

Porsche 356 Registry



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Porsche 356 Registry



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Cover: Ken Bowles takes his 1961 356B D'leteren Roadster down to Seattle's Fisherman's Terminal to welcome the Pacific fishing fleet home.
This page: A drive along Highway 1 toward Big Sur, California. George and Alexis Selland.

Regional 356 Clubs - Americas

PLEASE let us know if your club information is not up to date.

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Porsche presents the draft of a sculpture on Porscheplatz

Stuttgart. Porsche AG is planning to integrate a work of art as a new landmark for visitors, employees and fellow citizens at its headquarters in Stuttgart-Zuffenhausen. The sculpture will be erected on the roundabout in the centre of the intersection controlled by traffic lights on Porscheplatz. The aim is to achieve a visual link with the Porsche Museum by creating an interesting and living scenic impression and so providing an additional upgrade of the northern Stuttgart district.

The work of art is approx. 24 m high and measures about 10 m around its base. It consists of three steels, each of which has a Porsche 911 perched on its top. The cars stem from various model years to document the history of the sports car icon, which has rolled off the production lines in Zuffenhausen for the past 50 years. The roundabout, previously covered with white gravel, will be grassed over and the sculpture will then appear to be striving upward from it.

Construction work will be performed outside peak traffic times during the summer holidays in 2015. The sculpture will be inaugurated in an official ceremony in the autumn.



Another marriage made in 356 heaven

Aaron & Rebecca Gillies were married on Saturday, 9th August at Bamford Church, Derbyshire in England. John Hearn forwarded these photos of the "cake" and the couple's departure for a new married life aboard Aaron's 356A. Congratulations to the happy couple!

Upcoming

Lit Meet Weekend Open Houses

Friday, March 6

Willhoit Restorations Annual Open House 9am - 5 pm. Grilling German Bratwurst, and their Mobile Chassis Dyno is set up. Anyone interested in having their car dyno tested, call Michael at (714) 356-4250. Cost is \$75 per car. Test Rides in our newest 2.1 liter, plus engine demos, video, slide shows, and a Cars For Sale section. More at www.willhoitautorrestoration.com or (562) 439-3333. 1360 Gladys Avenue, Long Beach, CA 90804.

Steve Hogue Enterprises will be open 8 am - 4 pm. 22416 S. Normandie Avenue, Unit D, Torrance, CA 90502. 310-787-1001. Steve will have a lot of metalwork projects in the shop. www.stevehogueenterprises.com. (888) 986-4466 or

Sierra Madre Collection Thursday and Friday from 10am - 4 pm. Serving lunch and parts specials. 1055 E. Walnut Street, Pasadena, CA 91106. (888) 986-4466.

Callas Rennsport, 19080 Hawthorne Blvd., Torrance CA 90503. www.callasrennsport.com.

Ed Rutherford's Klasse 356 Parts 9am - 3pm. 4040 Spencer Street, Suite L, Torrance, www.klasse356.com or call Ed at 310-370-3014.

California Porsche Restorations (CPR Classic) Thursday and Friday, 10 am - 4 pm. 309 Industrial Way, Fallbrook, CA 92028. 760-723-8900.

Bob Kann's GT Werk will be open 10am - 3pm, 3841 Catalina Street, Suite G, Los Alamitos, CA 90720. 562-431-1523. gtwerk@aol.com. www.gtwerk.com.

LA Dismantlers, 12- 4 pm. 9819 Glenoaks Blvd, Sun Valley, CA 91352. www.ladis-mantler.com.

Paul and Ed Kramer's AutoKenneI from 11 am - 4 pm. 1974 Charles Street, Costa Mesa, CA 92627. Pizza and beverages. www.autokennel.com.

Saturday, March 7

Henk Baar's CarParc USA welcomes visitors from 11 am - 5 pm. BBQ with German Bratwurst. Several early 911s in various phases of restoration. Henk@CarparcUSA.com or call 562-331-0681. 1701 Pomona Ave., Unit B, Costa Mesa CA 92627.

Jim Liberty Motorsports will be open from 5 pm. 1638 Babcock Street, Suite F, Costa Mesa, CA 92627. Around the corner from Euro Collectibles.

European Collectibles open house will be 4 - 7 pm. Nick Clemence, Chris Casler and Jeff Trask will have historic Porsches on display in their showroom. 1665 Babcock Street, Costa Mesa, CA 92627, 949-650-4718 phone or info@europeancollectibles.com.

In the Mail

As I am wont to do, I was cruising a 2012 issue of the *Registry* magazine and came across Bill Durland's letter regarding Tony Singer

and his sensational 550 Spyder at Holiday V. As I was reading it I realized that the person who won the People's Choice and Concours overall was none other than myself with my 1958 Speedster - which I am pleased to see continues to be on the entry graphic for the club website. The photo of the Award is attached. By the way, Tony Singer was kind enough to stop on a rainy Friday night heading up there on a heavily traveled superhighway as I was trying to change a flat, working on one of my Rudge wheels while 40 foot tractor trailers flew by. He was most gracious

and supportive - as he has been in the many years that I have known him.

P.S. I also remember that on the Road Tour I was rear-ended by a guy driving a right-hand-drive 356. When I hopped out to take issue with the driver I found myself yelling at a young lady with no steering wheel in front of her... **Richard Roth**



February 4-8Paris
Retromobile, the annual extravaganza at Porte de Versailles. Emblematic collectors, extreme auctions, indoor and outdoor events, clubs, automakers, artists and vendors: all contribute to making these 5 days a very special experience. More info at en.retromobile.com.

March 7Los Angeles, California
The Los Angeles Porsche/VW Literature, Toy and Memorabilia Show at the LA Airport Hilton, 5711 W. Century Blvd. Vendor table charge will be \$80 for advance registrations (must be received by 2/27) and \$125 at the door. No required pre-registration for Early-birds—just pay and walk in. Visit www.lalitandtoyshow.com for a vendor registration form.

March 8Anaheim, California
The SoCal All-Porsche Swap & Car Display at the Phoenix Club, 1340 South Sander-son, Anaheim, CA 92806. Vendors will make a \$40 donation per space and car displayers a \$20 donation, with all proceeds going to an Orange County children's charity. For vendor reservations, contact Bob Lee at robert.b.lee@cox.net or 858-414-3523. For more information contact either Jeff Trask at no911nv@aol.com or 949-697-4499, or Pete McNulty at pmcnulty98@aol.com or 949-400-9319.

March 13-15Amelia Island, Florida
2015 Amelia Island Concours, honoring Sir Stirling Moss, OBE. More info at www.ameliaconcours.org.

May 11 -14North Carolina, Tennessee
356 ULTIMATE DRIVING TOUR. Cherohala Skyway, Moonshiner 28, Tail of the Dragon, Little River Road, Blue Ridge Parkway, Mount Mitchell, Grandfather Mountain. Overnight in Gatlinburg, TN, Asheville, NC and Boone, NC. Go to www.dreistaatengruppe.com, Ultimate Driving Tour for more info and printable registration form, or call Fred Uhlmann 937-902-9550 before 9 PM EST.

May 14-17Brussels, Belgium
2015 356 International Meeting hosted by the Porsche Classic Club Belgium. Pre-registration information is now available at porsche356meeting2015.be.

August 14Monterey, California
Second annual **Werks Reunion**, a Porsche-only gathering during the Monterey car weekend. All Porsche owners are invited to the Rancho Canada Golf Course in Carmel Valley. 356 Registry will have special parking areas. Watch for more info but make your reservations at <http://werksreunion.com>.

October 9-11Monterey, California
The fifth **Rennsport Reunion** at Mazda Laguna Seca Raceway. 356 Registry will be there. Will you? Make your hotel reservations now and plan to join your 356 friends for one of the biggest Porsche events ever. Visit www.mazdaraceway.com for more info and watch the Registry's site for updates. Porsche Rennsport Reunion V will be the world's greatest gathering of Porsche race cars and the drivers who drove them to victory. Hosted by Porsche Cars North America, it will assemble the widest variety of Porsche's most historic racing models from five decades.

Last held in 2011, Porsche Rennsport Reunion is nirvana for not only Porsche enthusiasts, but everyone interested in motorsports and automobile history. A special Porsche Concours will also be held, showcasing some of the finest road-going Porsches in one location. Tickets will go on sale in December. Free parking available. More Info: 800-327-7322, www.Mazdaraceway.com.



“The Lit Meet” Saturday, March 7th LAX Hilton Hotel

The 32nd annual Los Angeles Porsche Literature, Toy/Model, and Memorabilia Swap Meet at the Los Angeles Airport Hilton Hotel, 5711 West Century Blvd, Los Angeles, CA 90045

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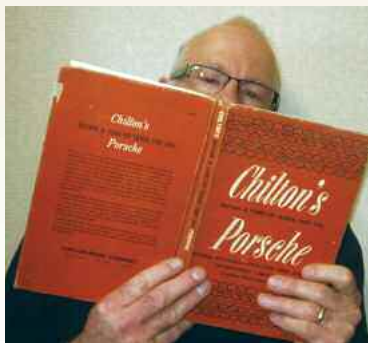


Shoppers: Early Bird entry at 7:00am for \$30. Regular entry at 9am for \$10.

Vendors: Please see website for Vendor Registration information.

Everyone: More information at www.LALitAndToyShow.com. To stay at the Hilton, just call 310-410-4000, ask for reservations, and please mention Code P-V-V for the lower room rates. Pre-party March 6th, hotel, 7:30pm.

MISCELLANY



Gordon Maltby

I love a good mystery, and the 356 world seems to be full of them, big and small; from whatever happened to James Dean's Spyder, to a burrito that went missing under the seat of my 356 years ago. Maybe it's still there (ewwww). Not a day goes by but someone is inquiring about the history of their car, but after several owners and more than once through the restoration mill, it's often hard to get the facts about any particular 356.

Recently I helped a lady sell the 356 she had inherited and it was fun to discover that the previous owners had kept detailed records dat-

ing back to the 1970s. That fact made the car *look* better. When I first saw it my thought was, Ugh. An early B coupe, ugly color, crappy paint. Why bother? But closer inspection revealed a very solid car whose previous improvements (except for the paint) had been quite well done. When it turned

out to be a decent runner after a decade or two of storage, and as the documents surfaced one by one from various boxes and drawers, my view of the poor old thing got that much rosier. After tinkering and adjusting, the time came to drive it for the first time in probably 20 years. I like to think both the B and I were pretty excited, and we sure enjoyed the jaunt.

When the transporter came to bring it to a new home, I was even a little misty-eyed, but happy knowing it would soon look even better with a complete resto and be appreciated in someone else's care. That's the kind of effect a 356 can have on you, but knowing you're part of a no-mysteries continuum of appreciative caretakers makes it even better.



And speaking of mysteries, Jim Stephenson sent this image which a friend picked up at porsche356carrera's facebook page (check it out, lots of interesting 356 photos). Described as a "Customized Porsche 356A Speedster with 1953 Pontiac Tail and Continental Kit - Elkhart Lake 1957", Vic Skirmants said it was a Fageol conversion and he saw it "rusting into two separate parts in the lot next to Erhard Motors Porsche dealership in Detroit around 1963-64". According to Vic, Fageol did a few of these (non-twin-engined) "upgrades". Anybody else have info on this mysterious Speedster?

East Coast Holiday coverage begins on page 12, but here's a drone's-eye view of the group on Fontana Dam at Saturday's drive-out.



Photo by Darrell Cannon of Killboy.com
youtube.com/watch?v=mjxJ8DNnZdc



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President's Letter



George Dunn

As we welcome the new year 2015, we also welcome at least one new trustee—and possibly as many as four—who will join the board and contribute to the governance of our club. It's gratifying to see that several long-time members volunteered to step up and stand for election, ready and willing to give their time and energy. We all owe them a big thank you.

Four trustee positions were up for election this last cycle and the voting results will be posted on our website as you read this. Notification is also in the latest e-letter; be sure we have your correct email address so you're on our mail list. Of course, we will also include full results in the March / April magazine, due out in two months. I plan to introduce the new trustee(s) in this column in that issue to help familiarize us with our new leadership. So, please stay tuned.

If you have plans to attend the L.A. Literature Meet in early March, please stop by the Registry table at the LAX Hilton (Saturday) or the Phoenix Club in Anaheim (Sunday) to say hello. All current trustees should be there, and you'll have a great chance to ask questions and get updates at our usual members' open meeting Saturday afternoon at the Hilton.

A trustee and officer meeting will take place on Monday in Newport Beach, and if you have an idea or concern to be considered, please let any trustee know so we can put it on the agenda.

Vic steps down

I mentioned at least one trustee would be new to the board, and that is the result of long-time trustee, Vic Skirmants, electing to "retire" from the leadership position that he has essentially held since our club's founding in 1974. In the running of the Registry during his tenure, suffice to say that Vic has pretty well done it all. So, on behalf of our entire membership, I am conveying a heartfelt thank you for Vic's numerous contributions spanning 40 years. As a part of his stepping down, I asked Vic to pen the president's column in our previous magazine, allowing him to say farewell on his own terms. Vic has given so much and so freely that he is well known and appreciated by long-time members and new members alike. Along with you, I hope that Vic will continue to be a regular contributor to our Talk Forum where he shares his in-depth experience and his savvy advice with so many of us. The Skirmants team of Vic and Barbara, our club's previous and long time membership chair, have given so much of themselves to the Registry that I can not begin to enumerate it all in this brief column. However in deserved recognition, both Vic and Barbara have previously been bestowed our club's highest honor in being elected to our "Hall of Fame." Thank you Vic for a job well done!

Holidays

Our annual Registry Holidays are the club's flagship events. We have strived to have an East Coast Holiday, somewhere east of the Mississippi River, and a West Coast Holiday, obviously somewhere west of the Mississippi River, annually. Although there has been some interest to host a Holiday in 2015 in each of the areas, we do not yet have a supportable bid with which to go forward.

This is most unfortunate as it likely will be the first time in memory that our club will not have at least one of these get-togethers in a calendar year. For us to have a Holiday, a member or group of members agree to host the event. We provide a planning template, the "Holiday Planner", posted on our website, which has a step-by-step procedure on how to plan and conduct the Holiday. It is a guide that does allow some flexibility to tailor the event to local or regional needs (something that we've found makes each one that much more unique and enjoyable).

Once we have a supportable bid, I normally appoint a trustee liaison/sponsor, who has experience in the entire process, to assist the hosting team. Our Holidays are put together and run by volunteers, either an individual member or small group of members, with the able support of the Registry board of trustees. As previously announced, the board also recently implemented a plan that resolves one of the potential problem areas—removal of much of the hotel booking commitment—and risk from the hosts. I am asking you to consider hosting a Holiday, in 2015 or even in 2016, and show off your local area and attractions to your fellow club members. You will need a small group of volunteers, a Holiday committee of members (and spouses) who can plan and conduct the event. Experience has shown that it is actually fun and rewarding to host a Holiday. Please contact me, or any club officer, if you are willing to consider hosting a Holiday. We need you!

Rennsport is back

Porsche Cars North America (PCNA) announced plans to host Rennsport V, a Porsche-centric event to be held once again at Mazda Laguna Seca Raceway in the Monterey, California area. PCNA tends to schedule Rennsport about every four years; it is an event not to be missed by many of our club members. With the likelihood of no Registry Holiday in 2015, our board of trustees and officers are looking into the feasibility of conducting a Registry-only get together on one afternoon/evening at Rennsport V. More details will follow as we are able to develop a specific plan.

Club dollars and cents

I am pleased to report that our club continues to run well. We are maintaining a good fiscal position, with our finances nicely balancing between expenses and revenues (dues and advertising), and maintaining the appropriate financial reserves to meet our commitments. As ever, any questions about club finances can be directed to Fred Nielsen, our treasurer, and the books he keeps are available for any member to see. A detailed accounting of the past fiscal year will be published when our accounting firm has finalized the corporate tax returns in the spring.

Website

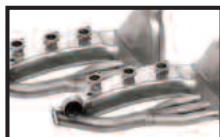
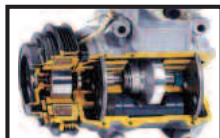
We completed a massive website upgrade in 2014, essentially an entirely new website, which is planned to position us for good stability, with a few updates to keep it current, for the next several years. We do continue to tweak the website to maximize ease of use for our members.

Until next time, enjoy your 356, and Keep the 356 Faith! **George** 🚗

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356 Registry 2014 East Coast Holiday

Check the gauges, I tell myself - this engine is fresh. Oh yeah, there's not much there to check, just oil temp and that looks OK. But really, sounds are more what I'm listening for... that rattle that starts up out of the blue, or that clank, or (worse) loud bang. I'm on Georgia Highway 53 near Fairmount on my way to the East Coast Holiday at Lake Fontana Resort, a little nervous and a lot excited.

By Steve
Harrison



John Hearn did battle with the dragon at Deals Gap. Many 356s did battle with the asphalt dragon on Highway 129. All lived to tell the tale.

Steve Harrison's "new" 356 made the journey to Fontana Dam without incident. He camped below the dam until his wife and son joined him, moving to the lodge after another participant had to cancel. The resort had campgrounds for tents and RVs also.

Above: A view of Fontana reservoir from a scenic spot high above, one of many to be found on roads in any direction from the Holiday headquarters.

Photos by John Hearn and Bruce Sweetman



Jesse Cornwell Gunter built a settler's cabin in 1875 which still stands near Fontana resort. Interpretive tours were enjoyed by Holiday-goers.



It's a fine September day and I have about 150 total miles on this car; my first and only Porsche, a '55 coupe that I've had in pieces for 25 years. Now those pieces are actually carrying me somewhere! All together for the first time in my stewardship, this trip is the culmination of many years of work and sacrifice. I acquired this 356 as a wreck, a bad wreck, the rear end cut off, front fender bag-o'-walnuts smooth, and all apart in boxes. I carried it around like that for all this time, through jobs, moves, marriage/divorce, another marriage, and finally, finally, I got to start the resurrection of old #53739 about five years ago.

Now I look in my rear view mirror, and I see a small flock of those familiar silhouettes, all in those jelly bean colors coming up behind me. I had stopped for gas and a bite and was just getting back up to speed. As they catch up I see it's Becky and Daryle Higginbotham in their Bali Blue '65 and A.C. Roda in the Ruby Red '59 Sun Roof Coupe. They pass me with big smiles all around. I have chills; there they are - the Faithful. And here we go!

You see, the deal I made with myself when I started restoration in the summer of 2009 was that I would drive the car to the first Registry Holiday that occurred after I got it together. I found out that not only was the 2014 ECH basically in my back yard (about 150 miles away), but it was being sponsored by my local club, the Southern Owners Group. Well, at that point it was ON. This new goal was a way for me to meet and get to know a lot about my local club guys. And boy howdy, did I ever.

Daryle Higginbotham was the spearhead, with loads of help along the way from both the Southern Owners Group and members of the Tennessee Tubs. I didn't know what to expect in detail, but from reading the magazine all these years, I knew the general setup - lots of cars (some quite special), lots of driving events, good food, and camaraderie.

Fontana Village in North Carolina was chosen for its southern hospitality and beautiful Appalachia scenery. Originally a worker's town for the 5,000 men who worked—in three shifts around the clock—to build the nearby dam across the Little Tennessee River during WWII, it is now a resort. The area is also home to legendary roads. The nearby “Tail of the Dragon” is a wild switchback piece of highway snake that slithers and winds its way through the mountain elevations like no other road you'd ever experience. Enthusiasts come from all over the world just to drive this stretch of road. There are turns so sharp that the front of the car actually touches the back when you negotiate them. No lie. If you were there and drove it, you'd agree.

In addition, the Cherohala Skyway is a 40-mile run on mountain tops overlooking the Cherokee National Forest. Holiday Registrants got a book of route maps for driving tours which stated, “All ECH drives are meant to be self-guided. It would be entirely too hard to organize a ‘parade run’ up here.” Probably true, but there was no shortage of scenic byways to traverse or historical sites to visit, alone or in small groups.

The great lineup of events included buffet breakfasts, a trustee/member meeting on Friday afternoon followed by a welcome banquet and a drive-in movie. A hike along part of the nearby Appalachian Trail was organized by Tim Ryan, and the do-it-yourself driving tours went on continuously. **Continued**

Right: Ron Roland, CJ Murray and Jim Liberty hold a panel discussion about 356 repair and restoration.

