.

We opened the vendor gates early at 6:15. A short line of vendors, mostly non-registered, started to file into the swap. With over 85% of our vendors now pre-registered, the mad rush of entry that we once had is now a slower pace of vendors arriving and parking in their space. Many of our vendors have finally memorized the process and help it all run much smoother.

As the sun started to rise, traffic started to increase and the shopping, looking, bartering started. The number of vendors taking only one space was the highest we have seen in years. Perhaps the tight economy or the need to clean out the garage and basement finally took hold.

The new location this year had a few challenges during set-up on Friday and a few glitches on Saturday, but the overall opinion from shopper and vendors was they liked the new location. The lots as a whole are similar, but the layout is different. Working with the car corral and the concours was challenging and will be re-worked for 2009. The best part of the new location is that we are on our own. We no longer compete with the park guests or stadium events, yet have a super location on the grounds of Hershey & Giant Center.

As I made my rounds throughout the day the traffic count was very similar to last year as was the car corral and the concours. The vendors were strong with a flip to many hard core parts and less accessories. It is amazing to me how each year the content of the vendors swings; one year there is a super selection of hard core parts, then accessories, then sheet metal. The same can be said for the model selection. One year might be strong in the older cars and other years into the water cooled generation. This wide variety and selection of parts / model years is what makes this event so unique.

If you are into Porsche, you have to make the journey. Check out the vendors, and of course, talk with your buddies. The relationships among the vendors and shoppers are huge! I'm told each year one of the major reasons people attend the event is to get together with their friends, face-to-face, and talk.

The swap once again raised money for Celebration 4 Life with the concours and the orange wagons running around offering to move parts from the vendor's to the buyer's cars. Thank you to all the folks who volunteered on Friday for set-up and Saturday for giving your time and making the Swap Meet what it is - the Best Porsche-Only Swap Meet in the World! 🚗

# Tennessee Tubs Seventh Annual BBQ

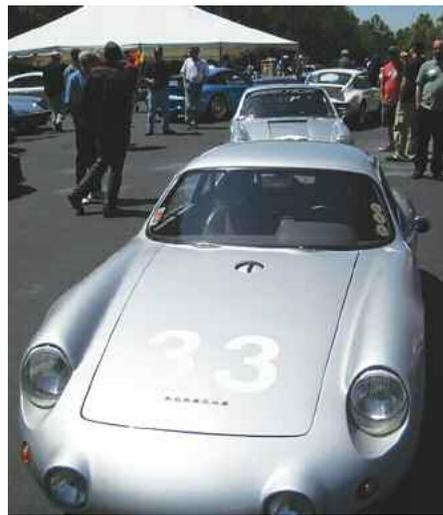
By Nate Greene



The barbecue is simply used as “bait” to attract over two hundred Porsche admirers to the Tennessee Tubs Annual BBQ. Over 130 drove their Porsches on this beautiful spring day on May 17th to rural but beautiful Kingston Springs, TN. One of the attendees described it as a “Chamber of Commerce day”. The site for the event is Cal Turner III’s gorgeous Brush Pines Farm. This remote middle Tennessee farm is part of the allure as people traveled from many states as far away as Florida, Ohio, Indiana, Kentucky and even California. The cars are beautiful, the people are most interesting and the lush green middle Tennessee environment is fabulous. The chance to share a nice meal with friends is also a draw, and for the second year in a row we ran out of food.

The Tennessee Tubs started this event in 2002 as a simple get-together to show off their cars and enjoy the stories told of the thirteen 356s on hand. The 2008 version of the event saw thirty-one 356s and just over one hundred other Porsches of every variety you can imagine. The overall winner of the Peoples Choice Concours was Scott McClusky’s blue Speedster. Also on hand was Tommy Trabue’s Abarth Carrera and Cal’s cars including a Carrera Coupe, the steel America Roadster and other fabulous cars. And, how many times do you see two Carrera GT’s in the same place?

Tennessee is known for its “volunteers” and they show up in large numbers to host this event, too many to list. Plans are already underway for the eighth annual event to be held next May. Hope you can join us and see for yourself what all the fuss is about.



Left: Scores of Porsches took advantage of a beautiful Tennessee day to attend the barbeque at Cal Turner’s farm.

Above: Jim Watson received a photo poster of a race from appreciative friends, many of whom have cars that Jim has maintained for years.

Below: Among the exotica present were an Abarth Carrera and some racing 911s, plus an America Roadster.

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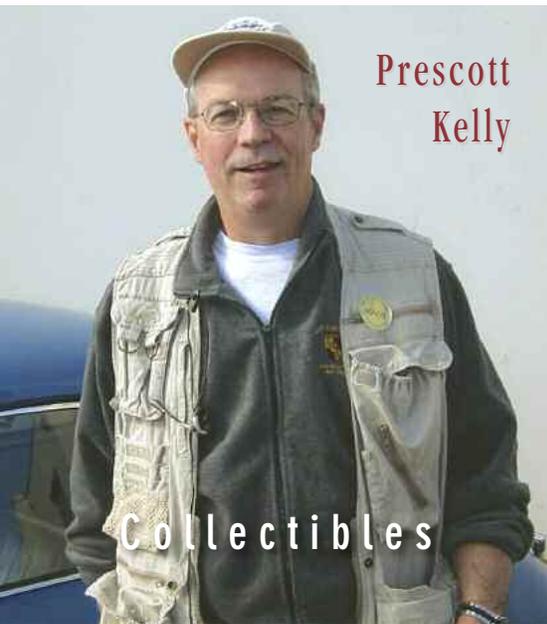
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## The 1957 Showroom Colors Book

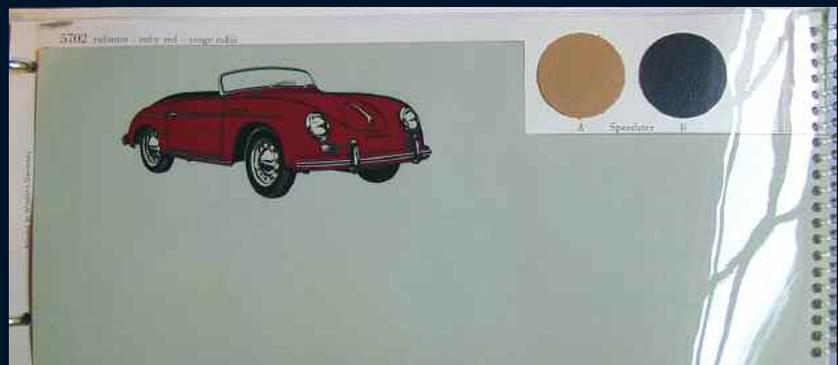
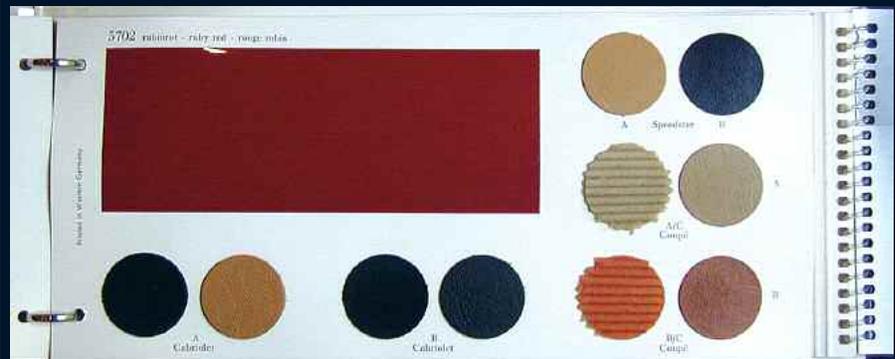
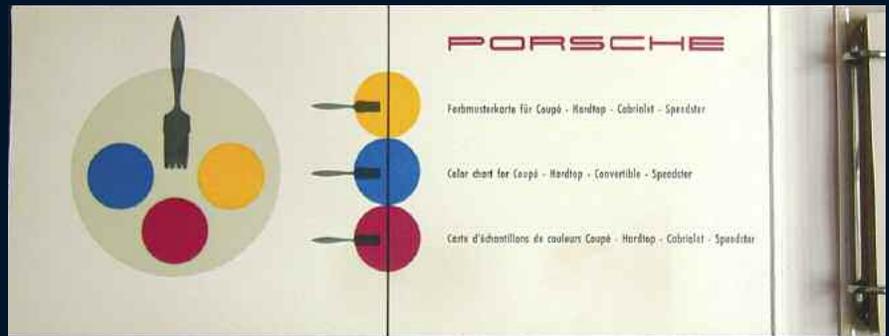
Back in the November-December 2001 issue (Volume 25, number 4), we showed a page-by-page review of the 1957 Showroom Manual. These books are at the pinnacle of 356 collectibles because they are rare (one per dealer back in the day), large and informative, and laden with photographs.

With a collectibility ranking just below the Showroom Manual, there was a companion piece that dealer salesmen used to show exterior colors and available companion upholstery colors. These books used acetate overlays to show the different models over color swatches to allow potential buyers to get a miniaturized idea of what a Speedster, Coupe, Cabriolet, or Hardtop Coupe would look like in the available colors.

One of the uses of these books today is to justify color combinations to concours judges. Although the manuals are not all inclusive, no judge will ding you for correctness if the combination exists here, although you may have originality to deal with on your chassis, depending on the concours.

We will tell this book's story with photos.

*Text continues on page 43.*



The cardboard cover of the 1957 Show-room Colors Book, with an impressionistic color kaleidoscope on a black background.

Color 5703 is Meissen blue; Speedster upholstery color options are tan or black; Coupes have red with or without red corduroy seat inserts, or brown with or without light brown corduroy inserts; Cabriolets have red or tan.

The inside front cover tells us that we will be encountering color charts for Coupe, Hardtop, Convertible, and Speedster.

At right is the Cabriolet acetate overlay on Meissen blue. Now the overlay shows more interior options for the Cabriolet, relative to the Speedster.

Color 5701 is black; Speedster upholstery color options are red and tan; Coupes have red with or without red corduroy seat inserts, or tan with or without tan corduroy inserts; Cabriolets have red or tan. N.B.: Please see Cabriolet question at end of text.

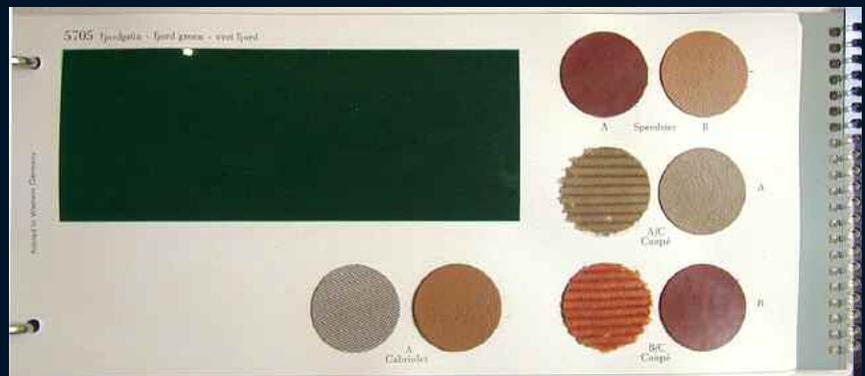
Color 5704 is ivory; Speedster upholstery color options are red or black; Coupes have red with or without red corduroy seat inserts, or brown with or without light brown corduroy inserts; Cabriolets have black and tan.

Color 5702 is ruby red; Speedster upholstery color options are tan or black; Coupes have tan with or without tan corduroy seat inserts, or brown with or without light brown corduroy inserts; Cabriolets have black or tan.

Color 5705 is Fjord green ivory; Speedster upholstery color options are brown or tan; Coupes have gray with or without gray corduroy seat inserts, or brown with or without light brown corduroy inserts; Cabriolets have tan only.