Far right: Porsche AG and PCNA were, as ever, big supporters of this Holiday. Steffen Emmerling, a business administration intern with Porsche, joined Porsche Club Coordinator Paul Gregor in representing the company. Important support also came from Stoddard / NLA, European Collectibles, Sierra Madre Collection and Palm Fiber Coco Mats.



See a video of the Holiday at [youtube.com/watch?v=mjxJ8DNnZdc](https://www.youtube.com/watch?v=mjxJ8DNnZdc)

Bruce Sweetman



Sierra Madre Collection sponsored a drive-in movie night on Friday, showing “Cannonball Run”.

Below: Mountain music from local pickers.

Left: Randall Yow brought a seriously customized Outlaw.



Fire Pit Fellowship: Each night folks closed out the day around the Gunter fire pit.

Below left, Denny Aker gets a piece of roast pig at the Southern-style barbecue.

Below: You could bring your own mug if it was made from a 356 oil filter, like Michael Cobb's.



The dam photo-op was a well-orchestrated exercise requiring quite a few people - including some local law enforcement - to direct traffic.



Bruce Sweetman



Bruce Sweetman

Saturday was the dam photo - a nose-to-tail line of 356s across the top of Fontana Dam (one of seven TVA dams and at 480 feet the tallest in height). Then a real Southern BBQ pig roast and "MotoArt" - a nighttime car show complete with bonfires and thespians from the local high school dressed in period-correct costumes. Our event videographer has up-loaded his version on YouTube.

Some of the really special cars there were Mike Dejong's "barn fynd" Pre-A coupe, Ron Roland's America Roadster, Ben Edwards' 1955 Pre-A Carrera Speedster Prototype #14, and the Carrera that Chip Perry piloted cross-country to the West Coast Holiday and back. Wow, what a weekend. The Southern Owners Group really put on a fun event. From setting up the show field, to the lighting, to organizing the drives, the event team put their special unique flair on it all.

The "Yellow Vest" crew were our Registry Key Volunteers who pitched in extra to make the event happen. They included Ken and Foy Wallace, John Heins, John Wolosick, Chip and Mona Perry, Jim and Judith Johnson, Tim Ryan, A.C. Roda, Felix and Jean-nie Macaluso, Jim and Tiffany Liberty, John Knight, Bruce and Kitty Jones, Kevin and Beth Ferris, Daryle and Becky Higginbotham, Roy and Alice Garrison, Karl Boegner, Paul Beggs, Rudy and Judy Bernhard, and myself, Steve Harrison - one very tired, but happy camper at the end of it all. If you've never been to a holiday, plan on crossing it off your "bucket list". You won't be disappointed. 🚗

Right: Ben Edwards' Pre-A Carrera was a crowd favorite, seen here next to Dick Weiss' Carrera.



Below: At the concours, Sally and Rick Danielson showed the "taxi yellow" coupe they drove from Washington.



Daryle Higginbotham (left) watches a video drone flown by Darrell Cannon of Kill-boy.com, who took shots all during the weekend. Below: Sharon Cobb was not above bribery in soliciting votes for the people's choice concours competition.





Day turned to night and the ballfield lights came on, giving an extra bit of sparkle, even to the cars with "patina". **Right:** Sporting kardex correct colors, a homemade "pea shooter" exhaust and turbo rings, Steve Harrison's 1955 coupe also had a fun set of period Samsonite luggage in navy and tan that complimented the blue interior.

Right: Local high school actors gave the evening an in-period feel. **Far right:** The Peoples Choice Concours had many winners. There were 15 folks who placed and received awards. The top three were (L-R) Tim Herman, black 1964 Carrera 2 Coupe; Ben Edwards, Carrera Speedster; Steve Harrison, 1955 Continental coupe, first place.



Far left: The Sunday Swap Meet was held right outside the lodge, so flashlight-wielding buyers didn't have to go too far to find goodies.

Left: Daryle and Becky Higginbotham have that Sunday morning organizer look of relief: another successful Holiday is in the books.

Excuse Coast Holiday

5,250 miles as the crow *doesn't* fly: Driving to the ECH via back roads, National Parks and quaint old hotels.

By Mike
and Sandy
Thornton

Reading Jim Johnston's "Bucket List Adventure" last issue, I could relate. Six of us from the Pacific Northwest drove to the East Coast Holiday and I was struck by how our experiences were so similar - and yet so different. The biggest difference was that our trip had three couples in three cars. That meant our co-pilots were our life partners of forty-plus years. My wife and co-pilot Sandy—along with the other ladies—had a lot to say about how the trip was organized. They decided that first and foremost, the trip would have to be fun for all.

I have always harbored the desire to take the 356 on a long road trip to the East Coast. The only question was if it should be solo or in a group? In the past Sandy and I have experienced large groups as well as small three-car drives, convincing us that this type of trip would be better in small scale. With that in mind we contacted the other couples that had accompanied us in 2013 to Santa Fe, Rick and Sally Danielson and Denny and Sue Aker. Knowing they were planning to attend we started early, October 2013, to make hotel reservations due to the popularity of staying in many of the National Parks.

On our previous trips with Rick and Sally, they laid out their "rules of the road." We adopted three of their rules: one, no more than 350 miles or 7 hours of driving in any one day. Two, stay in comfortable, and when possible, historic hotels. Three, travel the back roads in order to see all that America has to offer. We explained to the others that this trip was going to be an excursion across the United States with as many stops at National Parks and National Monuments as we could fit in. Because of this our trip name evolved from the East Coast Holiday to the "Excuse Coast Holiday." The 356 East Coast Holiday would be our excuse to explore our great country.

While planning, we pored over maps to see just how many National Parks, National Monuments, historic sites, and scenic back roads we could actually fit in. Ultimately we realized it would take us 20 days just to see and do everything we

wanted from Seattle to North Carolina. In order to extend our adventure we decided to store our Porsches with Rick's friends in Atlanta and make the return trip home the following June.

The first part of the trip contained most of the planned sightseeing days. A day going through Glacier National Park, three days in Yellowstone, and a drive through Grand Teton National Park and Jackson Hole. From there we went down to Flaming Gorge National Recreation Area, Dinosaur National Monument and Rocky Mountain National Park. It was this part of the trip that also had the very best two lane scenic back roads. Montana, Wyoming and Colorado are truly spectacular. Of course, I can also say there are places where you can drive for hours and see nothing but sagebrush.

It was on one of these straight stretches where Sandy and I started to write our own "That's Not My Porsche Road" book based on a children's book we enjoy. Too straight, too slow, too bumpy; it wasn't until we got to The Tail of the Dragon at Deals Gap, (one of the drives at the 2014 ECH,) that we had our "That's My Porsche Road!" moment. With 318 curves in 11 miles, and even posted at 30 mph it has to be one of the best sports car roads in America. I for one have never had so much fun at 30 mph. However, at one point back at the cafe one of the ladies was heard to say, "No more curves!" A road like that is definitely a driver's road and not a co-pilot's road, so maybe the smart move is to leave the co-pilots in the cafe and pick them up on the way home.

Chasing Tweetie

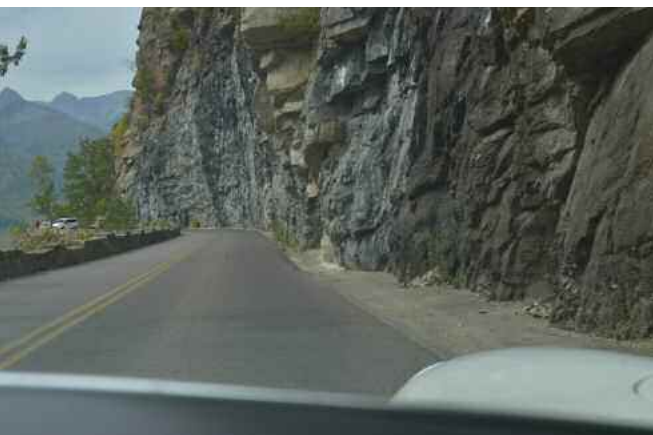
Over the years Sandy and I have spent a lot of time behind Rick and Sally's bright yellow C coupe they have dubbed "Tweetie Pie". They usually have a stuffed Tweetie Bird tied to the luggage rack on the back of the car. In the spirit of making the trip fun we brought along a small stuffed Sylvester the Cat with the idea that if we were always chasing Tweetie we should call ourselves Sylvester. Similar to Jim Johnston on his road trip, I had just put a new engine in the car and I finished breaking it in only two days before we left. The new engine has a performance road cam that loves the high end and when we came to the first big hill, on one of the few four lane roads we used, I put the car in third gear and ran the rpms up. As we passed Tweetie, Sandy pulled our Sylvester out from hiding and waved it at Rick and Sally. A good laugh was had by all. Our Sylvester became a regular part of the trip. (I should also note that later in the trip Denny made some adjustments to Rick's timing and I lost much of my early hill climbing advantage.)

Traveling during September in these parts of the United States can offer its own challenges. The day after we drove Going to the Sun Highway through Glacier National Park the road was closed with the first snow of winter, and one morning we awoke in Yellowstone to frost-covered cars



(l-r) Rick and Sally, Sandy and Denny, Mike and Sue with Allosaurus skeleton at Dinosaur National Monument.

Below: Between a rock and a void spot on Going to the Sun Highway in Glacier.



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Chase County courthouse in Cottonwood Falls, Kansas.

and 17 degrees. Then the morning we left there it was so foggy that even the 35 mph park speed limit was more than we could do safely. I was glad I had installed that LED extra brake light.

Following the second "Rule of the Road" provided us with some beautiful accommodations. In Kalispell, Montana we stayed at the historic Kalispell Grand Hotel. Built in 1912, this was the first of several historic hotels we stayed in, adding to the nostalgic feel of driving 50-year-old cars. The big oak staircase was a thing of beauty and not the kind of thing you would see being built today. In Livingston we spent the night at the Murray Hotel, built as an elegant railroad hotel in 1904; it had celebrities such as Buffalo Bill and Calamity Jane as guests in its heyday. Today it has some limitations, like having to park on the street, but it was a

remark "I used to own a 19xx, 356 this or that". These statements would always lead to a long conversation and one of the nice things about a leisurely trip was that we had the time to listen to these stories, all told with such warm and happy memories.

Besides the drive on Going to the Sun Highway through Glacier National Park with its cliff on one side and drop-offs on the other, the Trail Ridge Road (U.S. 34) in Rocky Mountain National Park was spectacular, covering the 48 miles between Grand Lake on the west and Estes Park on the east. Eleven miles of this are above tree line, an elevation near 11,500 feet as it winds across the tundra's vastness to its high point at 12,183 feet elevation; it is the highest continuous paved road in the United States. The Alpine Visitor Center is located at 11,796 feet and my performance road cam and carburetor setup did not like starting out from the parking lot at that altitude. Trail Ridge Road offers thrilling views and should not be missed.

The next part of the trip involved considerable travel. We drove out of Colorado, through Kansas, then over the corner of Missouri, and across Arkansas and Tennessee on our way to our final destination; North Carolina and the 356 Registry ECH and the last National Park on our list, the Great Smoky Mountain National Park. You cannot truly appreciate the breadth and beauty of our country until you have driven across its back roads. It is certainly not something you can appreciate from an airplane.

Our trip wasn't entirely regimented as we did enjoy unplanned and unexpected days of pleasure. On one such day, Sally led us to The Sternberg Museum of Natural History in Hays, Kansas. The permanent exhibits include amazing fossils collected from across Kansas and around the western US. Another exhibit featured life size prehistoric animal models with a huge T-Rex that unexpectedly moves its head and roars! It was an excellent museum, the kind of place we would love to take our grandchildren.

Additional stops that helped to keep our trip fun were the unscheduled visits to antique shops. Our favorite was one in Kansas where just past a big sign that read "Antiques next right" was a small, wooden church in the middle of an open field. As we pulled in to the parking lot, the owner came out of his nearby home and opened up the store for us. It was a good thing we were in small cars because Denny was looking at a full size windmill and trying to think of a way to get it home.

One of the places where Sandy and I want to return to is Cottonwood Falls, Kansas. With a population of 903, its one Main Street and old buildings, it represents what we think of as Americana. Overlooking the main street, on a hill at the south end of town, is the 1873 French Renaissance-style county courthouse, and on Main Street was a lovely old brick Masonic Temple and the Grand Central Hotel where we stayed. They describe themselves as "A small, elegant hotel with a western flair" and we can say it is definitely true. When we arrived the owner of the Grand Central Hotel exclaimed "nice 356 Porsches!" It turns out her ex-husband had more than one 356. The weekly newspaper for the area was located across the street from the hotel and apparently a Pod of Porsches looked like a good special interest story, so the editor took some photographs and interviewed Rick about the cars and our trip.



Cars at a stop on the Going to the Sun Highway with Clements Mountain in the background.

nice change from the Best Westerns we would see for most of the trip.

The question arose of what you call a group of Porsches traveling together. You have a "gaggle of geese" and a "murder of crows," but what is a group of old 356 Porsches? We finally agreed to call ourselves a pod. "A Pod of Porsches" just sounded right. The advantages of traveling in a pod became evident as we made our way east. When a Pod of Porsches pulls into town YOU GET NOTICED! I do not know how many times we were asked the questions; did we belong to a Volkswagen Karmann Ghia club, where we were from and where we were going? We would get the occasional "Nice 356!" followed with the nostalgic



Below: The Biltmore Estate, North Carolina.

After a harrowing drive on I-40 through Memphis, we drove across Tennessee with a stop at both the Shiloh and Chickamauga & Chattanooga National Military Parks. Having done extensive reading about the Civil War it was exciting to see the landscape of the battlefields because it gives one a real feeling of how the terrain affected the battle.

From there we headed up to Asheville, North Carolina to see the Biltmore Estate before the final leg of our trip to Fontana Lake and the East Coast Holiday. The Biltmore House was Sandy's favorite site on the trip. Built by G. W. Vanderbilt II around 1890, it is the largest privately owned house in the United States. Having seen Hearst Castle's 60,645 square feet does nothing to prepare you for the Biltmore's with its 135,280 square feet and 250 rooms!



The final stop on our memorable trip was Fontana Village Resort for the 2014 356 East Coast Holiday. It had been a very exciting event-filled three weeks, and it was nice to sit around the outdoor fire pit at the cabins we had reserved. As we relaxed and enjoyed the forest surroundings, we talked late into the night about the adventure of having driven those lovely 356s across the country. We had just over 5,250 miles on the odometer since leaving our home in Long Beach, Washington. Even though the Holiday was fun, what will stay in our minds will be the journey we experienced getting there. 🚗

Barry Curtis

On Oct 29th, my good friend and 356 Engine-Meister Barry Curtis passed away. While many in the US never had the delight of crossing Barry's path, those who were so blessed in the EU will most likely recall some humorous 356 or mechanically mischievous event.

My life's journey with Barry began about this time 35 years ago as a newly-arrived American in Paris where we met at—what else—a 356 Club de France dinner.

A few weeks later, Barry called and told me he had found a 356 and, "We must look at it TODAY!" After viewing the car, I wanted to buy it but was US \$600 short. He immediately dug into his pocket and wrote a check for the shortfall loaning the money to someone he only met twice. He told me, "...the car needed me as an owner!" To this day, I still have it.

In the late 1970s, Barry and Tony Standen were some of the original boosters of the Registry in Europe. Many a current member in the EU can trace their roots back to an encounter with either Barry or Tony.

It was later in life when Barry settled into his true calling, chucking a lucrative engineering expat life in the Mideast oil fields to build engines for racing and street but more important, spend time with his lovely wife and two sons.

In the 1990s, joining forces with the competent shoe Adam Richardson and supported by Mike Smith and Bill Stephens, "Red Nicar Racing" was formed.

He wanted his 356s to outperform all others and they did. The team won the German-run European Championship 3 times. A true testament to Barry's mechanical mind came via a casual conversation with a member of the Porsche family who put it very simply, "It's a great pity we didn't have Barry's brains in our business."

As news broke in the 356 world that Barry had gone, many simply said 'they'd all lost a fun guy'. A guy they were proud to have known. But



Barry (left) and the author at Goodwood, 2001

he was one of a handful of guys who really placed the 356 and the Registry on the automobile map in Europe.

Whenever a business trip took me to Europe Barry always picked me up at whatever location in a Porsche. Most memorable was arriving from the States early one Sunday morning at Victoria Station to 6-plus inches of snow and there was Barry; with the Speedster I had found for him. We had the streets of London to ourselves, slip-sliding through lanes and silent streets mostly sideways! Of course, when we arrived in Hertfordshire, the top came off and half frozen we drifted down lanes where angels feared to tread – particularly at the speeds we were going. There are so many memories and escapades to be told.

While the "Herring Pond" (as he often referred to the Atlantic) separated us we spoke almost weekly sharing our lives and exploits; generally of a 356 flavor. Last winter, Barry broke the bad news to me that he was dying. Around the same time, his beloved cat LeRoy's demise also became self-evident. In typical self-deprecating Barry fashion, he said, "It appears to be a race between me and the cat!"

To Barry I say, you have made our lives all the richer by crossing them with yours. Thank you for finding that original 356 coupe for me and I only hope that I have given you, my friend, as much as you have given me. Had you not crossed my life, it would have been all the lesser without you. God bless, keep the shiny side up and most of all, keep the 356 faith.

Eric Severeid



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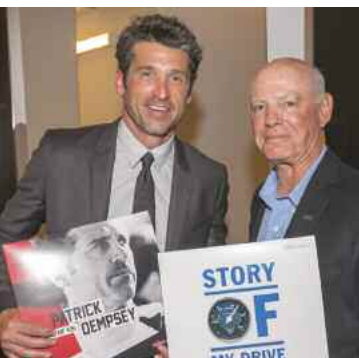
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Porsche History is being made every day.

Rent-a-Porsche offered in Stuttgart

As part of a pilot project under the name of **Porsche Drive**, cars from the current model line-up can be rented at the Porsche Museum. Customers can enjoy the fascination of Porsche from one hour to a maximum of one week long, beginning at €69 for an hour in a Boxster, Cayman or Macan. "The Porsche brand is opening itself up to a larger group of potential customers. The dream of driving a Porsche once in their life will come true for many."

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Actor and Porsche race driver Patrick Dempsey with Guy Newmark of L.A. who has driven his 356C almost a million miles and whose story is one of the media experiences in the pop-up store.

Want one of these? Sorry, you're too late.

Don't look for it in a used car lot.

Mid-November saw the sale of the last of the 918 Spyder hybrid super sports cars. Of the limited run of 918 copies, the majority of the cars – 297 – will be shipped from Zuffenhausen to buyers in the USA. And in both Germany and China there are around 100 proud new owners of the two-seater. With a base price of \$845,000, it was meant to have a limited audience, but Porsche says technology developed for the car could be integrated into other production models. It may build another flagship supercar, but only when a significant advancement in technology warrants it.

Its last "supercar", the Carrera GT, came to market about ten years before the 918 so we may see another outrageous Porsche supercar sometime around 2024.



Pop-Up Porsche debuts in New York

With the theme "The Sound of Porsche: Stories of the Brand" Porsche has created a completely new, interactive brand experience with a first stop in New York City for three weeks. An exclusive pop-up store in the style of a modern music store in Manhattan's trendy Meatpacking District gave visitors a chance to discover Porsche in various ways.



The store opening was celebrated on 15 September, moderated by fashion icon Angela Simmons and with guests Porsche works drivers Brendon Hartley and Patrick Long, as well as actor and racing driver Patrick Dempsey.

Media Stations allow visitors to experience 16 specially produced stories all about the brand. The visual highlights include the contributions "Electrifying Performance" and "One of Us" with Porsche racing drivers Mark Webber and Patrick Dempsey. Another of interest to 356 enthusiasts is the "Story of My Drive" by million-mile Registry member Guy Newmark. The NY store opened in September and similar pop-ups will appear in London and Shanghai.



Give me one with everything on it.

In late October, just before its world premier at the LA Auto show, Porsche introduced the most expensive Panamera yet. Almost before you could say "Panamera Turbo S Executive Exclusive Edition", the series—limited to just 100 units and priced at \$264,000 in the U.S.—was sold out. Well, we exaggerate only a bit; the truth is, it took about 48 hours. Porsche's only regret, that they didn't make more of them. Now they say this is the way of the future, reports flatsixes.com.