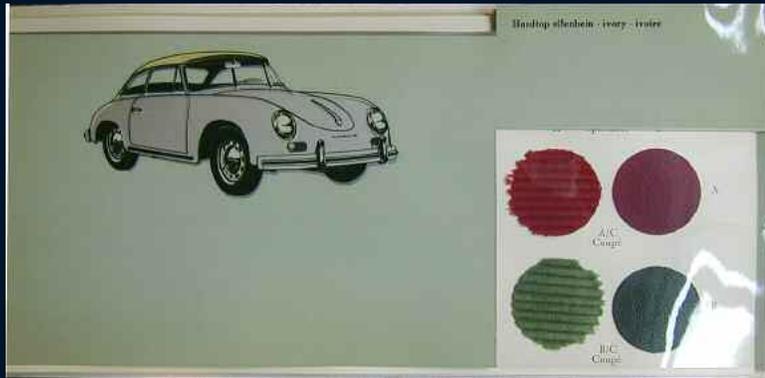
Here is the Speedster acetate overlay on ruby red. The overlays opaque out all the upholstery colors that do not apply to the model shown.

Here is the black hardtop over Fjord green. The hardtop has three acetate overlays so that the three top colors can be shown over different body colors.

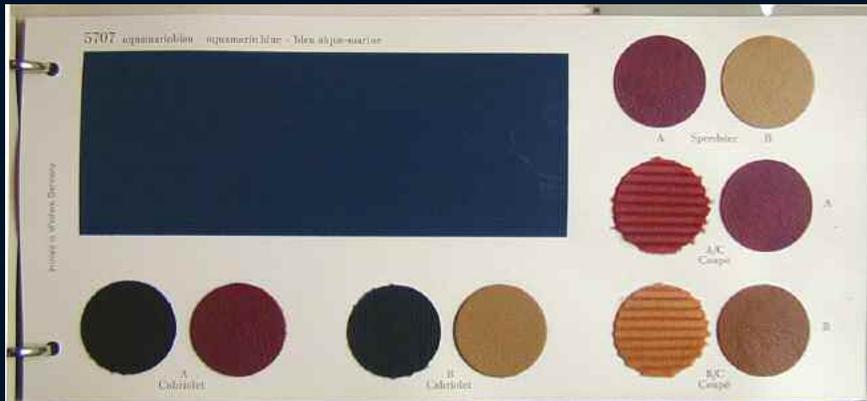




Color 5706 is silver metallic; Speedster upholstery color options are red or black; Coupes have red with or without red corduroy seat inserts, or green with or without green corduroy inserts; Cabriolets have red or black.



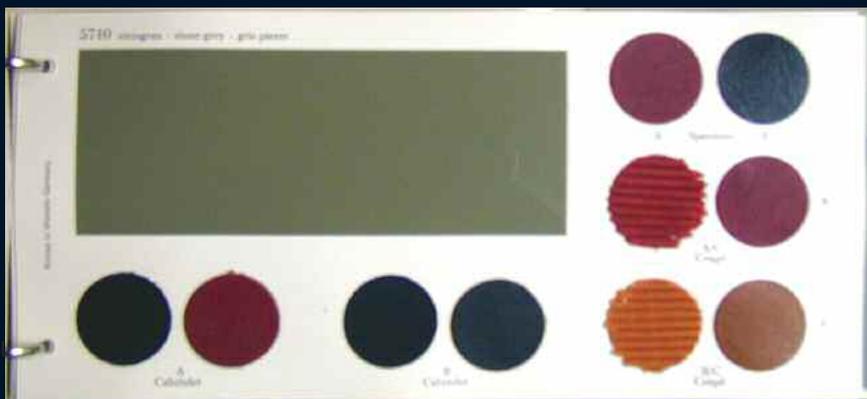
Here is the ivory Hardtop over a silver body with two interior options, red and green.



Color 5707 is Aquamarine blue; Speedster upholstery color options are red or tan; Coupes have red with or without red corduroy seat inserts, or brown with or without light brown corduroy inserts; Cabriolets have red or tan.



Here is the silver hardtop over Aquamarine blue with two interior options, red and brown.



Color 5710 is Stone grey; Speedster upholstery color options are red or black; Coupes have red with or without red corduroy seat inserts, or brown with or without light brown corduroy inserts; Cabriolets have red or black.

Photos at right, from top:  
Here is the Coupe over Stone grey with two  
interior options, red or brown.

Color 5711 is orange; Speedster upholstery color  
options are tan or black; Coupes have tan with or  
without tan corduroy seat inserts, or black (no  
inserts); Cabriolets have only black.

Color 5712 is Auratium green; Speedster uphol-  
stery color options are tan or black; Coupes have  
tan with or without tan corduroy seat inserts, or  
brown with light brown inserts; Cabriolets have  
only tan.

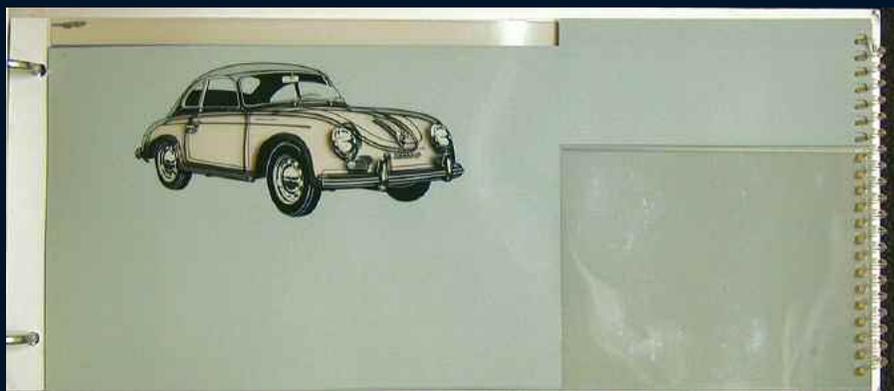
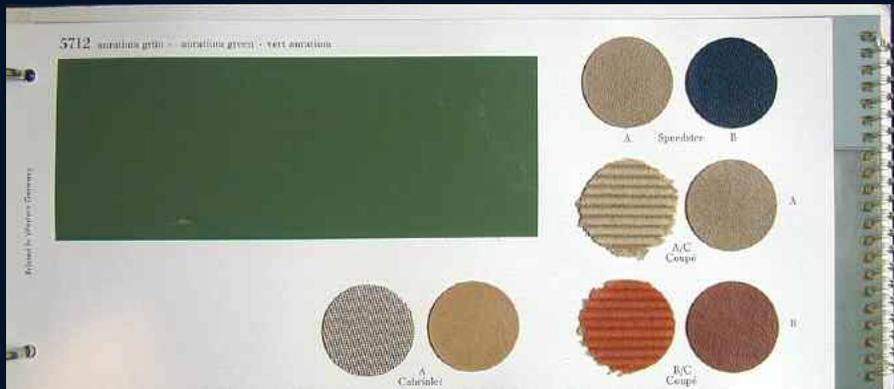
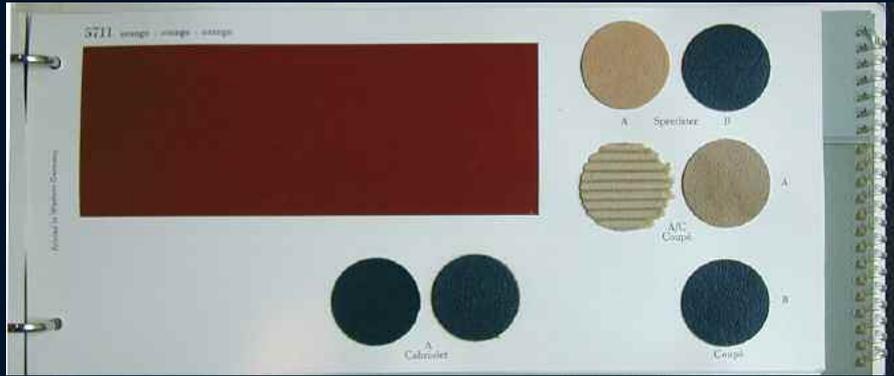
Color 5713 is Glacier white (actually a very light  
green); Speedster upholstery color options are  
brown or black; Coupes have brown with or with-  
out light brown corduroy seat inserts, or green  
with or without green corduroy inserts; Cabrio-  
lets have black or green.

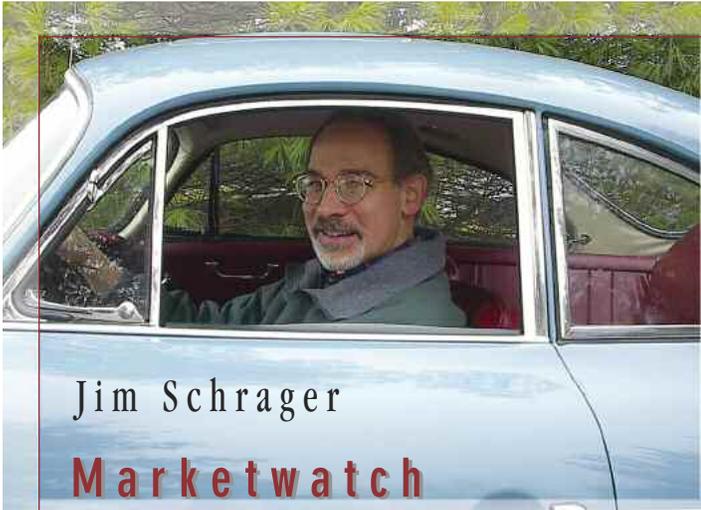
This shot has all the acetates. They are attached  
to the right-hand end of the back cover so they  
can easily lie on top of the color charts that are  
hinged on the left-hand end of the book.

Now the question on the Cabriolet  
materials: This book sometimes has con-  
trasting materials and sometimes two dots  
of the same color, but different textures  
(both vinyl in fact) for the Cabriolet inter-  
iors. A brief survey of friends, including my  
favorite expert Don Fowler, did not yield an  
answer as to what these represent. I  
thought perhaps it was to show that one  
could get vinyl or leather. Don says there  
is a bulletin extant that talks about different  
coverings for the dashboards on A Cabs.  
Does anyone have definitive information?  
Otherwise, one of us will consume many  
hours going through period tech and mar-  
keting information bulletins. Thank you.

Dr. John Bell of San Diego, a notable  
collector and even more notable dealer of  
Porsche sales literature, wrote to remind  
us that the Super Deluxe 356C brochure in  
the last issue was also available in Italian.  
Thanks, John.

As always, if you have questions or  
suggestions, please email to me at  
kellyCT@optonline.net. Thanks. 🚗





Jim Schrage

Marketwatch

It's always fun to see how the other half lives, and for the 356 world, that means looking at the exotic variants of our work-a-day machines. The cars in this column will be examples of cars built for special purposes. This is mostly because there was limited demand for these cars when they were new. We notice the prices for these cars to be very high today, but must be reminded when new, the prices on these machines were also very high. That limited their appeal and quantities produced were very low, making for high prices today as the demand for older cars of distinction grows.

In this issue we will look at a coach-built 356 special, a 4-cam based race car, a 356 Carrera street car, two modern coach-built 356s (that today are called hot rods), and two 4-cam based race cars from the 356 days. Even if you won't be shopping for one of these soon, it won't cost you anything to dream along with me. These will be presented in order of price, lowest to highest, so you can read as far as your budget (whether real or imagined) will allow.

## 356 Exotica

Staying in the exotic bargain basement, here's another hot rod for those of us on a limited dream budget. Since the one above did so well, the same auction a year later, RM at Amelia Island, FL, March 2007, presented another. This time it was a 1955 Coupe built by Gary and Rod Emory, thought by many to be among the premier 356 hot rod builders, in the popular colors of Metallic Silver with a tan leather interior, and again with shaved decos (that's hot rod talk for eliminating the decos),



no bumpers and disc brakes. Wheels on this car are the stylish alloy spares from late model 944 Turbos, with ten round holes near the outer edges. And for power, we have the exceptionally unusual 4 cylinder 911. Yes that's right, a custom built 1,500cc 911 cut down to 4 cylinders, of course mated to a 901 5 speed transmission, roll cage, and a certificate that shows it ran over 150 mph at Bonneville(!). Power, looks, craftsmanship and exotica, this one had it all and sold for a measly \$159,500.