Porsche 919 wins in Brazil, on to LeMans

At the FIA World Endurance Championship season finale race in Sao Paulo, Porsche LMP1 drivers Romain Dumas, Neel Jani and Marc Lieb took the #14 919 Hybrid to victory. The win was dampened by a heavy crash in the #20 sister car with Australian ex-Formula 1 driver Mark Webber at the wheel a half hour before the six-hour race ended. Webber's car was demolished but he suffered only bruising and a possible concussion. Clearing of the track took long enough that the race ended with the safety car leading the way. For Porsche, it was a milestone, marking the first time the company has won an endurance prototype race since 1989.

While the Toyota team took both manufacturer and driver awards after winning five of eight races in the series, Porsche plans to be back for 2015 with a three-car team for LeMans.

On December 15th, Porsche rolled out its 2105 version of the 919 Hybrid. The first meaningful test with the new race car, which has been significantly developed compared to its 2014 predecessor, is scheduled to take place from January 18 to 22 in Abu Dhabi. 🏎️

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Porsches in the Rain



It's the Porsche World Road Show and these are top-of-the-line offerings from Zuffenhausen, including a Panamera GTS

Below: Geoff and Candace.



The Ridge Motorsports Park, Shelton, WA

It's raining. Again. I'm 45 miles west of Seattle at 10:05 am on a Friday morning in October. I just strapped myself into a ridiculously overpowered new Porsche 911 Turbo that I can't possibly afford, about to take a ride that's supposed to convince me I need to buy one of these cars. Sure thing.

I'm wearing a helmet that's been provided by Porsche, and which I'm told is merely a formality. The ambulance waiting in the rain nearby hints otherwise. The steely-eyed professional driver and I are pointed down a loooong racetrack straightaway, where in about 5 seconds we'll be approaching a serious left hand turn doing over 130 miles per hour. 130 mph. Did I mention it's raining?

And it's my anniversary. 32 years. Thank you.

Track Day

I'm a 356 guy. So how'd I get here? My wife and I drove down with friends to the Alderbrook Lodge on Hood Canal the night before. Got a 5:30 am wakeup call. Our friends and fellow 356ers in the room next door sweet-talked the front desk manager into grabbing us a few things from the as-yet-unopened kitchen, as they guarded the desk in the empty lobby. A knock on our door, two smiling faces with some Corn Flakes, milk, coffee and fruit

on a tray. Nice pre-dawn start to a rainy, dreary day.

A 30-minute drive and we're at the Ridge Motorsports Park. Yup, it is raining. And not just a little. Outside, there's a sleek aluminum and white fabric building setup in the parking area, with 6 beautiful new Porsche models on display. Inside, there are also 6 beautiful new Porsche models on display. These young women are here to get the mostly male group of participants registered, waived and happy to be there at 7:30am. As I'm registering, I catch a quick glance from my wife, meant to remind me that this event is my anniversary present. The Porsche girls however, are not.

Porsche PWRS

I'm at the Porsche World Road Show (PWRS) with my amazingly patient wife Candace. We signed up for this event with our friends a few weeks ago. This is a driving experience that Porsche is hosting in 10 cities around the country. The intent, as they state right up front, is to sell some new Porsches. Seems fair enough.

The Seattle session is #8, with Los Angeles and San

Francisco yet to go. Each event is held at a racetrack, and ours is a 2.4 mile track, with a long straightaway, a few elevation changes, great curves and a wicked, tight "S" turn at the end. And, judging by the smiles at the registration desk, it's clear that all the guys here today are just fine with great curves and a tight "S".

Yves of Instruction

My friend/co-driver has been to race car school once before. But I don't race. It's just not in me. The most I ever push it on the freeway is mayyybe 9 mph over the speed limit. Because 10 mph over is pure insanity and just plain asking for a ticket. Haven't had a speeding ticket since '75. And that one was because of a woman.

I have, however, been on a race track once before. In a '59 A coupe I borrowed from Wayne and Nancy Baker at Laguna Seca during a 356 event. Their friend Yves Junne – a real race car driver – was in the passenger seat as I followed a string of 356s around the track behind a pace car. It felt pretty good actually. Started to get my confidence up on lap 2. I asked Yves "How am I doing". In his heavily French-accented English, he said "Yew ehr dewihng vehry guhd. Buht, yew cahn use ze lefht sahd of ze track ez wehll yew know." Oh yeah. Once I got permission from Yves, things went smoother. I began to find my "line". Turns out, I found it by following behind the 6 cars in front of me.

Choices, Choices

So, it's 7:30 am sharp. Porsche has signed up 80 participants for each 3 hour session, with 3 sessions a day for 3 days. We are the first session on the first day. And it's raining. Which is perfect. Why learn on dry pavement? This is Seattle. Dry is not normal. It rains here. All, the, time.

The instructors – and there are ten of them – are all professional race drivers. Eight men, two women. They divided us rookies into two groups: track rookies and autocross rookies. We started on the track, formed into four lines and grabbed helmets to put on. Even that was kind of a thrill. Once the helmets were on, things quickly became very real for me. Got a briefing by the head instructor, and then nervously waited our turns to try out three new cars. A Boxster GTS, a Cayman GTS and a 911 Turbo.

Lead and Follow

I can't believe they're actually letting us get into these amazing 340 (and more) HP German rockets and do something called "Lead and Follow". That's where a real-life race driver leads us around the track at a speed where he can be texting while sipping coffee, as we're struggling to keep our cars from sliding off the road.

The instructions are to "Follow my line" through the curves. Sounds simple. But it quickly turned into a cruel reminder of why most of us here today should keep our day jobs. Turns out, racing is a lot harder than it looks.

Radio, Active

There were four sets of four cars, each lead by an instructor in a 911. Every rookie car would have a driver

and a co-driver/"nagrivor" whose job was to chuckle out loud about the other guy's driving. After each lap, the driver and chuckler switched. After each had a lap in the car, we switched to the next car; one lap for each driver in each car. Six laps per driver/chuckler pair.

We started in the Boxster, moved to the Cayman, and finally the 911 Turbo. Each car had a radio in the door pocket, so the instructor in car #1 could tell us drivers what "line" to take around the track, when to accelerate, when to brake. And who among us should travel only by public transportation for the rest of our lives.

We basically tried to keep up with the instructor, and do just what he did. Top speed in the straight was probably no more than 75 or so, which must have been a real yawner for the pro drivers. But the driving skills among us rookies were really different. All in all, the instructors handled it quite well, and there was no abusive yelling or embarrassing scoldings. Just a lot of chuckling.

Goof Proof

Having driven mostly 356s before, these Porsches were, how should I say this, UNBELIEVABLE!! Like most of the new Porsches sold now, these cars had the PDK automatic transmissions. The technology is so good the instructors said they can't outperform the PDK automatics in "Drive", even if they use the steering-mounted paddle shifters that are there if you want them. I didn't want them. Not having to shift, allowed me to focus my attention on my weaving, ill-timed braking and wimpy accelerating.

We followed the instructor in the rain, really stepped on it in the straights (well, it felt like it anyway) and were pleasantly surprised at how forgiving the cars were as we fumbled our way around the curves. Braking too soon or too late, and hoping that the occasional "Oh cr*p" moment wouldn't slide us off the track. Never did. As we would find out soon enough, even in the rain we weren't anywhere close to getting these cars to lose their grips on the road.

Passengers Wanted

Second session was autocross. The wives joined us as they got a chance to see in person and first-hand, just how spectacularly awful their post-middle aged husbands were at driving fast. The cones were set out on a flat asphalt area, and we got to drive two of the Porsche family-ish cars: a 4-door Panamera, and the new 4-door Macan.

The Panamera has been out a few years, is a traditional sedan, about 400 hp, and has the most amazing exhaust sound of any passenger Porsche currently made. If I owned one, I'd spend my weekends accelerating onto the freeway, exiting and doing it again. 8 hours a day. Just for the awesome sound they make. I saw a couple of guys throw away their Viagra after hearing that sound.

The Macan is brand new, and is a smaller version of the Cayenne SUV that's been out awhile. It was a great chance to get to really punch it, corner fast and try out the brakes. All with an instructor in the passenger seat. Very fun for us. Not so much fun for the instructors. A remarkably polite and tolerant bunch. "No, you did uh, really well. Honest."

The "Hot Lap"

The last thing I'm signed up for today – and I'd only learned the phrase this morning – is something called a "hot lap". Two thoughts came to mind when I heard "hot lap". This experience was, of course, the G-rated choice of those two possibilities. In more ways than one.

Turns out, in race track parlance a "hot lap" is where you just go fast. My lap involved a professional driver giving a thrill ride to me, the naive wannabee who'd always wondered what actual race car drivers experience. The Blue Angels are legendary for this kind of civic-minded sharing with local news folks. Having seen those videos, I hoped this outcome would be different, as I did not wish to experience my Corn Flakes again.

Jeff v. Geoff

So. My helmet's on. I get into the passenger seat. My job is to be 170 lbs of ballast. I can do that. These 911s had special video cameras installed, with one camera pointing forward out the windshield and the other recording the pro driver and me while at speed. All saved onto a thumb drive - presumably so they can use the footage of me screaming like a little girl to blackmail me into buying a new car.

As I buckle into the sleek new white 911 Turbo, I start a nervous conversation about the car with the annoyingly calm, professional race car driver, Jeff. For the record, "J" Jeffs are a totally different breed than us "G" Geoffs. Nice enough, sure. But different.

"J" Jeff asks if I'm ready. My mouth says, "Yes". My digestive tract says, "Let's think this over a bit". Later review of the video shows me with a slight smile that remained frozen on my face for the duration of the lap. If you closely examined my eyes though, you'd have noticed the horror welling up inside of me.

We Must Be Off

I continue my polite conversation when a moment later, "J" Jeff suffers what I can only assume is a Grand Mal seizure causing his right leg to push the gas pedal clear into the trunk. Porsche wisely had made the 911's trunk big enough for a driver's foot, though not much else.

The rising G forces pinned our remarkably trim and buff bodies deeper into the seats, as we quickly upticked through the gears in "D" at, shall we call it, a rather brisk rate. My eyes are getting wider. "J" Jeff's eyes are getting narrower. This is not a good sign.

I remembered from my earlier laps, that there is a turn ahead. As "J" Jeff continues to accelerate enthusiastically right through 100 mph, I begin to think that my ongoing conversation might be distracting him. Since he is not, what's the phrase? Slowing down! As in, at all.



The group listens as an instructor gives them an orientation and an idea of what to expect - not that any of them could really be prepared for the experience to come.

Continued

Photos courtesy
Geoff Daigle and
Porsche Cars North America

Golly G

I grab a quick breath to speak what I presume will be my last words on earth, about this upcoming situation. My brain, deprived of blood by the G forces of acceleration, flashes forward to the bereaved widow Candace, re-watching the Porsche-supplied video of her ex-hubby's oh-so-brief encounter with 911s... over and over.

But in the instant that we hit 130mph, my breath is squeezed right back out of me, as my chest slams against the shoulder strap from the even greater G forces of deceleration. "J" Jeff has hit full brakes. And, I presume, reverse thrusters, parachute, Jake brake, anti-warp-speed drive and whatever else he had. All this in a futile attempt to bring our 911 cruise missile down to a speed that would let us avoid mowing the lawn at the end of the straightaway.

Slowing Very Quickly

We hit what I'm positive was at least 7 Gs in our extreme braking. Technically I weighed in at well over 1000 lbs. My half-ton body slammed against the shoulder

strap, eyes bulging forward, tires and ABS straining mightily to grip the wet pavement, and the 911's nose dipping ever so slightly against the muscular suspension. We must have made the corner. But that's unconfirmed as I'm pretty sure I blacked out. Just a little.

Nearby, my wife is enjoying herself beneath a pristine white, Porsche-lo-

go'd tent with her good friend. They are undoubtedly pointing at the cars speeding by, grabbing snapshots and remarking about what a nice time both of their hubbies must be having. They have no idea what my spleen is experiencing at this moment. My internal organs are as displaced from their normal locations as being in my 8th month of pregnancy could have caused. A GPS could not have located my small intestine.

Testy Drive

As I regain consciousness, I am shall we say, impressed by this 911. And, we are only getting started. There are 17 more curves ahead. This is just #1. Oh goody. We accelerate out of Turn One at a speed suitable for attaining Earth orbit and sweep around the apex of a very fast uphill right turn. Once again the G forces increase to the point that my laugh lines have now migrated to the sides of my head where only moments ago, my ears were. My ears are now gently touching each other behind my head.

The video later showed that I did continue to smile and to carry on a coherent conversation with "J" Jeff. In my mind however, I was considering offering him my 401K to slow down.

90 HP vs 340 HP

I understand that it is "J" Jeff's job to interest me in a new 911, Cayman, Boxster, Panamera or Macan. Before the PWRS event, that seemed to be a fair trade. We were each given track time in these kinetic sculptures, at an extremely casual, fun and spirited event run flawlessly by Porsche. And in exchange, they only asked that we consider making our next car a purchase from Porsche. A company which exists to make and sell fantastic cars to people like us.

Truth is, I was shocked by the difference between our '63 coupe and today's new Porsches. And embarrassingly, this was my first step up in driving a newer model (other than a brief encounter with a '71 911T we took care of that literally rained oil on garage floors).

As our morning driving experience wound down, we gathered in our friends' cozy RV parked outside the fabulous Porsche Roadshow building. And something "J" Jeff had said to me about our '63 356 coupe—as I regained consciousness in Turn One—had stuck in my head. He'd said, "The character. Man, you can't buy a car with character anymore." And he's right.

So, thank you Porsche, thank you Candace, thanks to our 356 buddies, and thank you "J" Jeff. Had a great day. But I'll stick with our '63. As a good 356 friend once told me, "It's so much more fun to drive a slow car fast, than to drive a fast car slow". 🚗



A sedate parade of new Porsches looks calm from trackside, but in each cockpit there is a driver who has just discovered the car's amazing capabilities.

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Kalahari Desert Speedweek



Each year in September a group of like-minded petroleum adventure seekers migrate to the vast landscape of Hakskeenpan (Achilles heel pan). This desolate pan is located in the northern part of South Africa and it borders the Kalahari Desert as well as neighbouring countries, Namibia and Botswana. It is also the venue for the proposed new land speed record attempt, part of the British Bloodhound project when Andy Green (RAF fighter pilot) will attempt to achieve a top speed of 1000 mph. This particular flat piece of earth was chosen because in length it covers at least 20 kilometers and will be sufficient to slow down a car travelling at that never-before achieved speed.

In anticipation of this international motoring event, members of the South African Porsche fraternity and 356 Registry members decided to host a national speedweek on Hakskeenpan and we have just returned from the desert after its third year of successful racing. Our fourth annual speedweek

will coincide with the 2015 testing of Bloodhound and judging by the attendance of exotic, classic, weird and wonderful cars and bikes there is a cult growing out there in the desert.

The accompanying images of our 356 during the last event clearly amplify the desolation and uniqueness of this part of our planet.

This writing also serves as an open invitation to any members of any Porsche club, but in particular 356 Registry members to join us for a week of motoring bliss in September 2015. This will be a unique opportunity to participate in a once-in-a-lifetime experience, meeting likeminded Porsche-philosophers while also taking in a road trip and wildlife safari.

Please contact us at info@aircooledwonders.com

Ludwig and Werner Hartzenberg

Photo: Mike Schmucker from Studio 88 Photography

Our South African Speedweek began in 2012, held in mid-September to minimize the chances of rain. This year we had a little rain a week prior to the event. Although the pan was dry, unfortunately the track was not as great as previous years. The guys still reached impressive speeds though, with the highest speed being 293 km/h on a bike.

I had the only 356 at the event this year, but there were three 911s and some Beetles among many other marque of cars.

I had some engine trouble this year and unfortunately only managed to do a test run. My car is turned into an outlaw/racer, but it is actually pretty standard. I have a 912 engine in it, but the car is still 6 volt and all the changes made on the car are reversible. I like to use my car as a daily driver and for this reason I drive it the 1200 km to Hakskeenpan each year. The event to me is more about the interesting characters and their machines, rather than world record speeds, not to mention the beautiful landscape. The pan offers some of the most majestic sunsets I've ever seen.




At the first event in 2012 there were two 356s, mine and a 1958 Speedster. My fastest speed that year was 157 km/h and the Speedster reached 150 km/h. The second year (2013) there were also two 356s, mine and John Abbot's 1958 A raced by his two sons, Tim and Anthony. My fastest

speed that year was 149 km/h with Tim doing a 154 km/h and Anthony a 148 km/h in their car. My friend Anton Dekker built a Beetle race rod for the 2013 event. 🏎️

Werner Hartzberg (3)




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By Jules Dielen and Roy Lock. The winning combo of Twin Grille Roadster and Super 90 engine: every one built.

The powerplant

According to Karl Ludvigsen in *Porsche, Excellence Was Expected*, Ferry Porsche designed the 356 as a “high speed touring car with sporting characteristics”. Soon enough however, the company’s aim moved from “sporting” to racing. Beginning in 1952 Walter Glöckler built a series of aluminum-bodied race cars using VW/Porsche engines and mechanicals which ran alcohol-fueled pushrod 1500cc engines; 98 hp with a 12.5:1 compression ratio. Glöckler was so successful that Porsche patterned the 550 Spyder on these racers. The first two 550s from the factory were, like Glöckler’s, pushrod-powered with highly modified 1500 cc engines. Subsequent Spyderys came with the new Fuhrmann-designed 1500 4-cam engine which ultimately grew to 2000 cc. The engine—as good as it was—was also maintenance-intensive: excellent for track use, but not really suitable for everyday driving. Thus, the quest began for a pushrod engine suitable for street and occasional track use. The ultimate goal was to produce a pushrod engine approximating the performance of the 4-cam. The first production pushrod engine to do so was the Super 90, introduced in late 1959 for Model Year 1960 “B” series and ended at the conclusion of the MY 1963 production. SC engines superseded the S90 for MY 1964-65.

Highly desired for both street applications and race use, Super 90s provided reasonably good power and torque, longevity, and were less maintenance intensive. They were available in every B model Porsche made.

The Speedster-Roadster line

In 1954 Max Hoffman convinced Ferry Porsche to produce a budget-minded sports car for the U.S. market. That car became the iconic Speedster. To produce a car to a low price point, many features such as roll up windows and padded seats were eliminated and an unpadded convertible top installed. This model was popular for sports applications, but the lack of amenities led to overall low demand. For MY 1959 (the last using the “A” series T2 body) Porsche replaced the Speedster with the Convertible

D. This model introduced roll up windows, a taller windshield and padded seats. For MY 1960 the new T5-bodied Roadster model superseded the D, retaining roll-up windows, a removable windshield and an unpadded top.

Compared to overall 356 production, Roadsters were only a small percentage. Bought by those who sought a Porsche for racing or those budget-minded sports car enthusiasts, this model suffered slow sales and resultant low production. Most customers preferred the quieter but higher-priced Cabriolets and Coupes with comfort features.

From late 1960 to the end of the production, Roadster manufacturing responsibility was transferred from Drauz in Heilbronn to Belgian coach builder D'Ieteren where they incorporated the new T6 body style including a “square” hood, an external fuel filler and twin grilles on the engine lid. The first cars were built in October 1961, however it was soon evident that low customer demand did not warrant continued production. Roadster production ceased on March 23rd, 1962 with 249 T6 Roadsters assembled in Belgium, yet records showed T6 Roadsters were still available from Porsche through mid-1962.

The chassis numbers ranged from 89601 to 89849. Of these, 58 were delivered to customers as Super 90s. At \$4420 (FOB Brumos), a 1962 S90 Roadster compared favorably with the 1962 Normal engined coupe and was 14% less than a cab with the same engine. If a new owner wanted power and would sacrifice comfort for performance, then the lowly Roadster was the answer.

Today, the T6 Roadster is one of the most desirable 356s. Limited production numbers and its place as the last of the Speedster/Roadster line put it high up on the desirability list. And at the very top are the 58 S90s.

Analyzing the data

A detailed examination of all 249 Kardex* records was made. From this study, the attached spreadsheet of all 58 S90 T6 1962 Twin Grill Roadsters produced and delivered to the customers was created. From that study, many interesting facts were ascertained. Putting much of this information on a spreadsheet and correlating the facts has solved a mystery. Jules Dielen discovered the purpose of the second paint code letter. Through detailed examination he determined the letters after the paint code indicated the

painted color of the top of the dash. Sometimes there was a single letter, other times there was a “/C” after that letter. Invariably the letters fell in a very narrow range; from “A” to “H”. The issue of paint color on the top of the dash is now solved. The letter code instructed the factory painters what color to paint the car and also the color of the top of the dash. This is logical because painters did not have knowledge of interior colors, since these were installed later in the production cycle. Thus the letter code instructed painters what color to paint the dash tops. The second letter code, the “/C”, indicated corduroy inserts on the seats. These codes were tested against many examples of known paint codes on Kardexes and established as a valid test case conclusion.

Also listed on the spreadsheet are details of customers who installed S90 engines prior to delivery. Those chassis numbers are included. Yet for customers who made their S90 cars

89849

Fahrzeug-Nr.		Motor-Nr. 805 082		Getriebe-Nr. 54 487		Zündschloß-Nr. 167/23 1207		Schlüssel-Nr.		
Ausgel. am 26.3.62		Abnahme-Besch. 23.3.62		Motor-And.-Nr.		Getriebe-And.-Nr.		Farbe: elfenb. 6204 B/G		
Gebrauch bis				Ballen-Schloß Dunlop 165-15		KD-Nr. 17525		Polsterung: Leder/Kunstl. Wagenauslieferung schw		
Sonderausstattung: verrohr. Signalring, 2 Talbot-Spiegel,					Sonderausstattung: 1 Armstütze, elektr. Zefuhr					
Händler: Schmidt + Koch, Bremen					Ort: Lond:					
1 E. d'Alquen, Bremen, Katharinenstr.					Anschaff. und Bem.: 16/18					
2										
3										
Werkstatt-Nr.	Werkst.-dienst-Nr.	Gewächshaus-Anträge	Kulanz-Anträge	km-Stand	Instandsetzung Datum	Händler	Gegebener Betrag	angewiesen am	Natural-Ersatz	geliefert am
I	-	-	-	-	27.3.62	Schmidt+Koch	20-	51.4.62	-	-
II	-	-	-	-	19.4.62	Politzer	15-	7.6.62	-	-
-	069.006	-	-	1622	12.4.62	Schmidt+Koch	32.57	26.6.62	-	-
-	062.001	-	-	570	23.3.62	"	abgekauft	26.6.62	-	-
-	062.314	-	-	11601	1.6.62	"	24380	28.10.62	-	-
-	040.005	-	-	NND	1.6.62	Borch, Ludwig	28-	16.11.62	-	-

180 - KD - 5 M - 7, 61 (1961)

Code and color

A.....Red	E.....Dark Grey
B.....Black	F.....Blue
C.....Lt Brown	G.....Green
D.....Grey	H.....Brown

into Normal or Super models, chassis numbers are not included. Also noted are the engines replaced through warranty. Tourist delivery cars were noted. In some cases, cars were purchased in the US and noted as PoA as the importer and a European dealer or factory as the delivery point. Cars bought by service members while stationed in Europe are also noted. All this data can be sliced many different ways. All presented information has been verified by careful review of the 249 Kardexes.

Several T6 Twin Grill Roadster enthusiasts have joined together to pool their knowledge and libraries of documents to help write this story.

Some provided documents are from their personal collections; others have provided contacts in our quest for more information. None of the information presented was supplied by the factory or done with factory support. The following individuals contributed their collection, knowledge, and time to this project.

Hans Dielen, Jim Ansite, Bruce Baker, Eric Cherneff, Sebastian Gaeta, Adrian Gang, Robert Laepple, Gerry McCarthy, Tom Tate, Adam Wright, Lennie Yee, and my unnamed Belgium colleague.

Thank you from the 356 community. KTF *Jules and Roy*

Chassis #	Engine #	Tran #	Ext Color	Int Color	Mfg Date	Sale Date	Importer	Distributor	Comments
89601	804105	N/A	N/A	N/A	27.10.61	27.10.61	VW Canada	VW Canada	
89612	801091	50462	6204 Ivory	Red	10.11.61	14.02.62	POA	Competition Mtr	
89618	804389	51831	6202 C Ruby	Lt Brown	01.12.61	01.12.61	Germany	Rossel wiesbaden	factory replacement on 7.6.63 #808938
89619	804465	52039	6202 B Ruby	Black	01.12.61	06.12.61	Germany	Mahag, München	
89639	606864	50729	6205 Champ	Black	10.11.61		POA	Brumos	factory replacement on 21.05.62 #804959
89641	804146	47704	6205 Champ	Black	10.11.61	06.01.62	POA	Competition Mtr	
89644	804473	52149	6203 B/C Oslo	Black	14.12.61	22.12.61	Germany	Hahn, Stuttgart	
89648	804147	50622	6203 A Oslo	Red	27.11.61		POA		
89652	804152		6212 Bali	Gray	11.11.61		VW Mexicana		
89656	804148	50674	6211 Signal	Black	13.11.61	03.02.62	POA	Brumos	
89659	804149	59988	6211 Signal	Black	14.11.61	17.01.62	POA	Brumos	
89661	804509	52241	6211 Signal	Black	11.12.61	11.12.61	Germany	Rossel Wiesbaden	factory replacement on 25.06.69. #KDP 820097
89664	804150	50532	6213 B Black	Black	22.11.61	04.01.62	POA	PCI Northbrook	
89665	804499	52195	6213 A Black	Red	14.12.61	18.12.61	POA	Islinger Mannheim	
89668	804517	52325	6204 H/C Ivory	Brown	15.12.61	21.12.61	Germany	Schultz Dusseldorf	
89669	804529	52330	6204 B Ivory	Black	15.12.61	15.12.61	Germany	Kittner, Lübeck	
89670	804522	52296	6204 A Ivory	Red	28.12.61	28.12.61	Germany	Krauss, Nürnberg	factory replacement on 15.06.64 #KDP 800362
89671	804538	52356	6204 B Ivory	Black	15.12.61	18.12.61	Germany	Mahag, München	
89672	804151	50988	6202 C Ruby	Red	06.12.61		Hoffmann	Hoffmann	
89674	804143		6204 B Ivory	Black	23.11.61		POA	VW Espanola, Madrid	
89684	804144	50602	6202 B Ruby	Black	24.11.61	9.12.62	France	Sonauto	
89687	606893	51279	6202 B Ruby	Black	27.11.61	14.03.62	POA	Hoffman	Factory replacement before delivery #805596
89692	804579	52501	6201 B Slate	Black	20.12.61	21.12.61	POA	Rossel Wiesbaden	
89714	804670	52854	6204 B Ivory	Black	06.02.62	16.02.62	Germany	Glöckler, Frankfurt	
89715	804154	50236	6204 B Ivory	Black	04.12.61	21.12.61	Austria	Porsche Konstruktion	Factory replacement on 16.07.63 #800629
89721	700360	50095	6204B ivory	Black	09.01.62	30.05.62	POA	Brumos	dealer replacement on 05.07.62 #805162
89724	804226	50998	6204 B Ivory	Black	12.12.61	15.01.62	POA	Brumos	
89725	804602	52650	6204 B Ivory	Black	04.01.62	05.01.62	Germany	Schultz Düsseldorf	
89726	804607	52705	6202 B Ruby	Black	11.01.62		POA	Kahrman, Fulda	
89728	804156	51606	6202 B Ruby	Black	17.01.62	22.01.62	Holland	Pon's	
89729	804157	50092	6202 B Ruby	Black	09.02.62	20.04.62	POA	Competition Mtr	
89732	804807	53601	6201 A Slate	Red	15.02.62	18.02.62	POA	Glöckler Frankfurt	
89747	804933	53965	6203 B Oslo	Black	05.03.62	05.03.62	Germany	Mahag, München	Factory replacement on 25.09.62 #KDP 806429
89759	804829	53537	6211 B Signal	Black	20.02.62	19.02.62	Germany	Rossel Wiesbaden	
89765	804218		6213 C Black	Lt Brown	06.02.62	15.03.62	POA	PCI Northbrook	
89769	804782	53394*	6207 B Heron	Black	09.02.62	12.02.62	Germany	Glöckler, Frankfurt	Factory replacement on 20.09.65 #806963 * Factory replacement on 1.12.66 #606243
89770	804952	53968	6204 A Ivory	Red	09.03.62	12.03.62	Germany	Rossel, Wiesbaden	
89775	804775	50542	6204 A Ivory	Red	16.02.62	14.04.62	POA	Hoffman	
89779	606999	50543	6204 F Ivory	Blue	06.02.62	19.05.62	POA	Brumos	factory replacement on 05.07.62 #805122
89781	804219	50025	6202 B Ruby	Black	30.01.62	10.04.62	POA	PC Southwest	
89788	804220	50519	6202 B Ruby	Black	09.01.62		POA	Hoffman	
89795	607244	47690	6202 B Ruby	Black	09.01.62	23.02.62	POA	PC Southwest	factory replacement prior to delivery #085582
89801	804221	50593	6201 D slate	Gray	06.02.62	23.03.62	POA	Hoffman	
89804	804222	50034	6201 A slate	Red	02.01.62	31.01.62	POA	Hoffman	
89811	804223	50537	6207 G Heron	Green	06.02.62	06.09.62	POA	Hoffman	
89816	804225	50029	6203 A Oslo	Red	16.02.62		POA	Hoffmann, NY	
89817	804934	53995	6204 A Ivory	Red	14.03.62	19.03.62	Germany	Glöckler, Frankfurt	
89818	804227	50033	6204 F Ivory	Blue	15.01.62	24.01.62	France	Sonauto	
89819	700533		6204 B Ivory	Black	27.02.62	6.4.62	POA	Brumos	dealer replacement on 21.05.62 #804941
89828	804521	50111	6202 B Ruby	Black	26.02.62	11.06.62	POA	Competition Mtr	
89833	804525	47708	6201 C Heron	Lt Brown	22.02.62	02.03.62	France	Sonauto	
89837	804963	54089	6205 B Champ	Black	13.03.62	01.05.62	POA	Gramling, Karlsruhe	
89849	805082	54487	6204 B/C Ivory	Black	23.03.62	26.03.62	Germany	Schmidt + Koch	Scrapped

* Mfg and sales dates discrepancies based solely on Kardex data. Dates shown as dd.mm.yy.

* The Kardex is a warranty record created by Porsche KG to document the warranty transactions of a Porsche. It is not a production record. Yet, this is the only document from the era that has survived. No other Porsche record is as concise as this single source, contributing much to the current enthusiast's knowledge. To Porsche's credit, the company has made some of the information available and has offered this data to many enthusiasts through Certificates of Authenticity (COA's) and display scans of the Kardex made available for enthusiasts to examine at major Porsche Club events.

The Anti-918

Smooth over everything, an open 356 "street rod"

Story and
photos by
Sean Cridland



Al Lager at the Santa Fe
West Coast Holiday, 2013

If you've known Lakewood, Colorado's Al Lager for long, you know that he can be full of surprises. Fresh out of the Army after a stint in Viet Nam, he started racing 356s at Aspen's Woody Creek Raceway in the late '60s and then went on to be IMSA and Trans-Am Crew Chief for Bob Hagestad's racing efforts from 1973 through 1976. The team hosted a series of legendary drivers including Al Holbert, Skip Barber, Bobby Allison, Jerry Jolly, and none other than Hurley Haywood, who paired with Hagestad for a class win at 1975's six-hour race at Watkins Glen. Eventually, Lager gave up the cross-country racing life, returning to Denver to work for Denver-area Porsche collector Dr. Bill Jackson. It was then that his creative side took over, turning the same RSR that Hagestad had campaigned in IMSA and Trans-Am into the legendary "Greased Lightning" car that swamped the competition in both the speed event and the concours during the 1978 Parade at Snowmass. Shortly after, Lager turned his attention to 356s of various models – for racing and street – and settled into a steady business.

It wasn't long before Lager combined his imagination for racing development with his passion for American street-rods. Eventually he turned his eye toward a 356C coupe with severe rear body damage. It wasn't salvageable as a coupe, but maybe it could be the basis for a fun roadster concept? His first idea was to pair it with a Speedster he had with comparable damage to its front clip. But one

of his assistants asked if he could try making an aluminum rear-end for the car.

After a couple years, lot of dollars spent, and not much progress, Lager scrapped the decidedly un-pretty body pieces, but not the idea. He then turned to local metal workers Tin Element of nearby Loveland, Colorado, who were able to transform the basic elements into something both lightweight and beautiful. The finished product was a one-off roadster with the front third still in steel and most of the rear two-thirds in aluminum, helping balance the car considerably. As Lager says, "You're either Michelangelo or you're not." Later, Tin Element went on to work with Lager to create the Abarth Carrera tribute seen in some of the photos here (see *356 Registry*, January / February 2013).

Looking over the details of the car, you first notice the flawless polar silver paint that accentuates its smooth lines from nose to tail. Gazing at the car from the front, you see the headlights are covered by competition-style wire-mesh headlight grilles and there is the smallest of Porsche badges on the front hood-lid, the only identifying marking. Then, there's the low, wrap-around plexiglass wind-screen. In keeping with its competition theme, there are no turn-signals. Tires are Yokohama 195/60R mounted on 356B wheels accommodating finned drum brakes - because Lager sees this wheel and brake combination as the coolest looking of the 356 line.



Moving to the doors, you immediately notice there are no handles or pulls. Since there will be no top for this car, it doesn't really matter and it keeps the car's line incredibly smooth, as if it could stealthily hide from the air passing over it. The doors are formed of aluminum with the 550 Spyder in mind and with no paint finish inside. One must reach inside to pull the opening strap which is connected to a mechanism from an MGB. A simple leather strap keeps the hinges from over-extending and letting the door bang on the body. At the rear, Lager fabricated the hinges for the engine compartment as tributes to those on the lightweight 911R, but the latch is from a 1961 VW glovebox door, offering the smallest possible button. The shape of the tail is an obvious tribute to 356A Speedster, but with rounded, tapered undersides to complete the roadster look and feel.

Opening the very small and lightweight driver's side door, you immediately notice the floor-mounted Recaro seats that were originally designed for use in a 914, but look perfectly racy in the Lager Roadster. For a tall person like this writer, it's a bit of work to make it down into the cockpit, but even with the very low wind-screen, you're low enough that wind won't be a problem. Besides, I keep a set of goggles with me for such occasions. Eventually, Schroth belts will hold the occupants in place as it devours the canyons of the Colorado foothills. On the floor, it's simple, lightweight naugahyde for carpeting and no sound deadening, like Porsche did in many of its GT cars. For cleaning, simply peel it away from the Velcro fasteners and wave it over the lawn sprinklers.

The presentation of the interior dash is as clean, elegant and featureless as its exterior. No glovebox or extraneous buttons clutter the view. The gauges maintain their retro trim, but have all been rebuilt with contemporary inner workings. There is an oil pressure and oil temp

gauge. The tachometer is originally for a Carrera 4-cam engine, going up to 8000 rpm and with a red-line of 6500. And the speedometer reads up to 250kph, though that might be a bit optimistic even with its Lager-tuned hot rod 1720cc engine. Keeping with the competition motif, there is no fuel gauge.

The glittering gold and black of the Petri pre-A wheel, complete with Christophorus horn button, grabs one's attention as one of the few trim pieces on the car. Though it's long been a fixture on early Porsches, it's a wheel that has recently been seen on a variety of custom hot-rods, most notably on Metallica guitarist James Hetfield's Iron Fist 1936 Ford coupe. Still, the wheel seems to take on a special significance in Lager's roadster, seeing that St. Christopher is

Left: Sans trim or handles, the Roadster is even more lozenge-like than a standard 356. In the background is the aluminum Abarth tribute built a few years ago. The larger garage at Al's holds an ever-changing lineup of street rods, wild customs and even trucks, to which the Lager touch is applied.





Right: Inside Al's 356 shop the Roadster has good company - with cars, engines, parts and much memorabilia literally dripping from the rafters.



the patron saint of travel and the signs of Zodiac encircling him seem prescient of what may lay ahead. Of course we all know that *Christophorus* is the name of Porsche's official magazine.

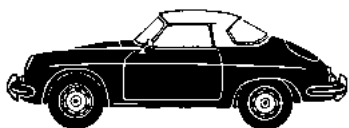
Placement of the 550 inspired shifting lever is easy and convenient, though once again it's connection to the C-transmission has received the minimalist Lager treatment, removing the rubber boot to reveal a purposeful, almost pretty, shifting mechanism.

Under the rear lid is a Lager built hot-rod 1720cc C-engine housed in an engine compartment of bare aluminum. All engine housings are done in matching paint to give the car a finished look suitable for any custom car

show and its Weber carburetor velocity stack and chromed exhaust tips are at the same time shiny and subtle.

Surely this 356-based car isn't one that will appeal to all tastes and may raise more than a few eyebrows among the more traditional-minded. Lager had envisioned a roadster perfectly suited for racing, with smooth lines, Porsche roots, but with American hot-rod flair. And that's what he's achieved. With its clean shape with a low Plexiglas windshield and absence of any exterior handles or pulls, it's reminiscent of the famous So-Cal hotrods that have barnstormed Bonneville for decades, almost as if it's the Anti-918, pushing the almost 70 year old 356 theme toward the future with a dash of aplomb and a hint of gall. 🏎️





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Barn Finding

Adam Wright

The number one question I get asked is, “How do you find the cars?” I can never completely answer this, because I don't want to give away my secrets but I can share one fact I have learned after doing this for years. The fact is if you make friends, the cars sometimes come to you. Such was the case when I left Fontana Dam after the 2014 East Coast Holiday. I had been meaning to stop by and see my friend Jim Watson in Tennessee but when he is a thousand miles away from me I don't get many opportunities. I looked at the map before I left for the ECH and Jim's place in Lewisburg was only a few hours west. Granted, that was the wrong direction home, but it was close enough to make it work.



Jim Watson's garage holds two of the remaining Beutler coupes.

My visit with Jim was partially pleasure but I also had an agenda. You will recall I bought about nine 356s from Jim a few years ago. Most of the cars have gone to new owners but one was special. It was a bare A coupe body that I pulled out of the mud, and Jim casually mentioned that he had won at Daytona with the car. What? WHAT? I decided to keep this car for myself and started doing research. In the course of my digging I was able to find a man in New Jersey who had a large collection of 8mm films of races up and down the East Coast, and one of the movies had my/Jim's car racing at Courtland, Alabama. My new friend Bill Massey has since lent me all of the movies so I can see if the car pops up anywhere else in the collection. Now that I was building a file on the car and its provenance I wanted to sit down with Jim and do an actual interview with him. Talking on the phone is great, but sitting with a friend while he peels back the layers of time is priceless. So when I had an opportunity to visit with Jim I made the trip over.



A rental trailer is less prone to breakdown than Adam's own rig. We hope. Below: A race against fading light to unload and load wheels.

We hung out, he showed me his Beutler Coupe - fresh back from being restored after a fire a couple of years ago. Jim owns two of the six Beutlers made, and only five of those remain, pretty impressive to see two of the five parked in the same place. After a few hours he mentioned he has a car “up the hill” I might be interested in, a 1960 Drauz Roadster #88061. This was a complete surprise but I have never met a Roadster I didn't like, so I bought it from him. This, however, is the point where the deal got complicated.



The first roadblock was that my trailer was full; I had Da Spoodster on it after showing it at the holiday. The second roadblock was while I did have some cash on me to spend at the swap meet and a couple of other stops on the way home, I didn't have anywhere near enough to buy a barn-find Roadster. So I gave Jim every dollar in my wallet and told him I would be back in a few weeks to pick up the car. He said, “No problem”.

Jim's place is roughly 1000 miles away from me so driving down there with an empty trailer is a lot of gas burned, not to mention two days on the road. I did my usual beating of the bushes to see what else I could come up with and another friend said he wanted to sell me a few wheels, and he was on my way home. Well, a “few” turned out to be 129 wheels, so I decided I needed more than my own truck and trailer. I would fly to Tennessee, rent a truck and trailer and drive back, stopping at the local bank to pick up a check for the Roadster balance. All of this sounds simple but the logistics get complicated very fast. The first complication is getting a direct flight out of Albany airport to almost anywhere is damn near impossible, so it would take me two planes to get to Nashville. Anytime I have to connect flights I get a little worried so I booked the redeye out of Albany, putting me in Nashville at 9 a.m., gaining an hour changing time zones. Sure enough, the first flight was delayed, but the airline figured it out and announced, “We will be leaving shortly and everyone will make their connections, even that guy with the tight connection to Nashville.” That guy was me! After loading the plane the crew starts getting confused; a mis-count of people or something. Before I knew it they are checking off each person in each seat from a paper list, this takes 40 minutes. We arrived at Dulles airport, one of two airports in Washington, DC (this makes the story interesting later) in enough time so everyone made their connection. *Except* that guy with the flight to Nashville, me. I literally watched my next flight back up from the gate and drive off, screwed. I angrily walked up to the counter and the lady said she could get me to Nashville by 10 p.m. after I fly to Chicago. It was currently 8 in the morning. I politely but firmly told her I need to be in Nashville before the banks close at 4 and I don't care if she has to commandeer Airforce One to do it.