Your ticket to the cheap seats with this group of cars starts in the six-figure range, and for that kinda money, you will only get to look at modern 356 hot rods. First up is a 1958 356A Coupe offered by RM at their Amelia Island, FL auction in March 2006. The car was dark green, a cross between Irish Green and Fjord Green, had no bumpers or decos, Minilight-type alloys on disc brakes, hood hold-down straps, race seats, a roll bar and, hold on, a 2.7 liter RS-spec 6 cylinder 911 engine with Webers, complete with a 901 5 speed transmission. If you want to go fast in a 356, this is the wildest way to do that. (Editor's note: possibly excluding Chris Toy's 911 Turbo C in the last issue.) Claimed to have cost \$150,000 to build, it looked great, went like the wind and would scare the living daylights out of me. Low reserve was set at \$85,000, which seemed like plenty, but two bidders felt they needed this car to go grocery shopping while at their Palm Beach condos so it sold for \$145,750.



Staying with the 356A cars, here's a 1959 A GS Coupe, Metallic Silver with blue leather and twin blue racing stripes, offered at the Worldwide Group auction in Hilton Head, SC, November 2006. This was a very tidy car, with nice paint, gaps, interior, and engine compartment. However, it had an incorrect 1600cc engine, as it was so common in the day to have the original engines, when in regular street use, expire in spectacular fashion often ruining the case along the way. Newer wood steering wheel, GT mirror, headlamp stone guards, it was not able to garner a bid above the reserve and was declared a no-sale at \$225,000.

Next up is a 1952 Glockler Roadster, with removable hardtop, first presented at the Gooding and Company Palm Beach, FL auction in January 2006. It is important to note that this car was presented with a reserve, and when you think back to January 2006, I would like to remind you that the market for exotic Porsches was in full gallop back then, as it is now. This car is stunning in Metallic Silver with a yellow speed stripe (in tape) placed across the front fenders and hood. There was quite a bit of controversy about this car, as it appeared with fastidiously rebuilt bodywork, far beyond the quality of the original, without its original engine, and with BMW 328 disc wheels (which looked different but quite cool). Ex-Max Hoffman and John Von Neumann, it weighed less than 1,200 pounds and developed 86 hp on alcohol. The original engine was long since gone, as alcohol tends to promote corrosion. Many rumors about how much of the bodywork was new versus original as well. It failed to sell at a high bid of \$680,000, but please realize that with a reserve price, the auction house is legally able to bid the car up near that reserve without having a real bidder in the room. So there is not much data in this bid.



It was next offered about a year later at the Worldwide Group auction at Hilton Head, South Carolina, November 2006, where it failed to sell at a price of \$630,000, once again at reserve. If at first we don't succeed, we try, try again. January 2008, the RM Auction in Phoenix, AZ makes this the third time and it is the charm, as it sold for \$616,000.

This car makes an interesting story, and one wonders if there was anyone in the previous two auctions willing to pay a price for this car anywhere near what it eventually sold for, or if it was just bid up near its previous reserves to clear it of the stage. In any case, a wonderfully completed restoration of an interesting early 356-based race car.



Photo courtesy www.conceptcarz.com



We now step into true Porsche race car territory, first with one of the final Spyder-series cars. RM in Phoenix, January 2007, showcased a 1961 RS61 in the classic colors of Metallic Silver with a red interior. A typical modern restoration of an old race car, with some fit issues but far better than delivered, in both paint and body details. Widened wheels and fat tires (for modern racing) on drum brakes, full wrap-around Plexiglas windscreen, and covered headlamps ala the period Jaguar XKE. Very pretty and seductive, but by this time in road racing, the Spyders were getting long in the tooth and the factory realized an entirely new mid-engine car needed to be developed (i.e., the 904). What does it cost to own a restored Porsche Spyder race car? It sold for \$880,000.



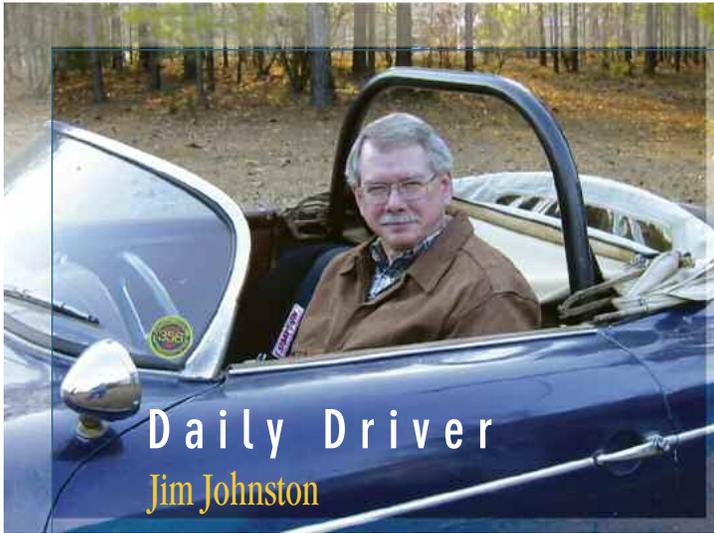
Photo courtesy Gooding & Company

Everybody still with me now? It wouldn't be much fun to do a column on Porsche exotics without hitting the seven figure mark, would it? Let's see if we can get there, rather than with a late Spyder, but with an earlier one. In the 356 world, generally earlier is costlier (both in price and maintenance). Here's a 1954 550/1500RS Spyder number 10, known as a "LeMans Prototype," in Silver with the teeny-weenie windscreen and the small tailfins. It was a DNF in LeMans in 1954 but scored a win in the Nurburgring later that year and took first. Deemed uncompetitive after just one season at speed, it was sold after the 1954 season to a collector, where it remained in storage for a decades. Offered by RM in 2000 and unsold against a high bid of \$450,000, and then again in 2002 where it again didn't sell against a high estimate of \$650,000, this car shows how hard it is to get really big money even for a very special car. It also shows how the prices of these machines have grown in the last several years. It sold at Gooding and Company in August 2005 for \$1,034,000.

There, we made it. Exotics from low six figures to over a million. Hope you found something you liked, and if not, stay tuned. So many cars, so little time.

Thanks to Kirsten Onaday and *Sports Car Market* for photos.

Correspondence always welcome. Find me on-line for fastest response at: james.schrager@chicagogsb.edu or via regular mail at 54722 Little Flower Trail, Mishawaka, IN 46545. 



## Automotive Passages

Jay Leno is supposed to have once observed, “You buy a car and restore it, then drive it, and then restore it again, and drive it some more.” Easy for him to say. I’d guess that few of us financial mortals get around to that second restoration, which requires both long-term ownership and a late night talk show named after you. Still, with our 356s well into their maturity now, we can see that some are ready for an extreme makeover and others are getting closer to needing another visit to the restoration doctor.

### Garage Queen

Every car begins with the potential of a Garage Queen. When we drive a new car, we hold our breath until it’s safely back in the garage. A flock of pigeons is a bomber squadron, every other car an enemy tank. We can’t walk away without wiping away the errant fingerprint, and that first stone chip is like learning that your child is no longer innocent.



The author’s newly-restored Speedster will be a Garage Queen for a while.

A freshly restored 356 is magical. It is truly new again, both in form and function (would that medical science could do as well with us). What was once old and worn out is now a new car, yet with the familiarity and charm of an old friend. As much as you might bluster about how cars are meant for pavement, not a putting green, I’ve never met an owner who can drive their car away from the restoration shop and start terrorizing the countryside.

Isn’t there supposed to be a wedding night and maybe at least a little bit of honeymoon? If a car’s virginity can be renewed, shouldn’t there be a little romance before the deflowering? Maybe some quiet time together, perhaps taking her home to meet the family or showing her off to your friends, some discussion of your intentions and how much you really care. Maybe offering her a trailer would be like using birth control, a way to enjoy Holiday pleasures together without certain risks.

### Road Princess

Eventually, of course, reality intrudes, mileage accumulates, and your car’s virginity is memorialized as a snapshot in a photo album. The underside is no longer as clean as the topside, and you don’t worry about it. One stone chip attracts another, but you don’t really like to use a bra. It wouldn’t take Sherlock Holmes to deduce how you enter and exit, given the repetitive motion injuries to the upholstery and carpet.

There’s no lack of respect and no attentive shortfall, however. Metallic curves are lovingly washed and waxed, mechanicals carefully maintained. A 356 Road Princess is still vintage automotive excellence and mechanical art in motion. These are the golden years, that balance between new and old at which a car still looks gorgeous but is well broken in. Sure, there’s some wear, but it’s only beausage – wear that comes from being used well, not from being mistreated. You can take her anywhere with confidence that she’ll still turn heads. Other guys may look with lust in their hearts, but she’ll be going home with you.

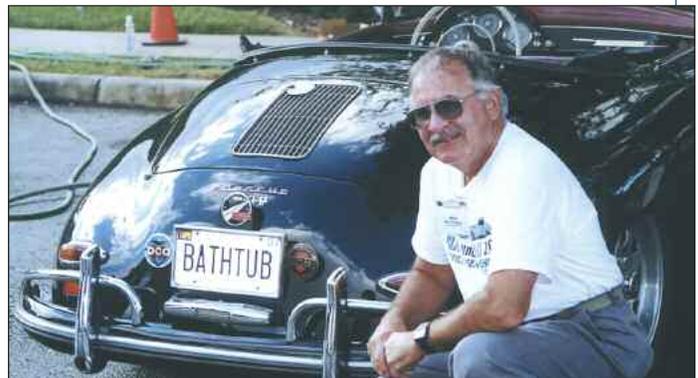


Dick Howie’s Speedster always draws a crowd, but it’s not a trailer queen.

A good friend, Dick Howie, has a 1958 Speedster that was restored almost ten years ago. He drives it carefully but often, and it gets only the best maintenance. He’s driven it to a number of Holidays and doesn’t hide her charms with a bra. He’s never done the full concours thing, but he’s still winning first place and people’s choice awards. You have to get up close and personal to see the wear, and it’s easy to understand why he’s still very much in love with his Road Princess.

### Daily Driver

It’s hard to say when a 356 becomes a Daily Driver. Perhaps it’s that day when you hear the rock hit the car but don’t bother looking for the



With half a million-plus miles, Mike Robbins may have the ultimate Daily Driver

chip later. Maybe it's when you park thinking more about how close you are to the store than how far away you are from other cars. You know you ought to attack that rust bubble, but you decide to wait for more. When the sun is right, you realize you're looking through a windshield crazed from years of wear. The upholstery is beyond merely tired, and the carpet is no longer quite the same color. And the paint... it gives away the car's age and lifestyle as surely as our skin tells on us.

Still, a 356 Daily Driver shows its heritage. It's a blast to drive, though those synchros are shot and the linkage needs adjusting. Even though the carbs aren't exactly balanced and really should be rebuilt and the compression isn't what it used to be and it's obvious why you're using more oil, it's still a 356 Porsche. Even better, it's a 356 you don't worry about. At this stage, it's all about the driving, and there's a certain freedom that makes up for those signs of age and experience.

Garage Queen, Road Princess, Daily Driver – they're all good. You don't have to feel guilty about that flawless Roadster spending too much time in the garage or the accumulating rust bubbles on that B Coupe. And if your car is in that sweet spot, enjoy - but know that our cars just keep rolling along their passage through our lives. 