Staring at me for a few seconds, she realized my politeness was probably fading quickly and started tapping away at her computer, then brought in her supervisor and they were whispering and typing away. Sure enough, there was a way, albeit a convoluted one. I was to take a taxi from Dulles to Reagan National—the other DC airport—and then fly to Atlanta, then catch another flight to Nashville, arriving at 2 p.m. I congratulated the helpful women on their airline smarts and start running for a taxi. Fate was really working against me this sunny Friday because when I called the truck rental place to say I was running late they

said that was good because the truck was broken down and they wouldn't have one for me until around 2. So had I made my original flight I would still be dead in the water. And to think I had planned the trip a month in advance, taking into account everything within my control, all to have forces outside my control show me that I am only human in a world of larger forces.

I finally arrived in Nashville, got my rental truck, got my money from the bank (I think per usual they expected someone other than the scruffy guy who is me to take that large check), and finally arrived at Jim's place. Once there, however, all the cares of the day quickly faded and I was just listening to a good friend remember racing a 356 on the track and winning. The stories and the company were so good that I lost track of time and left Jim's place around 7 p.m., which was fine except I had to be in Virginia by noon the next day, an eight hour drive. I was supposed to do this after being up since 3 a.m. and having toured no less than four airports in one day. I was a little tired, but I drove until I was seeing double and got a hotel room.

After pushing off before the sun came up the next day after arriving about three hours late to visit my friend in Virginia, we quickly went to where the wheels and other parts were stashed, in tractor trailer boxes in an empty field. He gave me the keys to the boxes, said make a list of what I take and send him a check. I am reminded for the second time this trip how nice it is to do deals with friends. While he would have loved to help me load, he had a dinner party with his wife and so he drove on.

I now had a serious problem, it was about 4 p.m., and I figured I had about an hour or two of daylight left, and in that time I had to un-load stuff that was in four separate trailers and get it loaded into my box truck, by myself, because Big John doesn't fly. Like a madman I threw stuff out of the trailers like cord wood and got everything out just as dusk was settling. I came up with a plan to stage all the parts behind the truck where the light of the cargo bay would shine. I loaded up the last of it in pitch black darkness, and have busted shins and stubbed toes to prove it. A few other stops on the ride home were planned but I figured my truck was full and I was dead tired, so I headed for home, arriving back in the Empire State on Sunday afternoon.

It was an ordeal but in the end it doesn't matter what it took to get it, as long as you get it. The wheels have now been sorted into our wheel house, many already helping me to make date-matched sets, and the Roadster is on its way to a very happy Registry brother on the West Coast. So after 2000 miles, four airports, two friends, and an eighteen hour book-on-tape, the trip was done. Would I do it again?

In a New York minute! 🚗




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Second Time Around

"I was 19 and I had to have that car," remembers Steve Restelli. "That car" was a 1961 Karmann Notchback. He was a college student in California working part time at a local supermarket; not exactly the demographic profile of a new Porsche buyer, but this was a nine-year-old car. Even so, it took some doing to swing the deal and Steve made it happen. And 44 years later, he made it happen again - when he found his old Porsche on eBay and bought it back.

Here is Steve's story.

A very good friend of mine by the name of Kurt Thomas was the son of one of the managers for Kendon Porsche in Southern California. He could drive just about any used trade-in the dealership took in. One day he came over to my house with a 1960 Super

90 coupe, and we went for one hell of a ride across Orange County, cruising the beaches and freeways, especially the cloverleaf exits. It amazed me how this car could corner; it seemed just like a slot car and was so powerful you could really feel those G-forces upon hitting the pedal to power out of the corners.

While on one of those freeway on-ramp loops we sped by a California Highway Patrolman who had someone pulled over. The CHP officer took out after us, and we took the next exit and pulled into a Denny's restaurant, parking out back by the dumpster. We went inside and were sitting at the table by the front window where we could see him cruising around looking for us. We had a very long lunch and left with the rush hour traffic, and we never got into any trouble from this.

Later, Kurt bought the car and since he had a bad reputation with this white car he painted it a beautiful ice blue. I drove his car a few times, and I determined that I would buy one for myself, which I did after I sold my 1968 bug.

In 1970 I found a 1961 Royal blue 1600 Super Hardtop for sale at the Don Burns dealership in Garden Grove. The dealer wanted \$1800 for the car, and it was like new with about 22,000 miles on it. However, it did have a problem with the transmission. It wouldn't stay in 4th gear without popping out, so I negotiated the price down to \$1600. Even at that price I didn't know if I could handle the \$37.50 per month car payments, so I took on a second part time job. I really wanted that car.

I paid the 356 off in a year, and being in Southern California, there were plenty of Porsche factory-trained mechanics around to fix the transmission and maintain it for me.

One day while I was out driving around an Orange

County neighborhood I saw a very early champagne yellow Porsche for sale. It turned out to be a 1953 which needed a little work. The price was right at \$300 and if it wasn't something I could fix, I knew a shop that could. I wanted to swap the chrome rims and new Michelin tires that were on it onto my '61.

I drove the old Porsche home, which was not easy because the shifting linkage was very sloppy, and swapped the tires and rims. When my father came home he was very mad about my buying an old piece of junk and told me to get rid of the car. In the meantime I started to do some small repair work, like patching a hole behind the drivers seat and tightening up the shifting linkage. Unfortunately I did have to sell this car, but I made a couple hundred dollars and got chrome wheels and nearly new tires out of the deal. I realized even then how special this '53 Porsche was,



but I had to let it go, and to this day it is the oldest Porsche I have ever seen. It had a bent glass windshield, and was one of the earliest Porsche exports into the United States.

In 1971 I had "Carmine" (the perfect name for a Karmann Notchback) legally parked on the street and was inside a restaurant in Northridge, California. As I was eating lunch a policeman came inside looking for the owner of a blue Porsche. He had just rear-ended my car, and the motor case was cracked where the oil cooler attaches.

My insurance company wanted to total the car, but I was able to save it by purchasing a used cabriolet rear clip and deck lid. These came off a later model, and the new deck lid had two grills instead of one. Instead of replacing the case I had it heliarc welded, and I was told that this at best would only last a few years.

I wasn't all that crazy with the blue color, so while it was being repaired I paid the body shop a little extra to repaint the entire car silver. It seemed like it took forever to get my car back from them, and it took a year for my insurance company to settle with the City of Northridge.

I eventually moved to Tucson, Arizona and brought the car with me. I met a young girl there and when we became engaged it was decided that I would have to sell the Porsche to buy a new mobile home.

It was sold to the proprietor of a Tucson paint store for \$3,800 and a used Chevrolet Nova in 1973. That fellow

Steve Restelli

finds that
356 love is lovelier
when your long-lost
Porsche finds you
again after 40 years

Above left:
#200279 on Drive
Your 356 Day, 2014.

Right: When Steve first owned
it in 1970.



raced it at the Tucson airport and never registered the car. After it was raced for several months it was sold (unknown to me, of course) and registered to Page Cotton, who then cared for and restored the car during his ownership of 39 years.

Fast forward to July, 2014. Ibrahim Kuzu of Tucson posted a car for sale on eBay—which I browse occasionally for 356s. Seeing the listing, I thought I recognized it.

Karmann Notchback cars are so very rare, and that royal blue is extremely rare, so when I saw the listing on eBay I contacted the seller about the history of the car. The timeline fit perfectly with the car I sold 40 years ago: the previous owner had it for 39 years in Tucson Arizona, storing the car after the engine was destroyed.

Not many sellers would end an auction and save the car for me while I tried to raise the cash, but that's what Ibrahim was willing to do. Fortunately, I was able to sell my 1965 912 in time. It went back to the old country, as many of our Porsche and other collectable cars are now doing. Had I not bought Carmine back again when I had this very narrow window it might also have gone overseas, and I would not have it in my garage now.

The Arizona title I received was from January, 1974. It refers to the 1973 title I once held. I know this because when I moved to Tucson in the fall of 1972 my driver's license expired on my 22nd birthday on 02/01/1973. So I traded my California license and changed my California plates and title for Arizona documents all at the same time on February 1, 1973.

Page Cotton, who had owned the car for decades, taught architectural engineering at the University of Arizona and had been in the process of slowly restoring the car after putting about 14,000 miles on it in his first few years of ownership. He finally sold it in 2013 to a collector who stripped out the engine and the fog lights and then re-sold it to Ibrahim Kuzu of Dallas. It was Ibrahim's eBay listing that caught my eye and began the process of reuniting me with my old car. And just like the first time around, it took some doing to swing the deal financially, but Ibrahim allowed me time to sell my early 912.

Contact was made with Page Cotton, who provided history of the car during his ownership, along with many receipts. Page visited us in Vermont, just a few months before he passed away in march of 2014.

With the help of Waterbury mechanic Tom Jones, I have been rebuilding an engine from a 1965 core, finally getting the car roadworthy this past summer. Its first public appearance was July 28, in a parade at the Barre Heritage Festival. It attracted lots of attention, and made headlines on the front page of my local newspaper:

Next time out was the Newport International Car show on August 3, 2014 in Newport, Vermont. Carmine's first show also netted a first place trophy in the foreign car class, and another front page story in the *Newport Daily Express*.

Thanks to Ibrahim, I have my long lost 128,000 mile 1961 Karmann Notchback safely in my garage again. I never thought in my wildest dreams that this would ever happen. I am now the 2nd and 4th registered owner of Porsche# 200279. 🚗



Steve (shown at right circa 1971) paid his sister Lori to wash the car so she could have some spending money.



Below: From blue to silver, the paint is starting to show its age in the Southwestern sun. When the rear was repaired, it was given a twin grille deck lid from a later car. Later it was painted ivory inside and out.



Page Cotton and the Notchback in the 1970s. Page bought the car and completely stripped it down to bare metal, removed everything and painted it an ivory color.



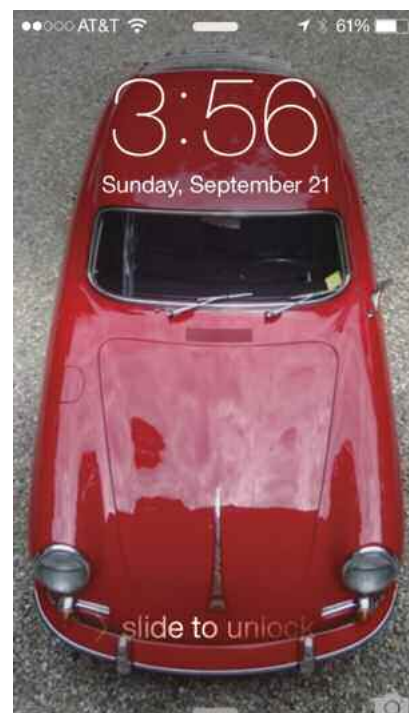
Page (left) visited Steve in Vermont on the way home from a trip just a few months before he passed away.

A new engine was built and installed but Steve still hopes to reunite the car with its missing original engine, #89551 and transmission, #45503.

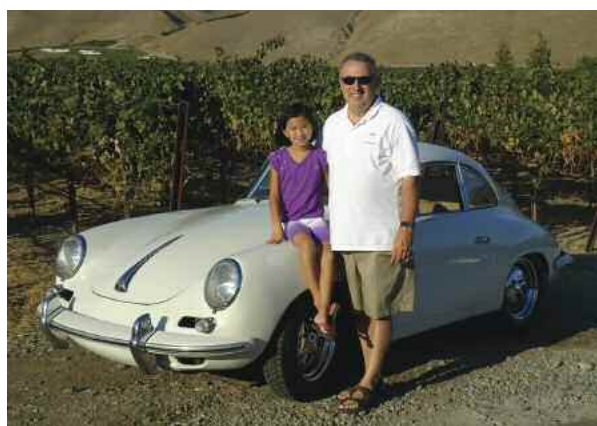
DY356Day



Here is "Clover", my 1960 Coupe taking a quick break from our drive on a favorite mountain road near Edwards, CO. Doug Alrick.



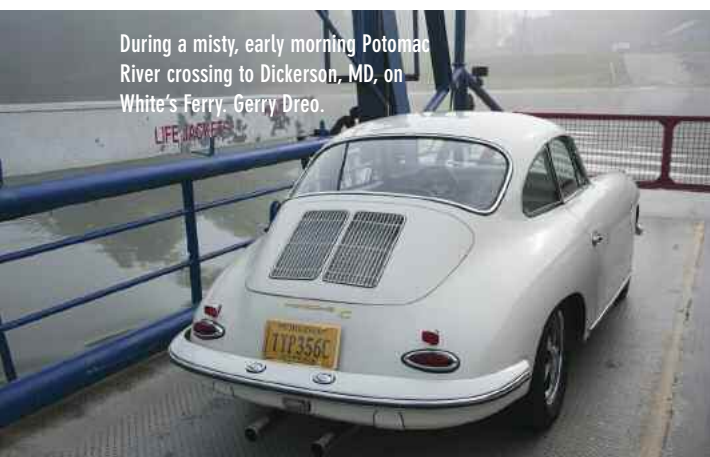
Right: Wally Young, 1964 356 C, Weston CT.



Left: Beautiful California drive with my daughter Olivia and our 1962 coupe. At Wente Vineyards, Livermore, California. Charlie Bennett.



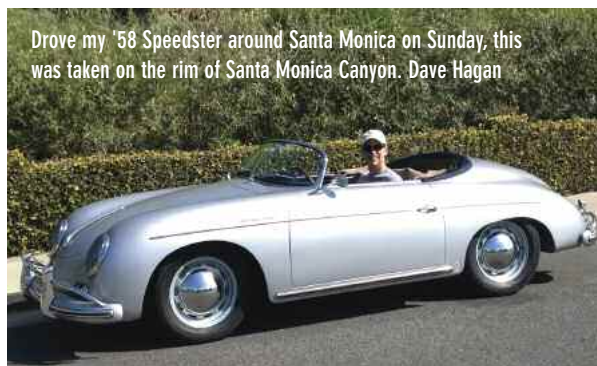
Above: Parked in front of a silly poster at the dry-cleaners at E 46th and Carnegie Ave in Cleveland. Martin Benade



During a misty, early morning Potomac River crossing to Dickerson, MD, on White's Ferry. Gerry Dreo.



Left: Cathay Captain Pat Day and Chainsaw Bob motored out to Fall City, WA on a Porsche perfect Sunday drive. 1962 T6B, S-90 Cab. Bob Hearst.



Drove my '58 Speedster around Santa Monica on Sunday, this was taken on the rim of Santa Monica Canyon. Dave Hagan



Left: Sunday morning drive to Johnson Orchards for fresh apples and caramels. Always a treat... the drive that is! Kirk Gilday, Yakima, WA.



A perfect day for a drive in my '54 Speedster with a stop at Tiger Mountain Vineyards to sample some of North Georgia's best! Tom Callahan.



Walt Disney Music Center, Los Angeles. Terry Sue Aikens, '59 A Coupe #108408, 2nd owner, March 12, 1977 Sam Moore, '61 Cab #154484, 3rd owner, February 10, 2010 Combined ownership of 41 fabulous years.



Site of the Grimm mfg. company established in 1886 that became world leader in the maple sugar industry. William Coverley, Ohio.



This is our beautiful Princess! My father-in-law, Dick Felter's 1959 Convertible D. Kimberly Felter



John Butterfield and Neil Macswain met at my house and we took off for the Skyline. Harlan Halsey, CA.

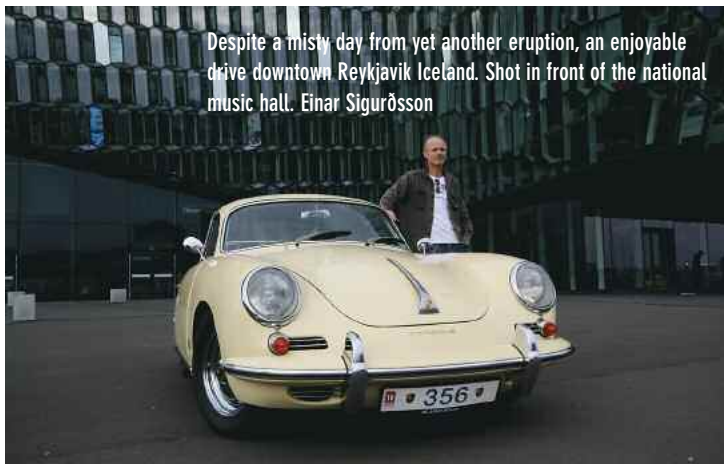


Taking my 1960 out for breakfast. My dad bought it new! Curt von Platen Canada



Above: Sharon Weatherbie's 53 coupé at Mukilteo Lighthouse. Michael Weatherbie.
Right: My 1958 356 coupe at Tybee Island Lighthouse near Savannah. Russell Clarke



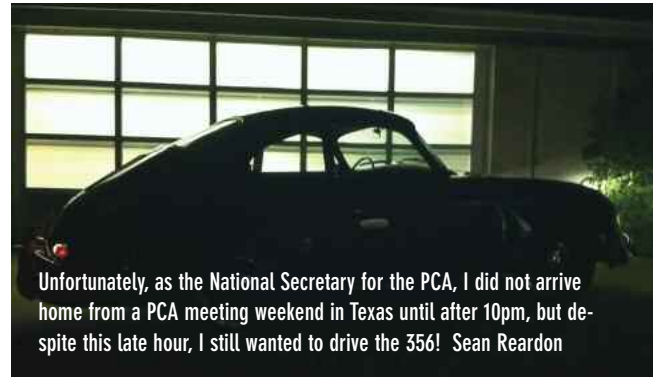


Despite a misty day from yet another eruption, an enjoyable drive downtown Reykjavik Iceland. Shot in front of the national music hall. Einar Sigurðsson



My long time hockey buddy and famous comedian Dave Coulier "Uncle Joey on the show Full House" with his plane and my 1959 356 A Coupe celebrating his birthday. Shreddi Repas

I was running out of daylight, took at Martinsville fire department. My 58 Sunroof Super Coupe and me. Tom Miller, NJ



Unfortunately, as the National Secretary for the PCA, I did not arrive home from a PCA meeting weekend in Texas until after 10pm, but despite this late hour, I still wanted to drive the 356! Sean Reardon

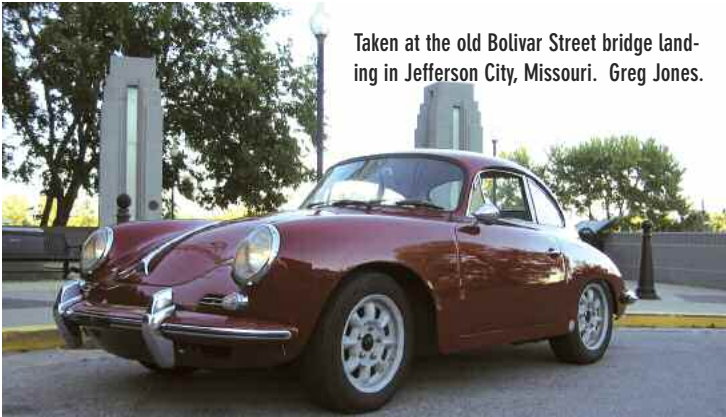


My 64 coupe and my friend Kent's 65 Cab. It was a nice day, we had a lot of lookers and even one older lady said she had picked up a 1962 coupe at the factory in Silver! Jay Patrick, Manhattan Beach, CA



Above: Francis and Linda Hardner, Emmaus, PA

A group of us in the Roadrunner Region dusted off our 356s for a Drive Day run. Bill Oakes, Bill Hume, Bill and Suzy Kaltenbach and Joe Almers. Santa Fe, NM from Albuquerque, then returned by way of The Turquoise Trail National Scenic Byway and back through Tijeras Canyon on the old path of Route 66.



Taken at the old Bolivar Street bridge landing in Jefferson City, Missouri. Greg Jones.



Uncovered all year in my garage. Scott Tong, San Francisco.

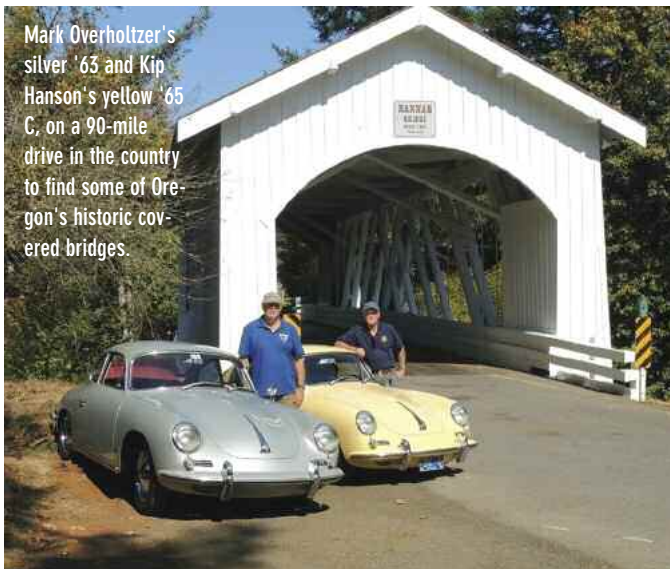
Drove out to Starks Twin Oaks Airpark in my '58 A coupe. I was thinking of the old factory shots of Porsches and aircraft. Steven Smith, Lake Oswego, OR.



Above: I can't claim to be one of the high achievers but I did take my 356A Cab to my PCA Region's monthly breakfast meeting. James H. Alton II, San Dimas, CA.

Left: At the Stan Hyett Concours held 9/21 in Akron, Ohio. Denis Moore

Below: Members of the Potomac 356 Owner's Group in front of the historic Town Hall in Poolesville, MD (photo by Gerry Drejo). Richard Colella.

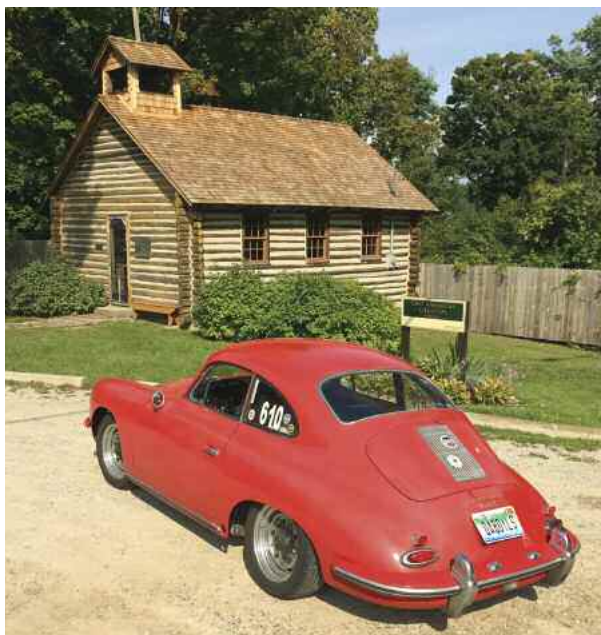


Mark Overholtzer's silver '63 and Kip Hanson's yellow '65 C, on a 90-mile drive in the country to find some of Oregon's historic covered bridges.





Dwayne Deese, Charlotte, NC

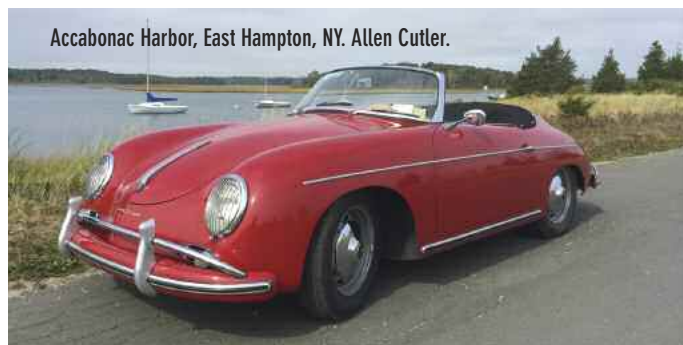


Brian and Deborah Boyle drove their 1961 B Super coupe, "Tubbie" halfway to the North Pole - well, the ten miles or so from our house to the 45th parallel at least. The site of the Old Mission church near Traverse City, Michigan.

Below: Kennedy and our Karmann Notch-back on the bluffs above Ventura, California. Steve Dillon.

Hugh Davey's 1964 356 C cab at Cars, Bikes & Coffee in Vacaville, CA. I inherited the car from my father Victor Davey, the original owner.

Below: A beautiful Sunday in Albuquerque. My SC turns 50 next month. I purchased new in Germany in Oct '64. All original and, unlike its owner, doesn't show or act its age. George Dietrich



Accabonac Harbor, East Hampton, NY. Allen Cutler.



Left: Roger and Kate Bowley's '65 Cs in the town of Locke, a Chinese community begun in 1912 in the Sacramento/San Joaquin Delta, home to a very popular restaurant, Al the Wop's.



Jim Doughton and Tim Lane, Gainesville, Florida.

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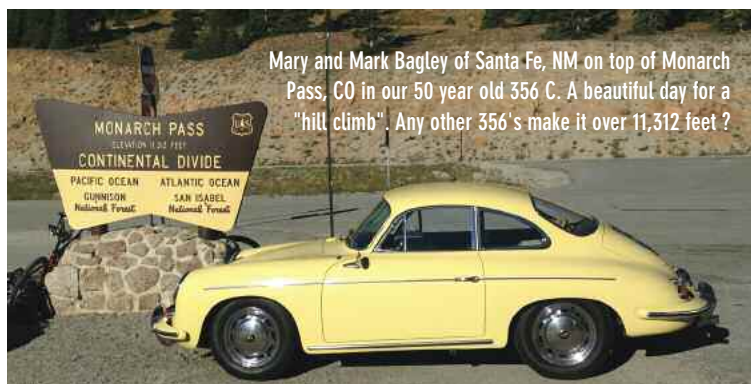
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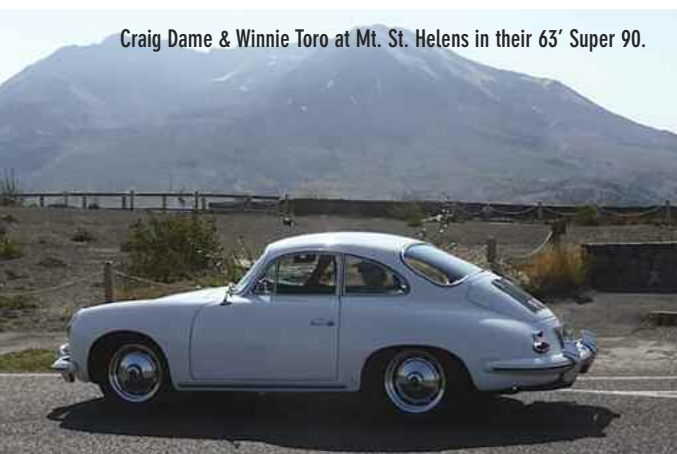


This is Mini-P, the '58 1600S coupe we've owned since 1967, with George Washington's Mount Vernon mansion in the background. Bruce Bade, Alexandria

Right: Our 1962 Super 90 T6 Coupe called "TUB B", was a great day for a drive among the saguaros here in Tucson. Andrew Bober.



Mary and Mark Bagley of Santa Fe, NM on top of Monarch Pass, CO in our 50 year old 356 C. A beautiful day for a "hill climb". Any other 356's make it over 11,312 feet?



Craig Dame & Winnie Toro at Mt. St. Helens in their 63' Super 90.



21 September drive to infamous Virginia Dale stagecoach inn, northern Colorado, interrupted by broken fanbelt, fractured generator pulley. Hauled home. Photo documents ignoble ending. David Dennis, Fort Collins.



Above: My wife and I drove up to Julian from San Diego for dinner and apple pie. This pull off is on the '79 looking out to the desert floor. Beautiful afternoon to appreciate a 356. Daryl Bertram.

Left: My '56 coupe, sold 20 years ago and I bought it back 5 years ago for the same amount of money. Tony Apar, Victoria BC, Canada.



Mac Arnett, Tulsa, Oklahoma



Just off Historic Route 66 in Southern California, where I spent almost the entire day cruising in my beloved Irish Green '64 C Coupe. I had a blast! Rob DeChaine.



Roads of Caldwell County, NC. Bob Barton



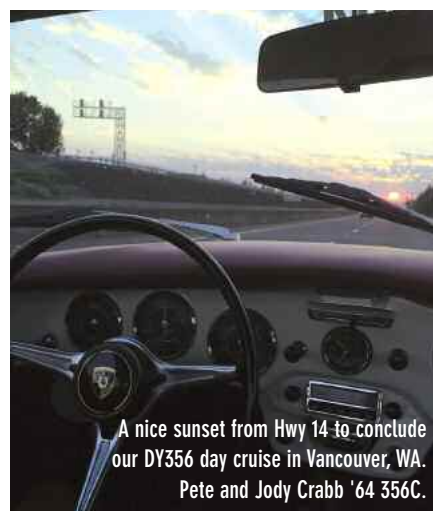
Ray and Sandy Crosno's '51 Just off California Highway 1 north of Morro Bay CA. Below: On the west side of Tomales Bay, CA. The San Andreas fault runs through the center of the bay, and we're on the ocean side. Dana & Irmela McDaniel.



Taken at the harbor in Leland Michigan. Jay Dankovich.



Above: 1964 C in the Lowcountry. Pete Archibald, Hilton Head Island, SC.



A nice sunset from Hwy 14 to conclude our DY356 day cruise in Vancouver, WA. Pete and Jody Crabb '64 356C.



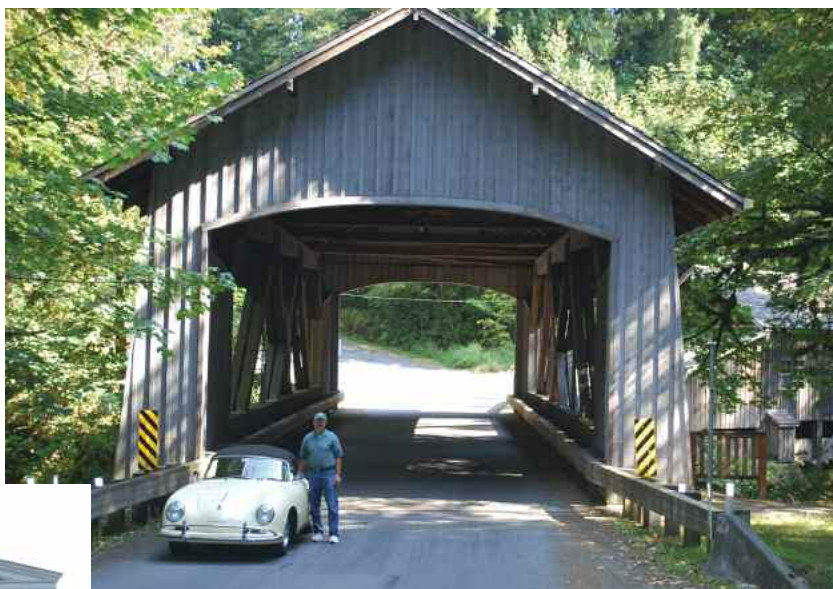
Somewhere in SAO PAULO, Brazil. Starting the trip with a little pit stop at gas station. After that, too much rain! Fabio Borges.



Brian Anderson. 356A cruising with crew.



David Gill, Arizona.



My '59 cab at the Cedar Creek Grist Mill and Covered Bridge in SW Washington. Dan George. **Below:** St Matthews Church, West Pikeland, PA. 1965 C Coupe. Gary Henderson.



Miss Karmann at the Berry Hill Resort in South Boston, Va. (Bring back memories?) A stop over on the way to the ECH in Fontana, NC. Kevin Ferris.



L to R: Alan Berg's '64C, Don Vodicka's '65 SC, and Don Boggs' '64 C at Honey Lake Plantation, Greenville FL. Don Boggs



Joe and Pat Hirz at Lake Tulloch California



Ferry Porsche's Birthday, what better place than the Balboa Ferry and Newport Beach CA. Richard Eaton.



I shredded an alternator belt on the way to this spot. Fortunately, I had a spare in the trunk where it's been for the last 15 or 20 years since my last belt broke. Ron Faust, MN.

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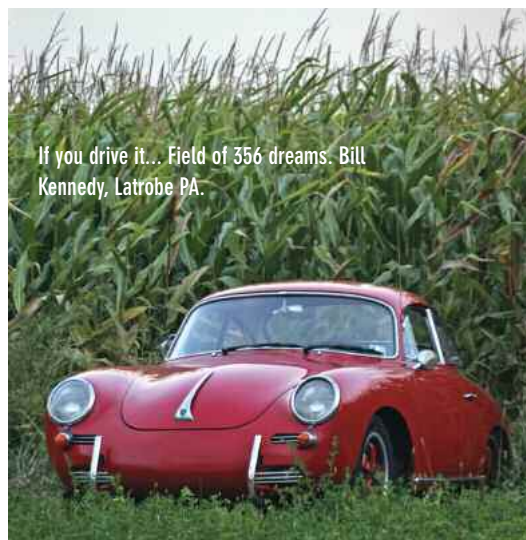
est. 1978



What a great day to drive and show my 1959 Convertible D at the all Porsche Show at the Kemp Auto Museum in St. Louis. Weather was perfect, venue was excellent and Sundays are always better in a 356! Peter LeBlanc.



Paul Christensen on the track at the Coronado Speed Festival. I bet no one can top this drive. LOL. Roy Lock.
Below right: It was a beautiful day on a Dairy Queen run. Corey and Deb Johnson, MN



If you drive it... Field of 356 dreams. Bill Kennedy, Latrobe PA.

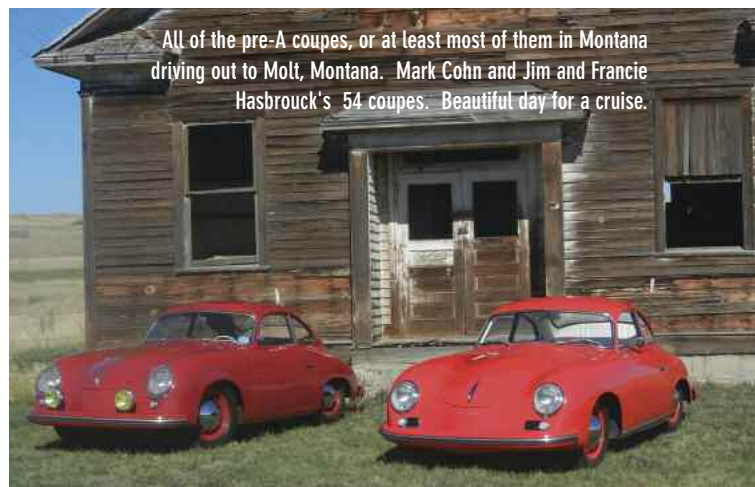
Below: After a long hot week in Southern CA, my wife Kathy and I decided to drive ourselves up into Angeles National Forest where it was cooler. This is what these cars are meant for. Steve and Kathy Hoskins. '56 Polyantha red Speedster, '60 Silver Coupe.



Our '60 roadster with the Tacoma Museum of Glass in the background. Jim and Cami Johnson.



All of the pre-A coupes, or at least most of them in Montana driving out to Molt, Montana. Mark Cohn and Jim and Francie Hasbrouck's '54 coupes. Beautiful day for a cruise.



I got my 356s out today for some enjoyable drives. Dr. Jack Hahn, Ohio



Out and about around Big Marine Lake, MN. Rick Burgman



Our Southport Air Cooled club drove Southport Ferry to Ft Fisher, NC and the Battleship NC Memorial in Wilmington. L-R: Zeke Sampson's '60, Bob Fuller's '64, David Linton's '65 Coupe.



Out for a cool early morning drive on my personal "Südschleife" near Illingen, Germany. Grant Larson

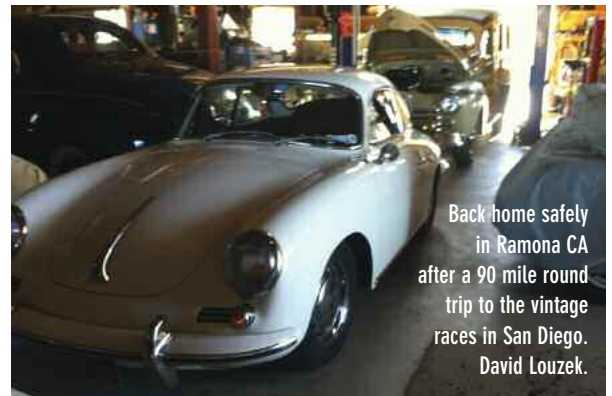
We drove our 1958 718 RSK replica made with all Porsche parts through a winding Kansas Capitols Trail, evoking memories of yesteryear and the hill-climbing roads of Germany. Ric Kostner



Driving in Mission Beach and by San Diego Bay. Jean Froning.



Rosemary Sampson, Malibu, CA



Back home safely in Ramona CA after a 90 mile round trip to the vintage races in San Diego. David Louzek.



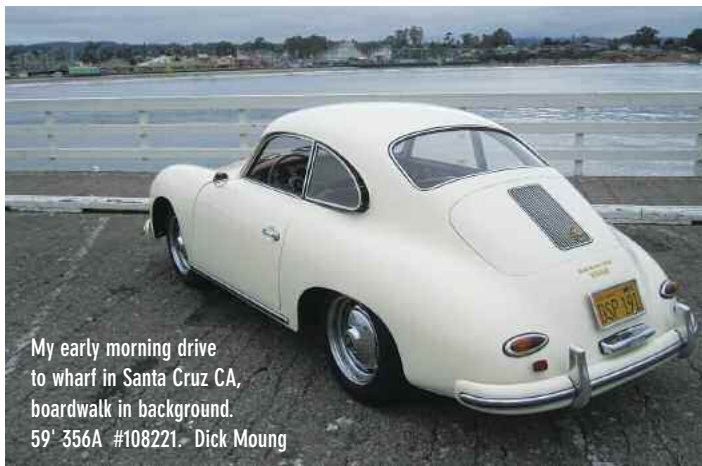
Bill Hand's pumpkin express '64 SC in Montville, N.J.



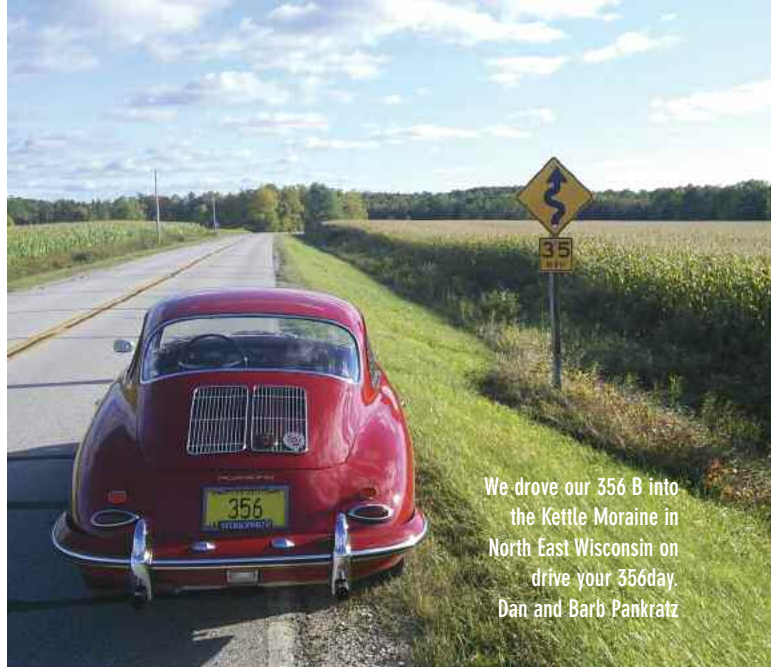
It was "Work on your 356 Day" but I did take it for a test drive afterward. PS: Please pardon the appearance of my one-car town house garage, I promise to straighten it up. John Harvey, MD.

Looking across Malibu Canyon in the Santa Monica Mountains near LA. John Grusd, Woodland Hills, CA.