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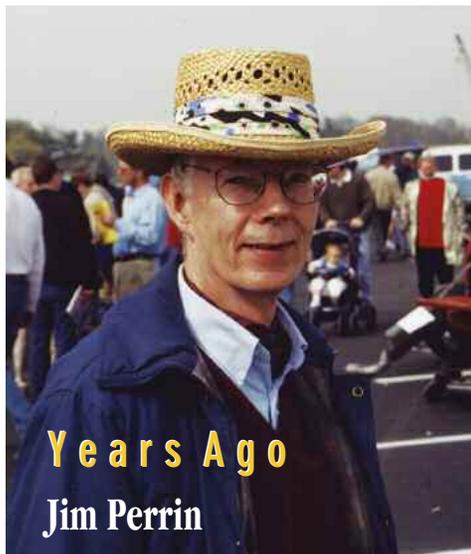
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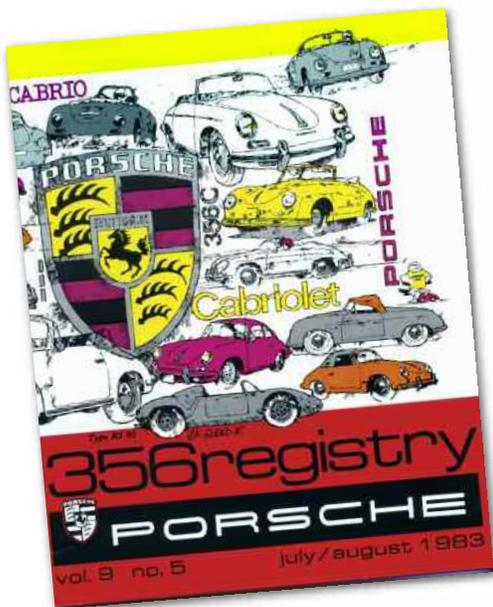


## Years Ago

Jim Perrin

### 25 Years Ago

The Registry of 25 years ago started out with Jerry Keyser's column. In his column he mentioned Harry Pellow's new book "Murphy is my Co-pilot" and mentioned that he read it cover-to-cover, finding it hard to put down. Many enthusiasts who are now into 356s have no idea how little information was available in the 1970s about 356s. Pellow's books made a big contribution to the published material on mechanical aspects. Jerry also mentioned that Stoddard Imported Cars had been purchased by



the Porsche family and that the new company "Porsche Special Products, Inc" would be formed.

The letters section of the magazine had letters from both Ron Roland and Charlie White on wooden steering wheels. Ron made the comment in his letter that "Everything I owned, bought or sold had a Les Leston wheel – after all I could buy them from J.C. Whitney for \$15 (I think they were closing them out)."

Vic Skirmants' technical column was on fuel systems. He had input from Pete Geiger who wrote about "Removing Fuelcock Without Removing Gas Tank, and Testing Fuelcock for Leaks". In his remarks Pete also told how to make your own fuelcock corks, since getting one the correct size can be a problem. Vic's column also discussed how to adjust your throttle linkage to get better throttle response.

Dave Seeland's Four-Cam Forum column (which is missed by some to this day) included a discussion on how to build your own valve spring compressor. It reminded me of a terrific early 1950s official VW manual I once acquired that had perhaps 150 or so pages on tools the small shop owner could make for repairing VWs. A friend of mine found out that the VW Factory didn't have this book in its archives, and my book filled that void.

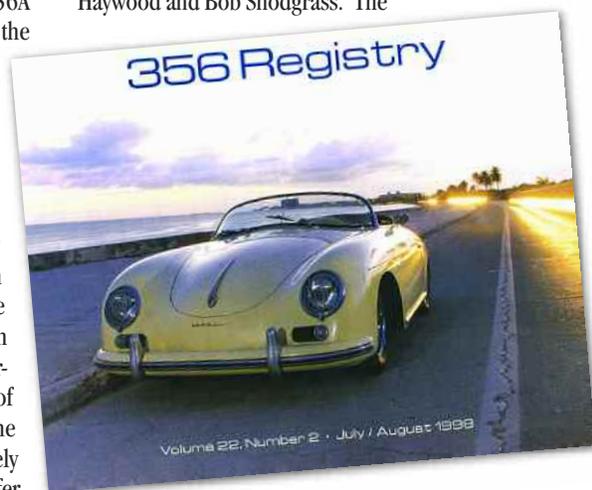
Charlie White's column addressed 356A sales literature. Included in his writeup is the quote from M&M 102 about the origin of the Carrera. "It was inevitable that the Spyder engine would appear in our normal body types someday. A hint is given when a special anti-roll bar to improve stability was introduced in serial production. When the world-renowned Spyder engine was finally installed, it was christened the 'Carrera' in honor of its unprecedented victories in the Carrera Panamericana in Mexico, in which Porsche has always been triumphant." Charlie's column describes numerous pieces of 356A literature including the most deluxe one – "Racy Elegance", M&M 131. This is a lovely catalog, something that serious collectors refer to as a prestige catalog. It is printed on slick paper and has terrific color photos of the various Porsche models. One version shows the Speedster along with the other models, and the 1959 version shows the Convertible D. In the classifieds, a 1963 Carrera 2 Cabrio with a fresh engine was offered at \$30,000, and a '63 Carrera GS 2000 Coupe was going for \$18,000.

### 10 Years Ago

George Kuznecov's Speedster "Elmo" was pictured on the cover, halfway through a circumnavigation of the contiguous 48 states. Inside, Dick Koenig's column has an excellent interview with Gene Bussian. Gene was in the insurance business in Illinois during much of his career. He also took a side trip for a while - he spent six months at the Porsche factory as a full-time employee. He was in the Export Department responsible for customer relations with the U.S. Gene's job in Germany was the result of a brief meeting with Ferry Porsche at the Aspen Parade. He had almost no contact with Ferry Porsche while he was at the factory, except for

when he gave notice he would be leaving at the end of his planned term. Ferry Porsche inquired about whether or not he had an interest in a new position in the U.S. Gene told him he would continue if he could do research on an electric car. Porsche replied that they were too small a company to be involved in that. Gene was proud of the "zeugnis" that he received when he left the factory. This was a letter of recommendation, and his was one of the few that was signed by Ferry Porsche. Gene reported that with that letter he could have gone just about anywhere in Germany and gotten another job. Gene owned a number of Porsches, and raced both a 1500 and a 1600 Porsche 550A Spyder.

This issue of the *Registry* reported that John Paterak's 1952 America Roadster received the Brumos Award for the "Most Significant Porsche". This award was presented by Hurley Haywood and Bob Snodgrass. The



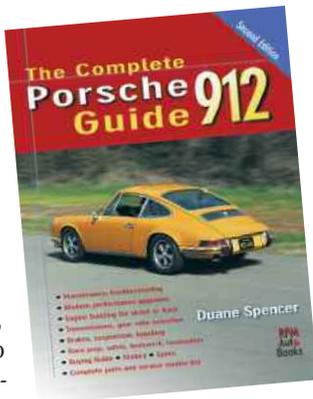
car was well-received by the crowd, with a good round of applause when the trophy was presented. Those of you who have seen John's car know what a beautiful restoration job he did on it.

Glenn Lewis and Olaf Shipstead reported on a 1959 356A Coupe that they had found in a farmer's barn. The car had been located by a chance encounter at 5 am at a local donut shop, when another patron complimented Glenn on his restored Cabriolet sitting outside. Glenn thanked him, and the two started to talk. The man remarked that he knew of another car like Glenn's, that had been parked for a long time in a barn on a local farm. Glenn got directions, and he and Olaf then went to see it. They met the farmer, looked at the car, and made him an offer which he accepted.

They then found out what it takes to move a car that has been parked for ten years on soft dirt in a building. One of the front drums was frozen to the linings, but that was solved by dragging the car out and up onto a trailer with a tractor. 



Duane Spencer has reissued his *Complete Porsche 912 Guide*. The book itself is important for two reasons: many 912 owners seem to flock with 356 owners (912s are not just for parting out anymore) and the 912 motor is the basis for the high performance 356 – for the most horsepower, start with the last and strongest case. Given our rampant inflation (no matter what the government says about core rate) a bump of \$5.00, from \$24.95 to \$29.95 is nominal. Especially impressive is the fact that RPM Auto Books (Gordon Maltby) has managed to not only print the book in the US but the pictures are superbly reproduced.



Duane has addressed all of the significant issues since the initial publication date of 2002; including LN Engineering's Nickie cylinders/JE pistons and rods as well as Duane's Shasta new steel Durabar cylinders. Also mentioned are the new Benton Engineering distributors, both single and twin plug – which looks suspiciously like the one on the Willhoit twin plug motors. I say mentioned because this is an area in which I would have appreciated a little more depth. Duane does touch on the Zinc/phosphorus issues in modern oils.

Some things in the book have not been rewritten – this creates some problems as Duane refers to Brazilian cranks available at Performance Products for \$849 and factory cranks for \$1850. Performance Products still

has them but they are now \$1200. The factory cranks are no longer available. Similarly, Ron LaDow's oil pump cover with integral full flow oil filter is no longer still in testing stages. I am puzzled by the repeated caption to the picture of the Norris valve retainer, where it is claimed that the aluminum valve retainer is considerably lighter than the titanium.

There was no need to rewrite the book and I am delighted that Duane gave us updates with a minimal increase in price. Of 167 pages, over 100 pages are devoted to the motor, brakes, tires and wheels – all of which are directly applicable to 356 upgrades.

#### Super 90 Manual Supplement

Not well known, except to a minority of the involved owners and literature collectors: when the S-90 became belatedly available, rather than rewrite and reprint the owner's manual with three motors, the factory issued a Super 90 motor supplement. Most of these have long since disappeared. Even \$35. does not sound unreasonable for Bill Brown's superb reprint -- worthy of joining the Boyle 550 Spyder and the Raucher Speedster owner's manuals.

#### Road America, Elkhart Lake Vintage Race Video

Available from the Wisconsin 356 Club and specifically from Tom Spiegel is an 80-minute DVD of the Kohler International Challenge at Road America Featuring Porsche from last July. The DVD starts with the through-town parade, but thereafter generally has an interview with the driver of a car which will be in one of the eight or so following races – some of which were Porsche only. Production values won't scare Hollywood and there appears to have been only one camera – which stayed on the viewer side of the fence. I showed the DVD to the Saturday morning bagel club (aka for those truly without a life – I never miss a Saturday, Christmas and New Year's included) at Neil Goldberg's, and as soon as the races featuring 356s started the entire group was engrossed with identifying Speedsters and Coupes by driver.

Tom Spiegel narrated a small segment at the Porsche concours identifying various 356 models. Tom and the Wisconsin 356 Club have the DVDs available for \$20.00. Contact Tom at 414-425-5584 or email tspiegelt5@aol.com.

For an expanded tech session at this fall's Holiday in Lancaster, don't fail to attend – or at least send your right seat significant other to hear Silk (aka the fabulous Freda) present the ABCs of 356 Porsches (or at least how to tell them apart). 

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# Doctor Murray's Speedster

David Van Dyke

**A generous spirit is the true meaning of "keep the faith".**

In 1974, I saw a black 1957 Porsche 356 Speedster parked outside in a Denver East Side body shop, waiting for a paint job. I was driving, at that time, a 1962 Karmann Notchback sunroof Super 90 Coupe and almost ripped the wheels off making the turn to see this Speedster.

A plaque on the dashboard had the name of the owner and I thought I would take the chance of contacting him to determine what his intentions were with the Speedster. I composed a simple letter to the owner, Dr. Gordon W. Murray, a prominent Denver doctor, asking if, and

hoping the Speedster was for sale. Not too long after sending the letter, I received a response. Here is what Dr. Murray wrote in March, 1974:

*Dear David,*

*Don't give up the ship. Oh, I intend to continue driving and enjoying it - but really, you never know at all. And I certainly will keep you in mind, as they say. Perhaps we could have a lunch someday & talk. Bah, West has not really finished it - they forgot the wheels plus a few other details. After that it's out to Vern Hagestad for a new top.*

*I shall enjoy meeting you - here or there -sometime.*

*Good luck,*

*Gordon Murray*

Two years later, in July of 1976 I was living in Steamboat Springs and decided to sell the '62 Notchback (which turned out to be a very big mistake - very rare) and continue to look for another Speedster. I received another letter that read as follows:

*Dear David,*

*Finally comes a note from the world's worst correspondent! - NO - the Porsche is not for sale, but if it ever gets to that point - you*

*will be the first to know!*

*It now has a gorgeous new top and new carpeting - floor and sides. All very authentic. Then some of the seals gave way (after 19 years) - so now we have a new engine. This was done at my son's "Murray Motors Imports", that's M.B. and BMW, but he has a Porsche guy there who did it on his spare time. So this engine is a wee bit bigger - and man does it run!!!*

*Amie is still with U, I trust. Hello to her.*

*We may come to Steamboat one of these days - fish & golf etc. - right?*

*If so, I shall alert you.*

*Sincerely yours,*

*Gordon Murray*

My next visit to Denver, I called Dr. Murray and he agreed to meet with me at his home.

So my girlfriend Amie and I paid the good Doctor a visit. We chatted for about 45 minutes when all of a sudden Dr. Murray threw me the keys to the Speedster and told me to "run it up"; the Speedster needed to be driven.