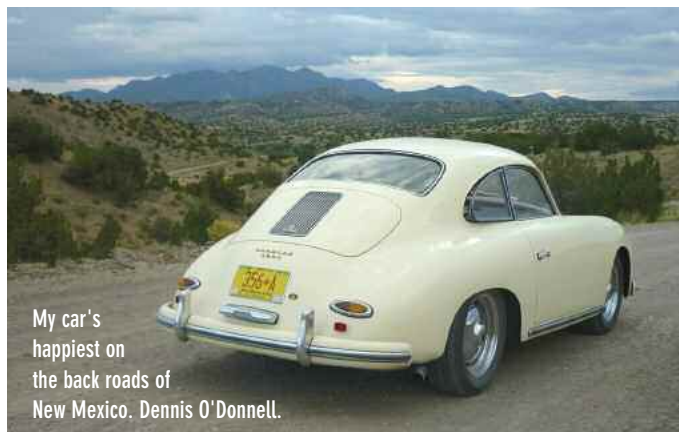
My early morning drive to wharf in Santa Cruz CA, boardwalk in background. 59' 356A #108221. Dick Moug



We drove our 356 B into the Kettle Moraine in North East Wisconsin on drive your 356day. Dan and Barb Pankratz



Linda and I took a ride out to Singing Hills Farm in Volo, IL which is now a stop on the County's Millenium Trail. We have owned our 64 SC Cab since April '72. Rip Patterson.



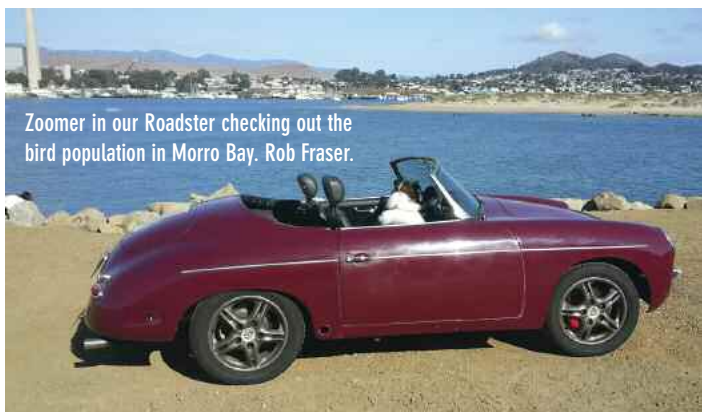
My car's happiest on the back roads of New Mexico. Dennis O'Donnell.



My 1958 Speedster at the 9/11 Memorial in Eagle Rock Overlook, West Orange NJ, with NYC in the distance. This is the car my father Carlos Phillips Jr. bought in 1967 from the original owner. Jonathon Phillips



Drive your 356 day was a special event for myself as I had the opportunity to first drive my son's brand new GT3, then drive the Speedster I have owned since the late '60s. Chris Overholser, Richmond VA.



Zoomer in our Roadster checking out the bird population in Morro Bay. Rob Fraser.



Sunny evening on the Cobb at Lyme Regis Devon U.K. 1957 cab with the Jurassic Coast in the back ground. Kim Peach.

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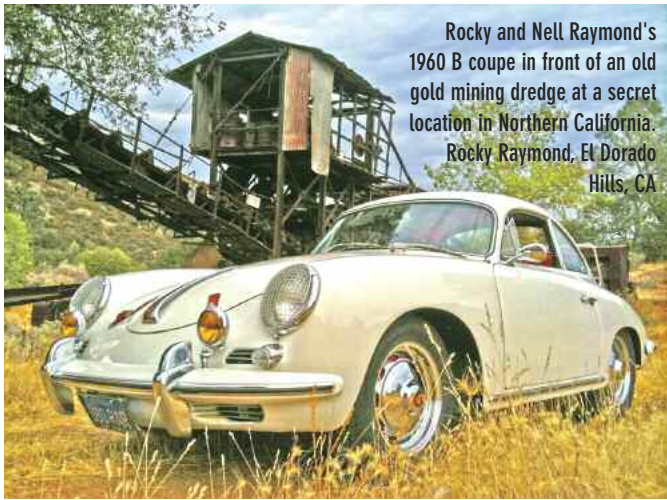
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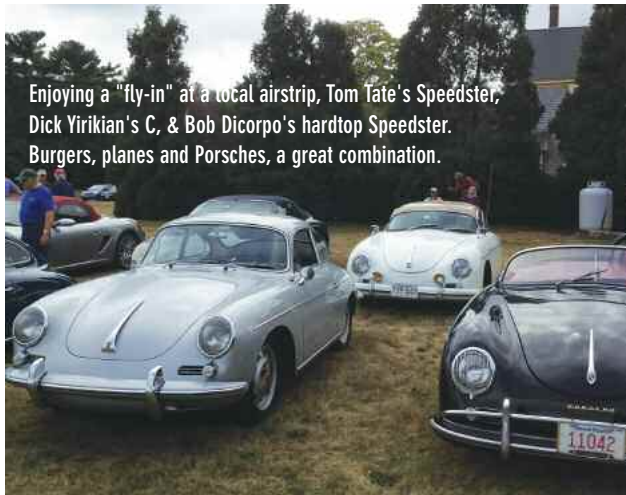


Rocky and Nell Raymond's 1960 B coupe in front of an old gold mining dredge at a secret location in Northern California. Rocky Raymond, El Dorado Hills, CA



My Dad was a longtime Registry member and was very proud of the fact that he had a low 4 digit membership number. He died in a parachuting accident on July 22, at the age of 69. I drove my Cab in the morning and his Speedster in the afternoon. I can't imagine anything more grand or glorious. Jay Yost.

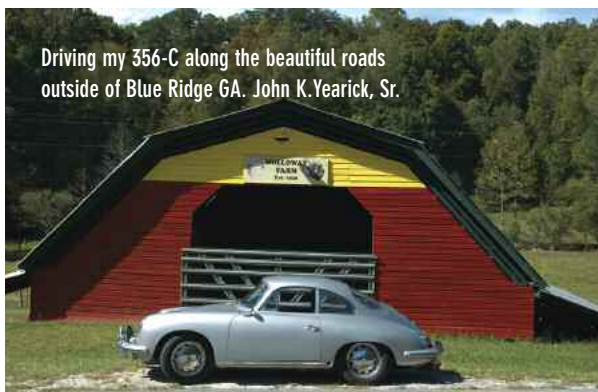
Original Speedster list price from Hoffman Motors was \$2950. The 2014 Porsche Bike S factory invoice was \$3600. Inflation times they are a'changing. Gary Wolfgang, MD, Danville, PA



Enjoying a "fly-in" at a local airstrip, Tom Tate's Speedster, Dick Yirikian's C, & Bob Dicorpo's hardtop Speedster. Burgers, planes and Porsches, a great combination.



Above left: Enjoying a "fly-in" at a local airstrip, Tom Tate's Speedster, Dick Yirikian's C, & Bob Dicorpo's hardtop Speedster. Burgers, planes, & Porsches, a great combination. **Above right:** I took my car out to the high school track for my 2 mile run. Great day here in Thomasville NC. Karl Milliren. **Right:** Mary Lynne, Boz and Grace in 1960 Super 90 Cab, in front of the world famous Kentucky Camel in Versailles, Kentucky. Ron Pinchback. **Left:** Our 1960 B Coupe beside Sherwood Gardens in Baltimore, Maryland, known for its 80,000 spring tulips. My wife Mary & I have owned this 356 since June 1990. Jim Miller



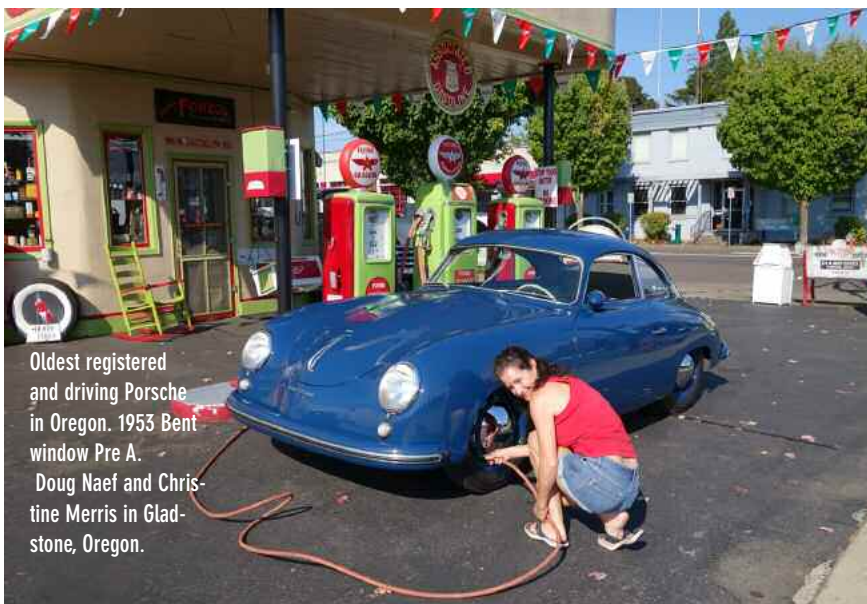
Driving my 356-C along the beautiful roads outside of Blue Ridge GA. John K. Yearick, Sr.



Chris Miller at the Coronado Festival of Speed, CA.



My wife, Gloria and I took a nice drive along Coast Highway - saw a lot of Porsches, only one other 356. Mike Moreau, CA.



Oldest registered and driving Porsche in Oregon. 1953 Bent window Pre A. Doug Naef and Christine Merris in Gladstone, Oregon.



Above: This year's roaming the local hills (talk about such good roads and so close!) Dick Pike. **Right:** Victor Preisler, Hermosa Beach California.



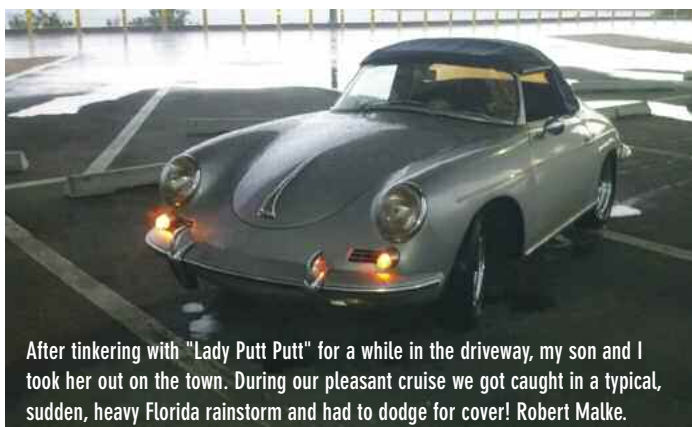
I had a very nice ride today in my little tub. This is a wonderful organization; the Registry magazine, the incredible amount of good information on the website and, the folks involved with our fantastic little cars. Mac Ramsay, North Carolina.

The 356 group from Coeur d'Alene, Idaho and Spokane, Washington converged on Liberty Lake for a morning of 356 fun followed by a drive to Greenbluff to sample the local cuisine. It was a perfect late summer day with lots of "thumbs up" from people wherever we went. The non-red cars included one Outlaw, a very nice Cab, and a very original B Coupe. Bill Simer.





The 'Roberts' "Double Barreled" covered bridge in Eaton, Ohio. Completed in 1830 it is the second-oldest covered bridge in the US. Fred and Carol Uhlmann, Ohio.



After tinkering with "Lady Putt Putt" for a while in the driveway, my son and I took her out on the town. During our pleasant cruise we got caught in a typical, sudden, heavy Florida rainstorm and had to dodge for cover! Robert Malke.

Natalia Khazizova with "Helen", a 1958 356A coupe driven since 1980 by her husband Dudi Sigward, Asilomar, Monterey Peninsula.



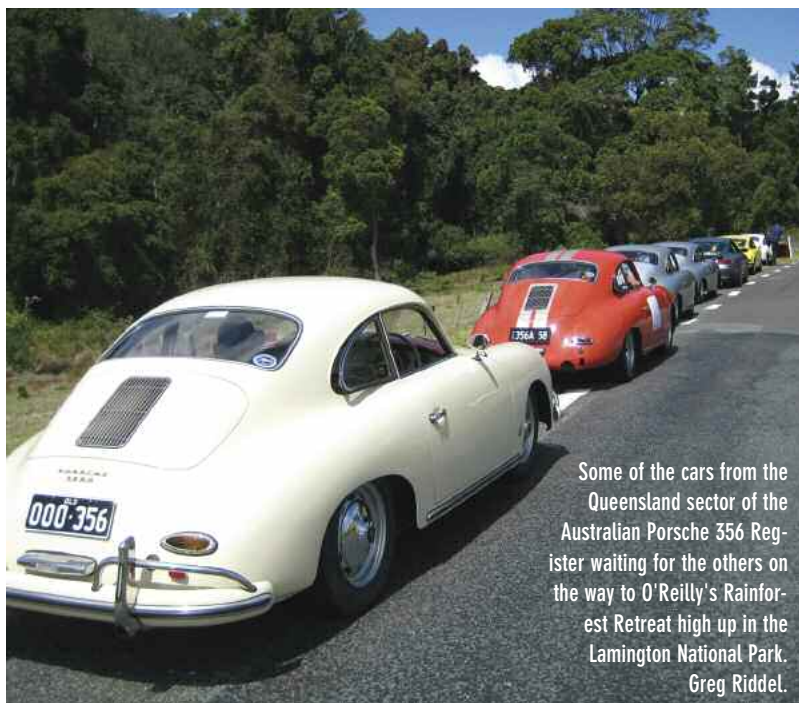
1965 356 SC at Grand Valley Lake, Camp Dennison, OH. Paul and Mary Siegel.



My bother Andy (also an old Porsche junkie) lives in Dana Point and comes every September to visit me in NJ. We drove the 1961 Super 90 Cab through the Kinnelom Watershed. After a rainy morning, fantastic scenery, perfectly twisting roads and a spectacular rainbow. We finished up at the end of Smoke Rise Lake. Can't think if a better way to spend the day. Jerry Manna



By coincidence we drove by the Aeroclub, and stopped, kindly asking if we could take a quick picture for the remembrance of Dr. Porsche. They offered us a foto session we would never forget. With thanks to "Koninklijke vliegclub De Wouw" - Tienen, Belgium. Dominique Rongé and Els Exter.



Some of the cars from the Queensland sector of the Australian Porsche 356 Register waiting for the others on the way to O'Reilly's Rainforest Retreat high up in the Lamington National Park. Greg Riddel.



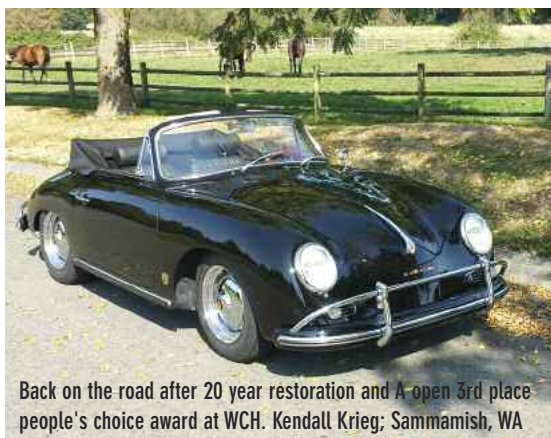
My 911 pal Don Montgomery and me at Atwood Lake in Carroll County, Ohio for the first DY 356 Day with my C Coupe following its 3+ year restoration. John Weyand.



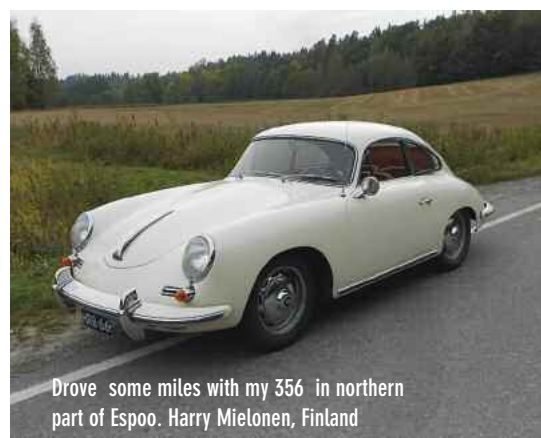
Alexander Deussen Park - Lake Houston. On the way to the Senior Center, Texas. Joe Blackburn



Carmel-By-The-Sea visiting with friends, beautiful weather. Cody and Joy Taylor in our 1962 Porsche B coupe - unrestored and still taking us all over California from the Central Valley.



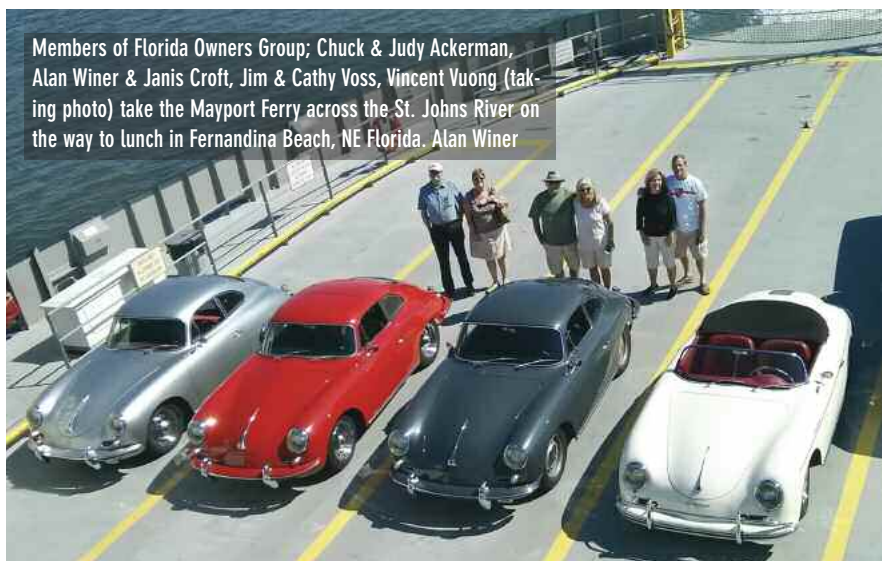
Back on the road after 20 year restoration and A open 3rd place people's choice award at WCH. Kendall Krieg; Sammamish, WA



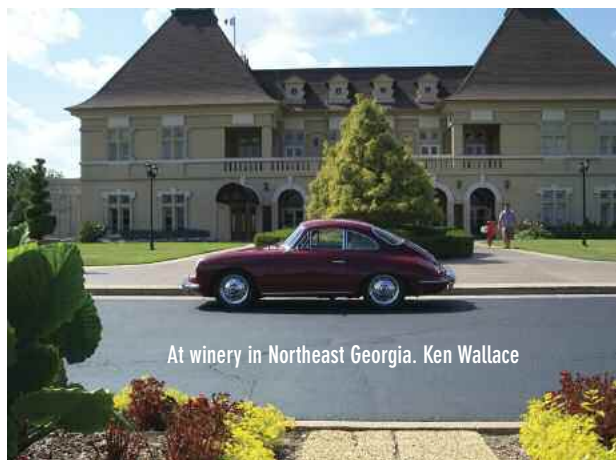
Drove some miles with my 356 in northern part of Espoo. Harry Mielonen, Finland



Jim Smeltzer toured the Low Country around Bluffton, South Carolina in his Twin Grill Roadster after a bit of carburetor adjustment from his friend (and photographer) Charles Coker!



Members of Florida Owners Group: Chuck & Judy Ackerman, Alan Winer & Janis Croft, Jim & Cathy Voss, Vincent Vuong (taking photo) take the Mayport Ferry across the St. Johns River on the way to lunch in Fernandina Beach, NE Florida. Alan Winer



At winery in Northeast Georgia. Ken Wallace



DY356 day in Avila Beach, California. Gary and Mary Thies



Beautiful fall day out with one of my boys. 1961 B Roadster. Sam with dad, Michael Stein, MN.

Below: Joel Horvitz's grandson, Sam Wiley of Derwood MD, in his red '65 SC. Andrew Wiley.



Drive Your 356 Day and Avery Rose's 3rd birthday. Oh how she loves Papa Carrie's car! The '62 coupe may be hers some day, but for now the Carries are out for a drive! Pam & Doug Carrie, Laguna Niguel, CA



Today (September 21st) was "Drive Your 356 Day", so Terri and Jezebel made the most of it, in our 1964 356-C cab. Jeff Zwart.

Above right: We are careful what we feed the wildlife in Wyoming. Life size T-Rex sculpture at Casper College. Walt Nolte, '59 A Coupe.

Below left: 1965 356 SC Sunroof in Micanopy, Florida. Bob Sturm. **Below right:** Start of the Santa Cruz Tour which ended up as 15 cars. Doug Smith.

Thanks, Everyone!