So off we went, straight to my Mother's house which was about 3 miles away. I was way too nervous to drive the Speedster any further than that, because I did not want anything to

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Dr. Murray and his black Speedster, which he bought new in 1957. The Doctor died in 1985 and the car was passed on to his granddaughters. A few years later it was sold to a collector in the Denver area, but has since found a new home elsewhere.

happen to it while in my possession; besides, my Mother was very upset that I borrowed this 356.

Amie and I spent the next 3 hours detailing the Speedster and then drove it another 3 miles back the doctor's house. The detail we did was very pleasing to Dr. Murray, but he seemed disappointed, as did my girlfriend, that we had not driven the Speedster more than 6 total miles. The mileage at the time was a whopping 56,000+ miles.

Every summer for the next 10 years I would call the doctor, or he would call me and

ask if I would like to drive the 356 Speedster. He would say, "There's a credit card behind the spare tire, so use it if you need to." His son, Mark Murray, of Murray Motors Mercedes and BMW of Denver has the best German mechanics a person could ask for, so I felt that if a problem occurred I would be able to have the Speedster repaired correctly, if necessary. I never used that privilege and in all that time and about 10,000 miles later, not a single scratch or any problems. Every time I returned the 356 to him I made sure the car did not have even a speck of dust on the

body and the engine compartment and interior were very clean.

By this time I knew the Speedster was not for sale, as it had been promised to his nieces, Mark Murray's daughters. Even though I realized it would not be mine, I felt privileged to be able to exercise it.

What an experience to meet someone with such a big generous heart, who would trust a total stranger with his "prize Speedster". How many Porsche people do any of you know, who would do this for someone, with nothing more than a love of the 356? I have owned four other 356s to date, and none of them even comes close to the worry free experiences I had driving Dr. Murray's Speedster.

I'm sure that now Dr. Murray, along with Ferdinand and Ferry and others like Harry Pel-low, have great conversations about these wonderful automobiles. I would like to think my name comes up in the conversation once in a while, about that kid in East Denver who was so crazy about these cars.

It's now all just a fond memory, but one that I will enjoy forever, and just another reason to KEEP the 356 Faith. 🚗

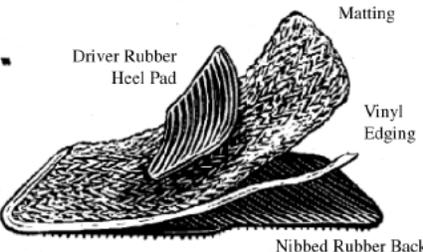


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Sebastian Gaeta

Net Worth

The intent of this column is to report on sales of 356 related items over the Internet marketplace, the key word here being “sales”. I spend two months for each issue scouring eBay to see what sells, but along the way, I see many items that do not sell. This is due either to not meeting the reserve price set by the seller, or (heaven forbid!) not receiving any bids at all. Either way, some pretty interesting stuff gets passed by here because it doesn’t sell. This time I would like to discuss a few of these items.

Starting off, a very nice T-6 B/C steering wheel with deluxe horn ring like the one shown here caught the attention of 5 bidders that placed 21 bids, but still did not meet the reserve. The high bid was \$860, which is about the total each item would sell for on its own. You would think the synergy here would have pushed the bids up past reserve, but it did not. In my opinion the wheel and horn ring are worth at least the \$860.



They were re-listed, with a similar result, which was quite surprising to me. Perhaps they should be put away for a bit and given another try in a month or two; you’d be surprised at how that strategy works.

Next was a single Speedster seat with 6 bids that did not meet reserve with a high bid of \$1,275. No doubt this seller was spurred on by

the recently auctioned set of two Speedster seats that were quite tattered and sold for \$5,350 with 34 bids placed. What to do with this lone Speedster seat? I’ve said before that a single Speedster seat at the driver’s position with a regular Coupe seat for the passenger is a very sporty look, but I may very well be alone in that opinion.



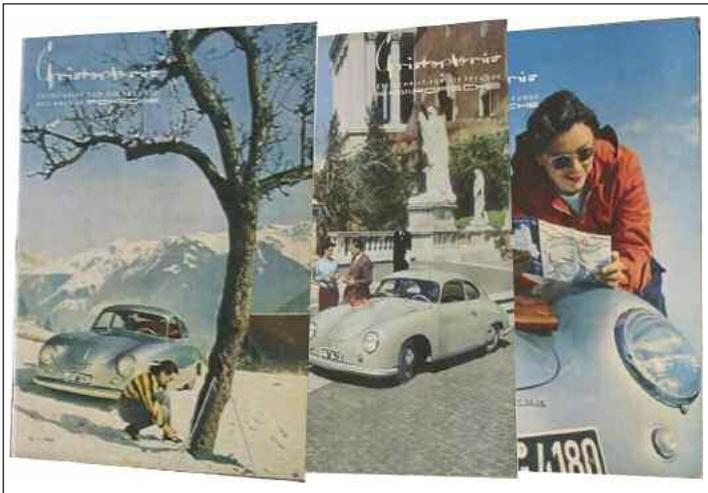
A reproduction T-6 aluminum hood was auctioned that brought only two bids that reached \$305. The “Buy it Now” price of \$3,600 was probably a bit steep, although considering the labor involved to make one of these, it may warrant that price. The reserve price is unknown and you may think that at \$305 the bidders weren’t trying. But here is the funny thing about eBay. We have no idea what the high bidder’s final number was, other than it did not meet the reserve price. It may have been one dollar below reserve, but still only showed as \$305 because it will only go \$5 above the next lowest bidder’s number. This tends to skew a lot of people’s thinking about what an item is “worth” based on its sale, or no-sale, price. It goes both ways up and down. For example, many buyers put in bids much higher than what they end up winning the item for, but because they are pushed up only by the next lowest bid, much money is left on the table for the seller. We could go on for days about this, so instead, why don’t we just go on to the next item?

With many cars reaching very high levels of condition through quality restorations these days, many owners get bored since they have “nothing” left to do to their cars. So what’s next? How about adding options and accessories? One such desirable option is a set of the Rudge wheels. People generally go nuts over these wheels (I’ve seen a set that needed total refurbishment with an asking price of \$10,000). Chuck Stoddard once told me that they make your car a bear to handle because they are so heavy. Nonetheless, they are still highly sought after. A set of very nice reproduction Rudges popped up on eBay, much like the ones shown here, and 6 bidders tried 12 times to win the wheels, but at \$5,600 did not meet reserve. I believe that these are the same wheels that Marco Marinello of Eleven Parts is selling in Europe and European Collectibles here in the states. The price on EC’s website for these nicely done repros is \$16,950 for 5 wheels complete, so the \$5,600 high bid was not even close. Think about that, \$5,600 was not enough to buy a set of reproduction wheels! However, the tooling costs alone to reproduce them must have been outrageous, so from a business standpoint I fully understand. Oh well, it’s good ol’ KPZ and Lemmerz for me!



Reproduction Rudge wheels don't come cheap.

Here's an auction for an early Telefunken radio where I believe the reserve was set way too high. Any 356 piece that was also available on VW's should not have trouble selling on eBay if the seller sets a reasonable reserve. The early Telefunken radio is one such piece. The auction only had two bidders but they pressed the button 9 times, and still did not meet reserve at an astounding-to-me \$2,851.00. I believe that to be more than enough to win this item, but the seller obviously felt otherwise. I recently bid on and won a V code Blaupunkt, top of the line, signal seeking US spec Köln radio in concours condition. I got it for \$308 and change (my high bid was \$310.56, so I barely won it). I know that later radios are more plentiful and should sell for less, but should it take more than 9 times as much to win this Telefunken? I may be talking out of turn here, so someone who knows better, please contact me and set me straight!



Christophorus magazines are getting even more popular, what with many enthusiasts looking for other things to spend their money on. Recently up for bid was a set of English Christos #1 through #325 complete, plus 8 of the first 17 German language-only issues for \$5,900. I consider this to be a bargain, yet not one bid was placed. How is this a bargain if I was just astounded at \$2,851 not being enough for an old radio? Bargains aren't always cheap, they're just relative. For example, if the seller here broke up this set he would certainly net more than \$5,900, so a buyer would save cash and time, two of my favorite things.

With more and more owners paying extra attention to details on their cars, correctly dated wheels have become even more important to a properly restored car. Four wheels dated 2/57 came up for bid and would have been a great find if your COA shows completion date of March, April and maybe even May of 1957. I know this narrows the audience here, and they did need refinishing, but surely someone was ripe for these. Six different bidders placed 9 bids and pushed the price up to \$763.03, but not enough to meet reserve. I suppose I can understand people's logic here what with refinishing costs that have to be added to the price, but 6 different people here were at least a little interested. What's another few hundred dollars when you're adding to the completeness and correctness of your car?



Here's an example of not getting any bids because of an incorrect listing. Up for bid was an "A Coupe and Cabriolet Original Steel Dash Top". It will also work for B and C cars (with a slight mod) so if buyers narrowed their search they would not have seen this, or been incorrectly led to believe that it would not fit their car. In excellent condition and with a starting bid of \$99, this should have been a slam dunk as they are hard to find in usable shape. A friend sold a fiberglass repro at this year's Hershey meet for \$75 and I thought the guy who bought it was going to kiss him!

Late news: On a re-list, it sold (one bid at \$99). All it takes is one!

And lastly, here is a rundown of some items that may have bid up to the seller's desired price, but the starting bid was too high to get any real action going. How about a nice Bilstein jack with a starting bid of \$303? It was nicely restored, but caught no one's attention. Another one that needed restoration sold in the same time frame and went for \$93.05. I figure the premium for one ready to go would be about \$100, so for about \$200, two people could have been very happy.

There was a NOS 6V Flasher with a starting bid of \$133.56. Pretty tall considering my Stoddard repro looks the same to me while I'm driving, and works just fine for \$9. Come to think of it, it also looks the same when I'm contorted headfirst under the steering wheel peering up under the dash.

Next was a pair of NOS Hella headlight lenses with the proper "SB19 SB20 SB21" markings just above the Hella logo. These looked as advertised and would have been a nice finishing touch to a good restoration. I feel the problem was the starting price of \$193.56. Had I been selling these, that would have been my reserve with a starting bid of, say, \$25 just to get the ball rolling. Chances are they would have met reserve, but when you start something that high, many bidders feel the final price will end up in the stratosphere, so why bother bidding at all?

Next time we'll be back with items that actually sold, but in the meantime any comments, questions and criticism is welcomed and encouraged. I can be reached at [spg356@sbcglobal.net](mailto:spg356@sbcglobal.net). 

## Milestone 356s Return to Germany - and the Family

In May, some of the most significant 356 Porsches, most of which had been in the United States for many years, returned to Europe. A group of eight cars, including the "Speedster collection" that had been assembled and restored by Steve Heinrichs, were flown to Germany. The Heinrichs cars included the prototype Speedster (which was built from and carried a Cabriolet serial number, 12223), the first, second and third production Speedsters (80002, 80003, 80004) and the first and second Carrera Speedsters (80665, 80820).

Heinrichs spent several years tracking down the cars, engines and related parts, and retained Tim Goodrich to restore them to world-class condition. In 2004 he organized a 50th Anniversary celebration in Monterey, California that attracted Speedster owners and admirers from around the world, resulting in the largest gathering of Porsche's Type 540 America Roadster, Speedster and Convertible D models in history.

Also at the 2004 event by special invitation were most of the 17 America Roadsters and the prototype Convertible D, a unique car that was



The uncompleted Speedster D on display with the first Speedsters at the 1994 50th Anniversary celebration.

used in Porsche publicity shots in 1958. At that time it wore a "Speedster D" logo, although the name was changed before production began. Owned and at the time under restoration by John Willhoit, it has since been completed and was included in the May sale.

The eighth Porsche in the package was perhaps even more well known than the others. The Paterek brothers of New Jersey have owned America Roadster 12317 for many years, maintaining its condition as the most original of the remaining cars. It is a multiple auto show winner

including an award at Pebble Beach.

It is reported the cars' new owner is Dr. Wolfgang Porsche, Chairman of the Porsche Supervisory Board, who will add them to his personal collection.

Response from Speedster experts is all positive, acknowledging the cars have gone to the best possible home one could imagine. "This is a good thing for the hobby," said one. "They didn't get peeled off by some brokers. They represent an important part of Porsche history, and will now remain together." **GM** 

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est. 1978

# Spotting 356s in the movies

By Ron Swenson



The Fast and the Furious, 1954

Wikipedia notes "Trainspotting is the much-maligned pastime revolving around the writing down of the serial numbers of locomotives. As if having everybody snickering at them wasn't bad enough, reports suggest that spotters are now facing a security crackdown."

Most of those with the 356 fever have a

similar affliction, peering into the oncoming traffic, glancing into open garages, spotting tarp-covered lumps beside sheds. The payoff is getting pretty slim for all the eyestrain. In winter it's basically hopeless.

That is until you flip on the tube. Then there is hope. First the California backdrop for so many movies offers increased odds. Prop guys and directors realize the zing they get out of a unique auto in a cameo role or at least a bit part. To save you endless hours channel-surfing there's a shortcut to the movies, better yet right to the cars.

The Internet Movie Cars DataBase is found at [www.imcdb.org](http://www.imcdb.org). There you select a car or a movie and search for the images. There's millions (well lots) posted by members. It's a forum format so fairly often a registered member will add a comment or correct a sighting. (There's a job here for someone – plenty of the 356s are misidentified, A's for Pre-A's, 550A's as RSK's, etc. Like the "1948" Porsche 356 in *The Fast and the Furious* of 1954, it doesn't seem to even have a bent windshield.)

Then the trainspotting begins. Like - just what is the incident that results in Harper's Speedster's primered door and artfully painted

jamb areas? The door got replaced and the rear top and rear bottom fit perfectly but it needed lead near the latch – then they got frugal with the primer? Maybe a lighting truck driver couldn't believe there was a car only 40-something inches tall and hit it – since the producer was renting it from his brother-in-law they sprayed over a red door from the junkyard for the film. Then the repainted the whole thing orange. The front fender looks to be a very efficient little ding. Newman looks very serious about the whole thing.

It doesn't have to be a big or an American movie either. Virtually all of the racecars in *Roadracers*, a movie of 1959 show up; like a Devin Chevrolet, Kurtis Kraft, 1954 Arnolt Bristol 404/X, right down to the infield cars including a 1951 Chevrolet Deluxe 4 Door Wagon.

Don't visit unless you have a couple hours to kill.

The 356 Registry web site also has a "356s in the movies" page, under "356 Fun Pages" in the left column. Movies with 356s are listed, and each is linked to a page on the Internet Movie Data Base web site ([www.imdb.com](http://www.imdb.com)). Oops! There goes another hour or more! 



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# TYP 356 Northeast

Report by **Bill Collins**, president  
bcollins@typ356ne.org



## Regional Club Scene Rich Williams



This large and active group holds many events each year, like the 2005 spring tour (top), the tech session demonstration by Rainer Cooney at Meister Restoration (above) and the spring tour 2004 in York, Maine (below).

See more photos at the web site [www.TYP356ne.org](http://www.TYP356ne.org)

The Boston area's 356 club has grown from our initial July of 1998 "bring your own" picnic lunch in Plymouth, Mass. Organized by former SCR President Gary Resnick, the first gathering drew seven interested 356ers.

We have grown. TYP 356 Northeast's membership today is fairly steady at 145. The club has active members from Maine, Massachusetts, New Hampshire and Rhode Island. We also have a few members from Connecticut, Florida, Georgia and New Jersey. A majority of the membership lives within 50 miles of Boston, and because we're concentrated in a small area, we're able to meet more readily than other "regional" affiliates. Annual combined mileage, to and from events, for the group's 356s will easily exceed 50,000 miles.

This is a very active driver's group hosting 24-27 annual events including tech sessions, spring and fall tours, destination drives and social events. With a short driving season, exercising our early Porsches is the primary type of event for TYP 356 Northeast. Very few of our events, other than 356 Registry Holidays, are hosted by other clubs. The club has an elected board of directors currently including: Bill Collins, President, Tom Gentz, V.P & Tech Chair, Larry Bingaman, Secretary, Jerry Tulis, Treasurer: supported by an appointed board of directors, Ron Swenson, Membership/Newsletter Chair, Don Osborne, Spring Tourmeister, Ralph Hadley, Website Coordinator plus a number of Members at Large. The Board meets monthly. A Board Member's term is two years. An on-line newsletter, the *TYP 356 News* is published five times a year averaging 23 pages. The club's link is [www.TYP356ne.org](http://www.TYP356ne.org). Annual dues are \$30.

The largest TYP 356 Northeast annual event is the Spring Tour. Held in late May or early June, the three-day event is held at a New England hotel or resort where exceptional cuisine, interesting driving and activities for the spouses play into the decision for the venue. Past spring tours have been held in Arlington, Vermont; the Mt. Washington area of New Hampshire; the Berkshires of Western Massachusetts; Cape Cod; Coastal Maine; and Stowe, Vermont. Each year

40-45 356 odometers will add 600-800 miles during the Spring Tour. For 2008, the Spring Tour will be based from the Woodstock Inn located in Woodstock, VT.

Three years ago a fall foliage tour was added to our list of events. Held over the Columbus Day weekend it has included a weekend in Quebec City and two "Lobster Decimation Tours" in Maine where a caravan of 356s will spend three days covering Maine's coastal villages while leaving a trail of lobster and clamshells behind.

The club's tech sessions have covered owner 356 maintenance; panel beating/ metal forming; parts plating; Porsche detailing; road survival (or parts for the road); understanding your fuel system; electrical troubleshooting; and understanding antique auto insurance. Additionally, two of our members owning 356 restoration/repair shops have hosted an annual Saturday session to answer previously submitted mechanical, electrical and bodywork questions.

The destination drives are generally a Saturday drive of 50-100 miles to visit a shop, a collection of vintage cars, a 356 parts swap meet in a member's garage, an impromptu drive to a historic diner or a barbeque at a member's home.

The club has developed, and carries, an extensive Travel Kit (of parts) to ward off mechanical "down time" during our frequent drives. This kit (see last issue) combined with our group member's varying levels of mechanical skills, has kept the area's tow trucks away from our Porsches for years.

TYP 356 Northeast will be represented at the June West Coast Holiday as five of our group will be heading west in their 356s for an 8,000 + mile summer jaunt to include Squaw Valley, CA. The September 356 East Coast Holiday in Lancaster, PA is within striking distance for the group... We'll be there.

During the winter months (of 356 hibernation) we will visit restoration shops. Annually the club has a Holiday Party in January. By mid January the board and a handful of members will be found putting our 2009 calendar together for another TYP 356 NE driving season. 🚗



## Real or Memorex?

Everett Anton Singer

It is a pretty scary world out there, when international auction houses are selling reproductions as originals. Recently, a world-renowned European company sold a reproduction of "A Triple Class Victory" (1954 Mille Miglia, page 31 Lewandowski) at auction, for 500 Euros + 20% commission + shipping. Admittedly, this is an extremely rare poster that few of us have ever seen in person. Maybe this makes it easier for those "re-creating" historic posters to peddle their wares.

When you compare a bona-fide original with the repro, many details jump right out; most clearly the solid, strongly colored vertical bars of color bleeding off the edge on the repro and quite differently on the original, which have a "brush stroke" pattern. The other, which one could not know from the book, is size. The original is 16.5" x 23.5", the repro about 30" x 40".

Over the course of the past 10 or so years, the visibility of vintage posters has increased dramatically. You see them prominently in print ads, movies, interior design magazines, etc. The main US auction houses have opened up the "reach" of auto posters beyond fellow collectors and brought them into the realm of art dealers, decorators, and designers. Along with this, the de-



valuation of the dollar, the increased demand, and the sharp fall-off in supply, has resulted in a significant upward pressure on price.

On the supply side, the choices have changed greatly. Many years ago the great European expos like RetroMobile and TechnoClassica, were OK sources. Today, it isn't worth the airfare, as virtually nothing is offered relating to our beloved 356. The two expo opportunities in

the US are the ever popular L A Lit Meet, held in March, and Automobilia Monterey, held in August, which I organize. Another resource is on-line sites such as my VintageAutoPosters.com.

As always, the primary issue is originality and then color/condition. Protect yourself by insisting that the vendor guaranty the authenticity of the poster.

Happy hunting! 

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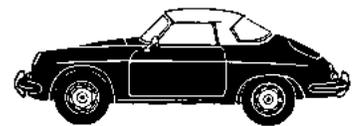
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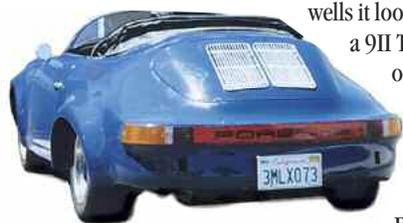
In this issue we present an edited encore of a "Maestro" column from November / December 2000. The late Harry Pellow describes his acquisition of the "Blue Beast". We hope all Maestro fans will once again enjoy Harry's blend of technical treatise and tall tale told in the third person, using his own unique set of capitalization and punctuation rules.

Take it away, Maestro. **GM**

**M**any People consider those who purchase Porsches to be "Strange." If so, those who Purchase 356 Porsches are in a Class by themselves. In fact, by most any definition, owning a 356 is considered, well, Weird!

Many years ago, one such weird 356 Owner had a Speedster and a 356 SC Coupe. Sad events forced him to sell the Speedster but he vowed to have a Speedster again, someday. Fast Forward, oh, 15-20 Years. The guy did it; he GOT his Speedster. Actually, he MADE his Speedster. He MADE it from the Coupe! And interesting it was.

From the front, this Blue Beast looked like a cross between a "Boxster" and a 911 Speedster. From the rear, with the Wildly-Flared wheel wells it looked almost like a 911 Turbo, but without a Whale Tail.



Above the Beltline, it had a "Real" Speedster Frame and Windshield and Soft Top, so it looked like The Real Thing, a 1958 Speedster. Ah, but below the Beltline, the Front Wheel Wells sported Rear 911RSR Flares. That, combined with the huge Turbo Rear Flares, allowed Great Big Mag Wheels and HUGE Tires.

In the middle of the car's Rear was the Original 356sc Dual Grill Deck Lid! Intact & unmodified. The curves to blend all this in together were both Complex and Interesting. Michelangelo would have found it a Challenge.

Across the back, about where the 356 rear bumper would go was "PORSCHE" from a mid-'70's Carrera, incorporated into the tail light bar that wrapped ALL THE WAY ACROSS the rear of the car. Looked kinda neat too, once you got over the initial shock. Hit the Brakes on this puppy and the whole rear end lights up!

Inside the Blue Beast, the Dash was unmistakably a 356SC. Yep, no other name for it. It's a "356 SC Speedster"! It's the car Porsche SHOULD have made during the transition from the 356 to the 911 and didn't. But it had a Problem.

The Owner had done a Helluva job on the body work and paint, but sadly, when it came to

## The Magnificent Creation

Engines he was mechanically clueless. And now, it was not running too well. In fact, it was running damn HOT! The Maestro grabbed his Magic Timing Light, hooked it up and signaled the owner to fire it up. RINGGGG-a-Ding-Ding went the starter. And WHOOM! went the engine, settling "down" to an 1800 rpm idle.

The Magic Dial on the Maestro's Timing Light showed the IDLE Timing to be FORTY-THREE DEGREES ADVANCED! Would you believe the High Speed Timing was almost OFF THE SCALE on the Timing Light's Magic Dial... and the Dial goes up to SIXTY DEGREES! No WONDER the poor engine was Overheating badly!

The Maestro eyeballed the VW 019 Distributor, "Static Timed" to have SIXTY Degrees High Speed Advance, with is totally WRONG for EITHER a VW or a Porsche!

The Maestro told the Owner about the Joys of the .050 Distributor, but the poor guy didn't have enough money with him to buy a New .050. The Maestro set the High Speed Timing then turned his attention to the Carbs.

The Maestro reached around the front of the Engine and felt for the Bell Crank on the Fan Shroud and discovered the coat hanger-like rod was at about a 45 degree angle, which means that half your "gas pedal" travel just ain't there no mo'. But the guy couldn't afford four hours of the Maestro's linkage Manipulations. In fact, the guy was trying to SELL the car. Hard Times had hit again.

The Maestro took another look at it. It looked like what would happen if you mixed the genes of a 356A Speedster, a Boxster and a 911 Turbo.

"So, how much did you say you wanted for this?" asked the Maestro.

"Well, I'd like to get (a LOT of money) for it. I've got more than that in it." The Maestro was noncommittal, but figured who knows, someone out there might want such a Unique Creation, so he asked:

"What's the lowest price you'll take?"

The guy thought a while and said "(still a lot of money). I've got to get some money up." Still a bridge too far for the Maestro.

The guy left, but returned the next day, bought the .050 Distributor and stuck it in himself, in the Maestro's parking lot. Over the next hour, the Maestro heard at least four separate, failed attempts at getting the engine running.

The WHAM, BAM, Thank you ma'am of the

Starter "engaging" the Flywheel was unmistakable. Finally, the Maestro heard The Magnificent Creation fire up once and for all. He wandered out to see it, Timing light in hand. The Maestro set the High Speed timing to 33 degrees, which made the Idle Timing around 6 degrees.

The Maestro tightened down the clamp on the .050, and told the guy to fire the Beast back up again for a Final Check. The Owner reached inside the car and turned the key,

**BUT THE BLUE BEAST WAS STILL IN GEAR!**

The Magnificent Creation LURCHED forward, right into the Concrete Wall of the building in front of it, two feet away! When the car was pushed back from the Wall, there it was, a DENT the size of a Football right in the middle of the beautiful nose!

"OH, NO!" yelled the owner. "Oh man, now I gotta pound out that dent, and it's so hard to get to. And I gotta repaint the whole area, and there's no easy way to blend it in, and the Paint is special. And I REALLY needed the money..." The guy was inconsolable.

It was then that the Center of Higher Reasoning had a thought and tapped the Maestro's shoulder, saying silently: Y'know this might be a good time to buy a car... Not just any car, a Magnificent Creation (with a Ding).

"So, you wanted (A Lot Of Money) for it."

"Yes."

"Would you take (a bit less) for it now?"

"Yes."

And the Maestro knew IMMEDIATELY from how quickly the guy said "Yes," that he had OVERBID! He coulda had it for LESS! But was the Maestro unhappy about overbidding on The Magnificent Creation? NO WAY! He was happy as a Clam! Why? Because now he didn't have to get his 1958 356A Cabriolet back On The Road again. He WAS On The Road Again!

So, ifin he wants to have that "wind in the what little hair he has left" feeling ever again, he'd better hurry! The Porsche gods gave him a Second Chance for Wind in the Hair! And since you NEVER, EVER turn down a Gift from the Porsche gods, it's Top Down Time! In a 356 guaranteed to make the Purists Puke!

He can't wait to drive up to the next 356 Get Together in his new Magnificent Creation, by then with a Gold-Plated Maestro-Massaged Engine that'll complement the car so well that some in-the-money IPO Billionaire will just HAVE to HAVE the car and trade his house in Los Altos Hills for the Magnificent Creation!

The Maestro will be easy to find; just follow the line of Puking Purists! That'll make the Maestro's day! Like the Magnificent Creation made his day today, Tuesday, 8 August, 2000. A Day That Will Live In Famy.

Keep the 356 Faith, The Maestro did! 

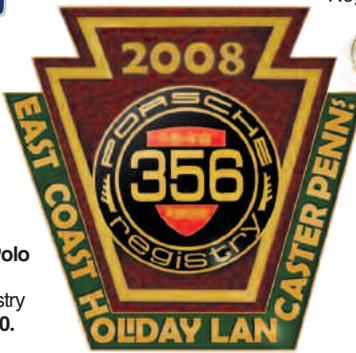
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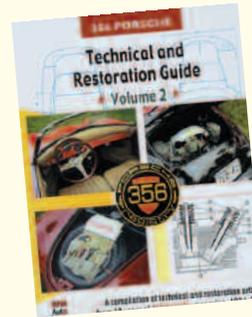


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# North Meets South Meets 20-Year Mark

By Julie Hansen



On Thursday, April 24th, groups of Porsche 356s from all over the West Coast began to converge on San Luis Obispo for the annual North Meets South gathering - including a flight of 25 cars from the Sacramento area alone! Before long 300+ participants and 170+ cars had arrived for what was to be universally proclaimed throughout the weekend as “the very best yet!” event of its kind.

The carousing soon began. The Embassy Suites atrium came alive as participants reconnected with friends, chatted and laughed. The Thursday night farmer’s market in downtown SLO attracted many, although some people just chilled by dining at the hotel.

Friday morning Kathy Sansone’s registration team distributed packets and goodie bags, including a neat blanket and handy picnic kit. The tropical print program and lei lanyards reminded us of the Luau-themed banquet to come. In each bag was a surprise gift - a clever, fold-it-yourself, laser-cut metal cardholder shaped like the event logo, compliments Mark Hoag, Director of Manufacturing for Vander-Bend.

A historical photo display of the past 20+ years of North Meets South events was created and donated by Mark and Julie Hansen, and proved to be a center of attention throughout the



weekend. One frequent focus seemed to be “find all the incarnations of Jim Hardie throughout the years!” Friday’s flexible schedule provided a number of options. Guided

drives to Cambria for every driving style were available. Afternoon Techno Expo sessions included “Making Your 356 Radio MP3 Capable” by Bob Cannon and Tim Derich, “Detailing Your 356” by Kim Nelson, and “So You Want to Restore a 356” by Bob and Bill King. Having just completed his first resto, Tom Sansone shared some tips as well.

For the first time ever, women were treated to their own tech session hosted by Rachel “Red” Johnson. The “Queen of the 356 Quiz” game show attracted almost 50 ladies and our first “Queen” Denise Christensen was crowned. Everyone had a great time and Denise wore her crown with pride throughout the remainder of the weekend. Darrell Bailey and Paul Frame did their best to do a presentation on their fantastic Carrera Pan American adventure, the poor acoustics in the atrium dining area notwithstanding. The pictures were great and the appetizers plentiful. Many will be happy to know that Darrell and Paul will have a chance to retell their story at an upcoming Sacramento breakfast.

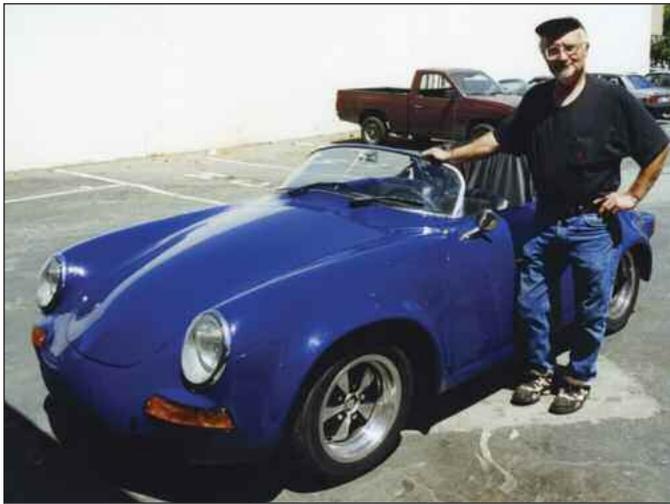
Saturday’s People’s Choice Concours was warm and sunny. Elaine Cannon and her team placed cars, and choosing the best in each class was a real challenge. 2008 North Meets South – “The Very Best Yet!” 🚗



Photos by Bob Cannon, Peter Bruce and Chris Toy



From top: 356 rush hour at the winery. A small part of the concours field. Darrel Bailey and Paul Frame drove one of a dozen Porsches in last year’s Carrera Panamericana. 20 years of North South history on display. Left: Even event chair Jenny Derich and husband Tim found time to enjoy the festivities! Far left: Al fresco wine tasting.



## The Return of the Blue Beast

By Andrew Pellow

This year's North Meets South event was my first event in over a decade. The last time I had been to a large 356 and 912 event, I was about 9 years old. My dad had me come with him to San Diego for a tech seminar he was giving. It was all very exciting and a lot of fun, but there was only so much I could participate in. Now that time has passed and driver's licenses have been acquired, I could actually take part in all the events that were going on. I could go on the drives, enjoy the open bar, and finally understand all those jokes I didn't get as a kid. North Meets South also marked the first time I got to drive my dad's Blue Beast.

I learned a few things about the Beast that trip. For one, it really is a convertible, and just because the wind is flowing through your hair doesn't mean you're not spending 5 hours in the sun roasting. I ended up with a nasty sun burn at the end of the drive down. So bad that I ended up wearing a hat and a heavy sweater just to keep the sun off me at the concours. I can't say if a concours is better or worse with heat stroke because I can't fully recall all of it.

I also learned that the Blue Beast is a very recognizable car and my dad wasn't kidding about all the double takes you get in it. I was amazed at how many people came up to me and told me they remember reading about this thing and couldn't believe it really looked like that. I suppose I never realized just how widely read my dad's writings were. I certainly got a lot



Left: Harry and the Blue Beast, 2000. Above: Andrew Pellow takes advantage of the shade during the North South concours. It has been freshened mechanically, but cosmetically remains true to Harry's "startle the purists" philosophy.

of looks driving to the hotel and into the concours. I especially got a good number of looks and a few chuckles as the Blue Beast was placed in the Closed C group. For those who don't know, the Blue Beast is about as far as you can get from belonging in the Closed C group. The Beast is a jumble and hodgepodge of different cars thrown together, so I'm sure that there is a Closed C in there somewhere, just not in its current form.

Overall I had a total blast driving the car around and causing a stir. I'm sure just the sight of the Blue Beast was enough to upset quite a few purists out there. Just as Dad would have wanted. 🚗



Andrew Pellow has just earned a bachelor's degree in Business Administration and plans to begin post-graduate studies at Santa Clara University.

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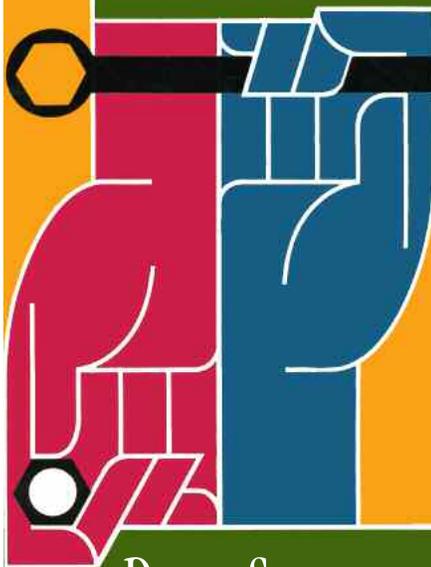
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## The Hazards of Hibernation

I have had several phone conversations recently with 356 and 912 owners who have suffered engine failures shortly after bringing their cars out of winter storage. Based on what I learned from these conversations, it appears there are three reasons for these failures which need to be shared with the 356 and 912 community.

### Ether way, you lose

The first call was from a very nice older gentleman who lives in a mountain community right here in northern California. He had put his 356 in the garage in early November just before the snow started, and brought it out again in late April. On the first spring drive it had gone only about 30 miles when it spun a rod bearing.



Needless to say, he was very upset. I asked him how he got it started and he said he used a can of ether, and it took almost the whole can! My reply was, "Well, there is your answer."

After 6 months sitting, there is no oil left on the bearings and ether creates such a violent explosion, it literally pounds the piston, rod and bearing like it was being hit by a sledge hammer. Once or twice is bad enough, but the number of "hammer blows" in a whole can of ether is enough to wipe out a bearing or two. The rod bearings in our beloved four-bangers are only about 5/8" (0.625 inches or 16 mm) wide, which is pretty narrow by anybody's standards, and thus they are fragile and easily damaged.

**DO NOT EVER USE ETHER, OR CARB CLEANER, OR ANY ACCELERANT TO TRY TO START A PORSCHE ENGINE!**

The first order of business should be to make sure the float bowls are full of fresh gas. Some owners have installed an electric pump that works momentarily by a dash switch. As an aid to getting an engine fired up from storage, I highly recommend the in-line hand pump bulb used by boaters. I have two Porsches that I do not drive often, so I bought a pump for each and put it in the fuel line just up stream from the fuel pump, secured so it does not get near the fan pulley. All I have to do is squeeze it a few times and the engine will fire. During the winter months, I fire these two cars up every 2 to 3 weeks and run them for 10 to 15 minutes at around 2000 rpm. This also helps to keep the batteries charged up.

### Bad Gastro-Detonatis

A couple of weeks later I got a call from a 912 owner whose car had been in storage for four years. He and his friend had gotten it fired up again using gasoline (he swore up and down that he did not use ether), but it began smoking and losing power as he was going up a long hill. After questioning him for some time, it became apparent to me that it was simply a matter of bad gas - fuel that had lost its volatility, and octane rating, just by sitting. He said the tank was almost full, but he had not used a fuel stabilizer when he parked it. A tear-down showed several broken compression rings; it was apparent that detonation due to bad fuel had caused the failure. He had heard some pinging and tinkling, but failed to heed the warnings and, going up the hill with full throttle at 4000 rpm, he did not hear the death rattle of detonation.

Today's fuel is entirely different from that produced just a few years ago. I have observed that it does not store well, that is, it goes bad rather quickly if not in a sealed container. It is also somewhat more volatile (evaporates eas-

ily). As an experiment, I had an old Solex carb body (I had removed the top) that I filled with gas up to its normal fuel level. I put it outside on a shelf where it was exposed to the air, but protected from the sun. Four days later it was empty! During that time, the high temperature was between 75 - 82 degrees F, with a nighttime temp of about 50 degrees F. Rather mild, springtime, average temperatures for northern California. In the summer, when it is 100 plus degrees, I bet it would be empty in two days!

My advice is as follows: for short-term storage (6 months or less) fill the tank at least 75% full and add a fuel stabilizer. My product of choice is call Sea Foam and is readily available in most auto supply stores. For longer periods (say one year or more) drain the tank and the carbs. You will not be able to use the fuel anyway, so just get rid of it, or put it in another vehicle before it goes bad. At \$4 a gallon, we do not want to waste fuel.

### That Burning Sensation

The third, and potentially most damaging and dangerous problem, is fire. Again, we can blame the modern fuels for being so damaging to fuel lines and causing them to rot and crack long before they would have with the older fuels back in the '50s and '60s. Another 912 owner called to say he almost lost his car to fire recently. He was driving to work when a car pulled up next to him and said he was on fire. He pulled over to the side of the road, opened the deck lid, and sure enough, the left Solex carb was burning. He had a fire extinguisher and quickly put it out. What had happened was the soft fuel hose behind the fan housing that connects the carbs had cracked and sent a spray around the back of the engine that somehow found a spark on the left side of the engine. It certainly made a mess of his day! He admitted he had smelled fuel the day before, but did not investigate where it was coming from. A word to the wise: if you smell fuel, find out where it is coming from and fix it.

As a matter of course for the last few years, I have been changing the soft fuel hose on all of my Porsches every 3 or 4 years. I almost lost my beloved 1957 sunroof Coupe due to a fuel leak behind the fan housing. I could smell fuel whenever I fired it up, but I could not find it. Fortunately, I put my hand back there and it came out wet with fuel. I believe it is a good practice, on a yearly basis, to at least inspect and feel all rubber fuel hoses, especially in the engine compartment. If one is hard and brittle, change it.

I hope this treatise will make 356 and 912 owners a little more aware of the damage they can do to these wonderful cars and prevent it through education. Happy trails! 🚗

# Renewing Sun Visors By Tom Kayser

**W**hen I found my 1959 Cabriolet it had been lurking in a Michigan pine grove under a blue tarp for 10 years and came with some pretty weird looking sun visors and a host of other issues. I suspected the visors were fabricated by the same guy who built the battery box area with ¼" steel plate. However, I was later given a set by the fellow who did the body restoration and paint on the car, and they looked good and they fit. (One of our vendors sells new ones, but I'm told they will not fit an "A" car.) So, although the sun visors came as a gift and would fit, they were greasy, ugly, dirty and the foam had turned to dust. So I decided to try to refinish them myself – what's to lose?

Photo 1. The condition as received.

Photo 2. The "work in progress" with my old friend Lacquer Thinner to cut through the grease and grime.

Photo 3 shows the "final solution" of Comet Cleanser and bleach – then a final bath of clear cold water - see photo 4.

Photo 5. Opening the end seam with a razor. The cover should be cut on one side only and as close to the seam on one side as possible. This practice will make the gluing process later easier and pretty much hide the fact that the visor was ever opened.

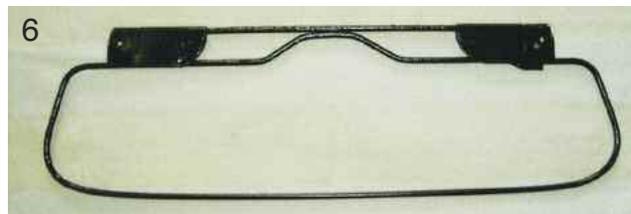
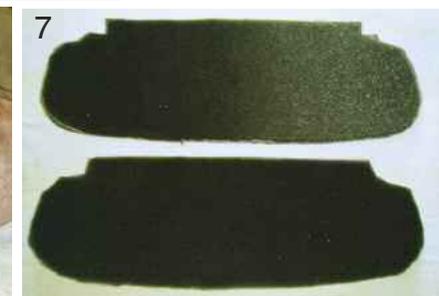
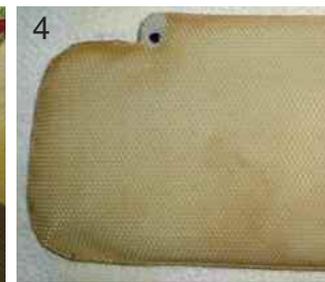
The visor frame is then removed and the foam dust emptied from the cover. The frame had to be blasted to remove the rust and then painted – Photo 6.

The next step was to cut two pieces of ¼" foam rubber with a cloth backing, acquired at the local friendly auto upholstery shop – photo 7. These were glued to each side of the frame by spraying the fabric side with "3-M High Tack 76" adhesive. Then the whole bundle was inserted into the cover for a trial fit – it didn't look good. So, another two pieces of foam were cut and glued to the bundle. The top of the outer foam piece on both sides needed to be cut at a 45 degree angle to produce a "rounded" look on all edges. Another trial fit, and all was good.

Now for the tedious part – the re-sealing of the cut end. Using only material on hand, I went to my old friend "IPS Weld-on #16 clear thickened cement for Acrylic sheet." (Nasty stuff by the way – read the cautions on the back side of the tube.) At this point, extra care needs to be taken to align both cut edges exactly to avoid wrinkles in the seam. Using a shaved off end of a "Q tip", dab a small amount of 'ole #16 to both cut surfaces for about ½" at a time, then align and press and hold both edges together for about 3 minutes. (Use gloves – see cautions above) Then move on to the next half inch until the seam is closed.

Photo 8 shows spraying "SEM Classic Coat Light Parchment – 17033 (fmc BJAA) onto the finished sun visor. Photo 9 shows the finished project and the photo below, the installation in #151512.

As a final critique, the job didn't turn out to be as perfect as the originals, but then again it won't be going to the PCA or Pebble Beach concours – and as a friend once said "it's good enough for the girls we dance with".



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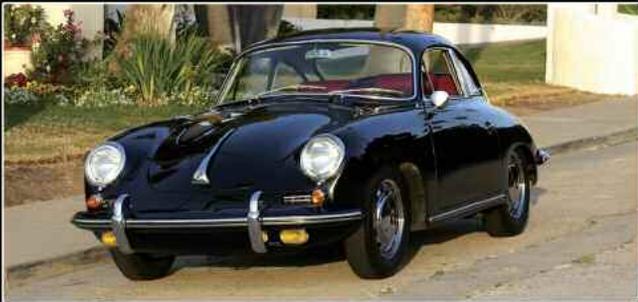


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In the *Napa Valley Register's* Thursday, March 20, 2008 edition, an unusual story ran about a 356 Roadster being recovered after it was stolen. At first glance, a stolen Porsche is not unusual, but the fact that it was returned to its owner after 39 years is simply amazing.

## CHP find man's Porsche, stolen in 1969

By Marsha Dorgan, Napa Valley Register

It's been almost four decades since Stephen Christensen patted the fenders of his beloved 1960 Porsche Roadster. The sleek, head-turning vehicle was stolen from his garage in San Francisco in 1969. "I reported the theft that morning, but the police didn't get to my house to take the report until late that afternoon," Christensen, 65, said. "I pretty well figured the car was at least in Los Angeles by then, and that I would never see it again."

Wrong.

Thanks to some pretty in-depth investigative work by two Napa California Highway Patrol Officers, Scott Lander and Ian Cheverier, Christensen and his long-lost baby have been reunited. Unfortunately, it's not all good news. When the car was stolen from the garage at Christensen's San Francisco Twin Peaks home, it was in good running condition. "All I got back was the body. The engine, seats and other components were missing, he said. I really wanted to get it restored to driving condition, but it have would cost about \$35,000. I can't afford that. I sold it to a person who restores these types of cars. Fully restored, the car is worth close to \$100,000."

The complete story of the Porsche's long journey back to its owner may never be known. The stretch of time between when the car was



## Tail Lights

stolen and ended up back in Christensen's possession is a little foggy, according to Lander.

Earlier this month, a man went to the Department of Motor Vehicles to verify the VIN numbers of several older Porsches, Lander said. "I believe he is a Porsche mechanic. Because the cars were much older models, the DMV referred the man to the CHP. The records had purged from the DMV system, but we still had the VIN numbers in our system," he said. "While checking the numbers, I came up with this one Porsche Roadster that had been reported stolen in 1969."

Christensen's Porsche was recovered in Sonoma County. No arrests were made.

"It has been such a long time since the car was stolen, and we have no idea how many times ownership could have changed, we don't really have a suspect," Lander said. Lander said he and Cheverier did some leg work and were able to find Christensen, who now lives in Windsor.

Christensen said the two CHP officers are being far too modest about the lengths they went to find him. "I really give the CHP the utmost credit for the job they did. I don't think any other

law enforcement agency would have gone to so much trouble to find me," he said.

The investigation began at the last address where the Porsche was registered - Christensen's parents' home in San Francisco. "The two officers went to the house and of course my parents hadn't lived there for some years. I think it had changed ownership several times."

But they didn't give up there. "They nosed around the neighborhood and found one neighbor who remembered my parents and that I was a firefighter," Christensen said.

"The officers contacted the fire department and were able to track me down. I really believe what the CHP did was far above their call of duty. These two guys really went to bat for me. No one else would have gone through that much trouble to see I got my car—that is now a shell of a car—back after all those years."

Christensen said his girlfriend told him the CHP had called, and they had found his Porsche. I said, "What Porsche? I don't own a Porsche," he said. Then I thought, "Wait, they couldn't be talking about my Roadster that was stolen 40 years ago. But sure enough, it was. I really wished I had the money to restore that car. I really loved it. It was my baby."

Christensen said he bought the car in 1967 from a German lady in San Francisco. "It still had the German license plates on it. It was in excellent condition. All I had to do was pay \$1,000 for a paint job. I can still feel how good it felt to be sitting behind the wheel of my Porsche."

\*\*\*\*\*

Reaching Mr. Christensen by phone, I got a few more bits of information about the stolen car. Having owned several Porsches in the interim—from a 1962 Roadster to a Boxster—he remembered the 1960 as a favorite. A German lady had brought the car with her from Germany, meticulously maintained, and unlike Speedsters and some Roadsters, it was dry and "tight as a drum".

When it was stolen, he said, "I had insurance, but not for theft." He was out the value of the car, but four decades later, when it was returned to him there was no insurance company to claim possession. Christensen looked into having it restored but the cost of original replacement parts and labor was daunting. He sold it to a San Mateo restoration shop which has begun a thorough refurbishment.

It is not known if the man who tried to register this Roadster and three other old Porsches at a DMV station was involved in the original theft, but it appears the crime is too old to prosecute at any rate. It was the DMV clerk who was instrumental in getting the wheels of justice in motion. They may have been stuck for 39 years, but once turning they rolled quickly. **GM**

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