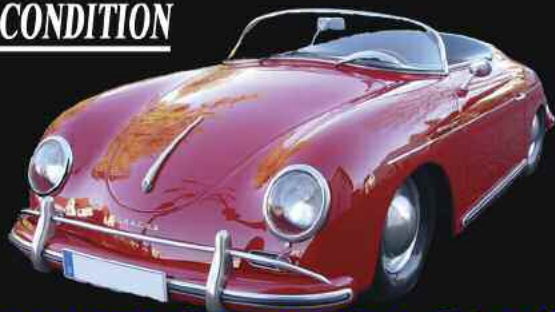


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Marketwatch

By Prescott Kelly with Bartz Schneider

As relayed in our last column, your correspondent had to miss Monterey Week in 2014. All was not lost, however, as Bartz Schneider continued to build his long-term database of 356 auction sales, and he volunteered his considerable talents to evaluating 356s for our benefit. What follows are Bartz's reports combined with some observations based on auction house photos and write-ups and from our own database.

In the November-December issue, we analyzed cars from Gooding and RM. In this issue we cover Bonhams, Russo and Steele and Rick Cole's single 356. We will finish up with Mecum's Monterey offerings in the next issue.

At Bonhams, we had six Porsche 356s, three Cabriolets and three pushrod coupes. Because of the obviously higher values, the premier houses prefer four-cams, Speedsters, and then roadsters and cabriolets. Only special coupes need apply. At Bonhams and Mecum, the populous heartland of our hobby, the coupes, are welcome.



Bonhams' first coupe was Lot 207, a 1958 356A "outlaw" coupe with updated and uprated mechanicals. Cosmetically it was a relatively mild example of the genre. The car was serial number 103889 with a 1968 912 engine plus a Type 901 five-speed gearbox and disc brakes. The larger changes to appearance were that the rear lid had six Carrera-like louvers on each side of the grill and, of course, the painted C-type wheels and caps to cover the disc brakes.

The car was presented with silver paint, good gaps and very nice panels, all of which Bartz liked. "Flawless silver paint with nice small flakes, unlike some." There was bondo in the doors. The bottom appeared to be original as the matting was dead on. The trim was quite presentable with correct 1958 bumper over-riders, solid in front and split in the rear. The Reutter badge was reproduction with large rivets, and the A-pillar tags were repops. A period-correct Nardi flat steering wheel added panache. Some trim was scratched and zealous wrenching crushed some rubber gaskets. The red upholstery was only good, appearing to have been "painted." The seat rails and door hinges had re-

ceived no attention and were grubby. The 912 engine was turned mostly correctly but with some Aeroquip lines, way aftermarket oil filter, and K&N air filters. It also featured weak cosmetics relative to the exterior of the car. An oversized spare tire lying flat filled the front trunk.

Of interest, a reported \$275,000 was spent on the restoration, which we certainly hope also included purchasing the base car. Against an estimated range of \$125,000-175,000, the car hammered at \$129,000 or \$141,000 with the buyer's commission. Our verdict – "hard to know." Outlaws are outliers – hard to value and hard to sell. Lacking conviction, we will call it well sold.



The next coupe up was Lot 221, a 1961 356 B, serial number 117172 carrying a Normal engine number 606378, all claimed to be Kardex-matching. It was presented in a wrong hue of Light Ivory (Bartz called it "refrigerator white") over a red interior, while its original colors were Aetna Blue over red. It takes a purposeful character to forsake Aetna Blue for Light Ivory, but there is no disputing taste in colors. This looked to be a poor restoration with variable gaps, too-rounded edges, and wavy panels, especially the bondo-laden fenders and doors. The hood had an overbite and more bondo. Paint was slightly better but with some globs in the rain gutters and some checking on the rear fenders.

This coupe's chrome was mostly new or rechromed except for window frames and rear lights and they were scratched and pitted. Wheels were Brazilian reproductions and the incorrect crested hubcaps (for Supers) were new repops. The interior was fresh and strong, with leather seats that had restored side hinges but trashy rails. The dash featured heavy orange peel from a prior restoration, funky chrome, and not-redone instruments. A later-year, smaller-diameter Nardi wood steering wheel replaced the original. The engine looked correct but was not detailed. This somewhat problematic coupe was estimated at \$80,000-\$100,000 and was a No Reserve offering. When it hammered sold at \$62,000, \$68,200 after buyer's premium, people were probably saying, "Yup – right." Later it was shown as not sold on Bonhams' website. What happened? Our guess is that the buyer, the seller, or both raised some dickens. It is very unusual for a no-reserve sale to be a no sale. It's a contradiction in terms.

Photos courtesy Bonhams, Russo and Steele and Rick Cole Auctions.

The last Bonhams coupe was Lot 307, a 1958 coupe with serial number 105616, described best as a hodge-podge of a Carrera Panamerica (the more recent recreation event) race car. It was a rough car, likely why



it was chosen to build into a Carrera race car and then run there three times. It carried pounds of bondo – some of which was cracking. It was missing its bumpers, and the little chrome left behind was rusty and pitted. Its paint was faded, with an orange into yellow blended paint job that mostly afforded billboard space for the many stickers. It did have original painted steel wheels, and possibly original floors, if well beat up and deformed. There was no interior, except for cardboard panels on the doors (light-weight!), but with a full welded roll cage, new shifter, a large new electronic tachometer, and really ugly gray-striped fabric racing seats. Oh yeah – it's a race car. The engine was a pretty straight-forward 912 unit. Appropriately estimated at \$35,000-\$45,000, at least two guys wanted it and bid it to \$50,000 at the hammer, \$55,000 with buyer's premium. Bartz and I are just hoping no one bought it to try to turn it back into a stock street 356A, not even an outlaw.



The first cabriolet at Bonhams was Lot 241, a 1959 356A serial number 151991, carrying a Normal engine 74065. Sold new in Fresno, CA the car carried its original colors of silver paint over a red interior. Everything was rebuilt or restored recently by a very good Denver-area shop, although the car was done as a driver, not a spare no expense show car. Bartz detected some bondo skim but with good gaps and pretty good edges – per-

haps a tad square but so much better than rounded ones. Paint was of driver quality, with some flaws and weakfront jambs.

The trim was quite good, some rechromed pieces, some new correct aluminum uprights in good condition with light scratching on the over-riders. Bartz thought the painted wheels were lovely, including the spare. The front trunk was an asset, as were the tool kit and the original owner's manual. The interior was 100% new and virtually perfect with leather seats and vinyl elsewhere. The dash, instruments, steering wheel, deluxe horn ring, and horn button were all stellar. Top and boot were new and excellent. The floors and matting appeared to be original. The engine bay was all correct and mostly detailed with strangely dirty carbs and rusty air cleaners.

Bartz concluded that this was a strong car but with driver quality paint. How many times have we seen weak cars sell at high prices because the paint job was excellent? At auction very good, even flashy paint sells. Against an estimated range of \$175,000-\$225,000, this cab drew a top bid of \$155,000 (would have been \$170,500 with buyer's premium) and did not sell. One would guess the reserve was at or just below the low number in the estimate.



Next up was lot 259, a 1960 356B cabriolet serial number 153886 with a Super 90 engine number 801111. Bonhams reported the car to be matching numbers and matching colors, silver over a red interior. The car was factory pickup by an American who ordered it fully optioned – all leather, radio, and fitted luggage. A hardtop was more recently added. Its extensive historical papers were available and went with the car.

All the body panels were wavy. Bondo was the primary body material. Bartz reported gaps were fair to poor. The doors were both out at the back bottom and had wide gaps. The hood was uneven with tight gaps. The paint was also fair to poor, with damage, bad touch-ups, and uneven thickness on the panel edges. The dash and jambs had different paint than the body. The chrome trim looked to be original with wear, pitting, and scratches.

Wheels were very nicely executed painted examples. The interior was older, but not original, all-vinyl with wear evident on the seats and carpets. The instruments were good originals, as were the steering wheel, heavily patinaed original horn button, and speakers. The car had an older top, boot, and tonneau – all showing their age. The engine was mostly original in appearance but with K&N air cleaners.

Bonhams had this car pegged. Against a range of \$90,000-\$125,000, it hammered sold at \$115,000, representing \$126,500 after buyer's commission. To us that result feels a tad high given the weak body, but a really nice one would be a whole lot more money.

The last 356 cabriolet up was Lot 306 a 1964 356C serial number 158226, with a 75-horsepower C-type engine number 710620, reported to be matching numbers. The car had been in the hands of one owner since 1974. The car was painted silver with a black interior vs. the original, very desirable combination of Bali Blue over Fawn. (Remember, “no disputing...,” but still worth an official grumble.) The car had been the sub-



ject of a comprehensive mechanical and cosmetic restoration in 2013. The panels were admirably flat, but that result was achieved with extensive use of dreaded plastic filler. All gaps were variable, wide to very wide, and virtually all edges were rounded, sculpted out of bondo. The new paint was excellent but the door jambs were an older different hue, as was the dash-board.

Trim was new or nicely original, excepting pitted door handles and buttons, and scratched chrome and alloy window surrounds. The blinkers front and rear were Euro style. Wheels were rechromed with no wires on the stems, and the spare wheel was dated 1967. The cabriolet top and boot were new and the car included the hardtop.

The interior was pretty nicely turned out – perfect steering wheel, horn button, instruments, and Blaupunkt radio but with incorrect speakers. The seats and rails were newly redone but the seat bottoms had no pleats. They were combined with original door panels, rear squab seats, floors with original matting. The engine compartment was flawless. The front trunk had truly strange matting, closely resembling black Astroturf, glued down on the inner structure with no plastic tray over it and the gas tank. Dual Optima batteries were carefully fitted into the front cavity.

Against a pre-auction estimated range of \$130,000-\$160,000, this cab hammered at \$175,000 representing \$192,500 after buyer's premium. 356C/SC cabriolets are still appreciating, albeit at a reduced rate vs. prior months. This one was well sold: Pretty in silver with fresh mechanicals, its mismatched colors, lots of bondo, bad panel fit, and weak edges all notwithstanding. What would a really good example go for now? Stellar Cs would be over \$200,000 obviously, and that leaves SCs pushing toward \$300,000.

Russo and Steele is best known for American iron, although Drew Alcazar has been recruiting more and more foreign cars every year. He occasionally gets prime 356s or 911s. At Monterey in 2014, he had two 356 B cabriolets, neither of which sold. The first car up was a 1961 cabriolet, serial number 154424 that was presented without data plates and no access to the trunk. That problem notwithstanding, it was reported to have matching numbers with a 1600 Super engine. It was black over black. Bartz reported that the panels were very straight, with an odd “bite” out of



the metal at the back bottom of the passenger door. Gaps likewise were stellar. These findings led Bartz to conclude that the metal might have been original. It was certainly repainted, and it was older with scratches and nicks.

Similarly all trim looked original with pitting and scratches as would be expected. Wheels were very nice painted examples with a date stamped chrome spare. By contrast, the interior was all fresh vinyl, although details like hinges and rails were old and worn. A nice new top had been fitted. The floors looked to be original but with tin foil matting all over the interior side. The engine compartment was complete and clean but not detailed. This cab bid to \$148,500 and was a no-sale. Its owner should have let it go. Just \$11,500 under the hammer price of a similar cab sold at RM – see the Registry November-December issue, page 55-56, this example was overpriced. We agree that it would take much more than \$11,500 to bring this one up to the RM car – even though it too was flawed.



The second 356 at R&S was a 1963 356B cabriolet, serial number 158024 with a Super engine number 705425. Bartz hated this car. It was

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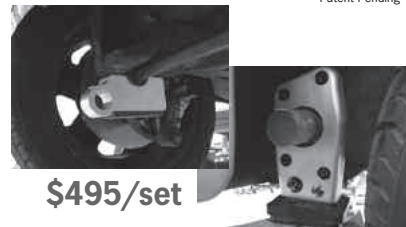
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a mess. All its body panels were bondo-laden, looked plump and rounded out, with bad panel fit and terrible gaps, plus the right rear fender was dented. Bartz called the paint, "Bad, flat, rough, full of flaws." The interior was older, worn, all vinyl, with truly funky American carpets. The top was older and just decent. The dashboard had lumpy paint on it. The floors looked to be original, just very, very dirty. This cab was also a no-sale, with a top bid of \$143,000. Moving on quickly...



Rick Cole Auctions

After an extended absence from the Monterey, Rick Cole was back. Cole departed the scene when he sold out to Robert Brooks, who in turn sold out to David Gooding, who is solidly established and prospering. For his return, Cole chose a different tack, using a four-day open bidding period, after which the high bidder won the car.

The sole 356 at Cole's was a 1956 356A Speedster, serial number 82011 with a Normal 60-horsepower engine number 60669, reported to be numbers matching. The car was interesting in that it was presented as highly original with just 36,000 miles. That originality did not include panel work as the car was way with some bondo in the jambs, door ends, and edges. There was a bondo bubble at the bottom of the passenger side front fender and a scratch and dent on the bottom of the passenger door. The

gaps were surprisingly good, even and well formed. All trim was pitted or scratched. Paint was only fair, with a lot of polishing marks. Wheels were Brazilian chrome reproductions.

The interior was older but not original red vinyl with red piping, all showing age. The banjo wheel and deluxe horn ring were painted black with an old horn button in poor condition. Then top was fair – fitted loosely. The floors looked good and were probably original. The trunk featured a nicely restored gas tank. The engine was correct, just not detailed. With an estimated range of \$225,000-\$295,000, this Speedster sold for \$303,600 or \$334,200 after buyer's commission. The buyer, a well-known collector, presented Rick Cole with a conundrum. He claimed that the major auction houses gave him 90 days to pay and he wanted that from Cole now – all unannounced of course. Welcome back to the car auction business, Rick.

Elsewhere in the marketplace

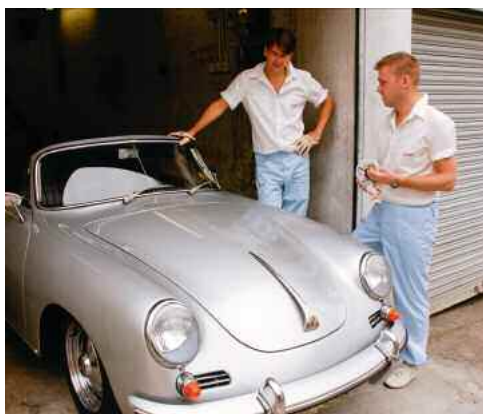
An alert Registry member wrote in to relay the following:

"A current EBay listing #221446393999 is offering the Signal Red 1964 356 SC chassis 128699 at auction that is the car in your Marketwatch article (Amelia coverage, May-June 2014, pages 55-56). Please review the seller's glowing vehicle description, followed by a well constructed, clever disclaimer stating they are dealers and enthusiasts... not experts. This can be interpreted as an excuse for not being forthright as to the true condition and the real facts about what they are selling. If this auction stands and someone relies on this seller's description and prevails, that someone may soon be very disappointed. Can or should anything be done to avert this?"

Our response is: Sadly, no, very little can be done except to police eBay and Craig's List and other listings and add comments – which likely will not stay up long. And who has the time? Anyone who buys a car off an Internet ad without seeing it or having a skilled pre-purchase inspection is acting foolishly – and a fool and his money are soon parted. Sure, there are many happy stories of cars well bought and fairly sold. And then there are these types of cars. Which will you buy? How lucky do you feel?

Our Registry companion, Bill Romano, wrote in to comment that the 1959 coupe in our last column, November-December issue, page 55, was for sale in April of 2003 for \$31,500 and that it carried engine number 82929 and gearbox 22971, both numbers-matching. Also, we typoed the serial number for the RM Speedster (page 56) which should have been 84100, not the impossible 94100.

As always, please direct questions, comments, and news of sales to Prescott at vintage911racer@gmail.com. 🚗



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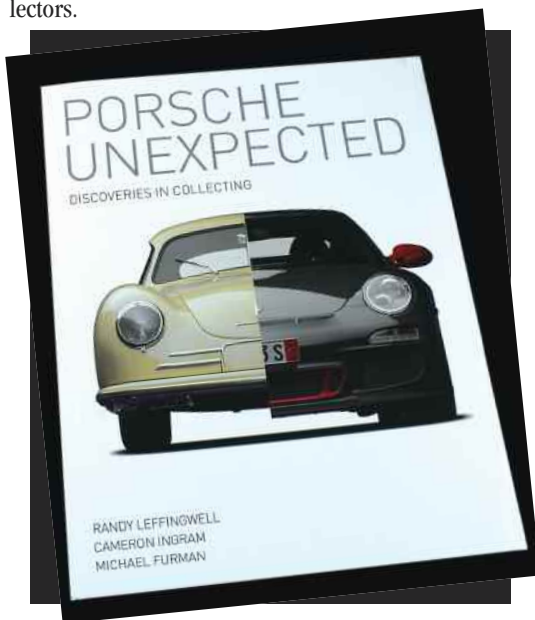
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A look at Books

Porsche Unexpected / Discoveries in Collecting

"Greed and credibility determine value."

If I hadn't already been stopped cold by this huge new Porsche book focused on (merely!) collecting Porsches, that one line did the job. Somehow, in 45 years of owning, driving daily, racing and restoring a variety of 911s and 356s, I had never framed my involvement with them in such stark terms. Even 30 years spent working most of the jobs in Porsche dealerships never made me consider things in exactly that light. Yes, money was always a factor. And for me, Porsche always represented the highest levels of engineering, usability and performance; real credibility! But Porsche was always just my way of life - friends, travel, a career and fun. I happily made my living at my hobby, engaging with a huge variety of really interesting people—including, as it develops—some real collectors.



Enter Randy Leffingwell, telling the story of the Ingram collection in his latest effort, *Porsche Unexpected*. For the first time, while reading this book, I started to understand a part of the Porsche-centered universe in ways that simple accumulation of knowledge and experience about the cars hadn't previously registered. Indeed, there is a vast gap between knowing stuff and understanding stuff - especially when humans and their actions are key.

In my part of the world, I had not made the direct connections Leffingwell relates. He points out that, in fact, the electronic age has been the catalyst in turning my hobby into a worldwide industry, based entirely on the object and its monetary value. Here, possession is the desired end. More than that, he shows how auctions, especially televised major ones, have turned the hobby into a spectator sport for thousands of folks. He says that auctions exploit what he calls "a basic human desire for importance." What follows that line of attack begins to explain things that have



always irritated me, but which I never stopped to really ponder. I was just happy to own and drive my 911 and enjoy the access to the slice of life that entailed. Others, it appears, were willing to make industrial-level acquisitions of these cars which have driven prices northward and soaked up lots of the rare and interesting stuff that dreams are made of. Yes, I know the laws of supply and demand. Now I understand a bit better how these laws will always apply to stuff, even stuff I look at as just everyday stuff. (I'm keenly aware that the 911R is not "everyday". But I still want that car every day, and have since I first saw it and sat in it many years ago. Oh, well...)

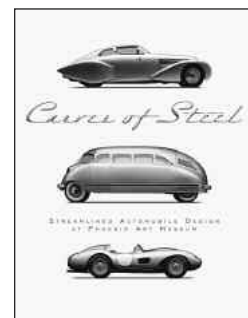
In truth, it is a good thing to see Gmünd coupes and other rarities preserved and restored. That applies to all the other legends - 4-cams, RSRs, Turbos, Speedsters and the rest as well. I never could get my Carrera Speedster done, the costs of restoration being always just beyond my grasp. So, my admiration and gratitude to others who have done that job and more is at a very high level. And that applies to the Ingrams and the collection presented beautifully in this volume.

Published by Coachbuilt Press in Philadelphia, the book is tastefully and elegantly shown in photographs. Its 412 large-format pages feature images by Michael Furman reproduced at the highest level. Gearheads will notice that photos emphasize the visual impact of whole cars, with little attention to specific details of engines and suspensions. But some details of motors and running gear in the 904, '75 Turbo and others would have been most welcome. Leffingwell's text is well-researched and, as is his practice, well-written, indeed. Any individual truly interested in effective Porsche collecting - or collecting most anything else - would do well to master the opening section of the book. Those first 71 pages, featuring "Summary Points" at well-chosen intervals, offer most of the fundamentals needed to start assembling interesting, useful collections. In any case, most collectors (dare I use that word?) of Porsche books will likely find the insights and photos well worth the price of admission. **Mark Bouljon** 🚗

By Randy Leffingwell with photography by Michael Furman.
Coachbuilt Press
ISBN 978-0-9882733-3-7
Hardbound, 416 pages. \$100.



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The only corresponding issue of 25 years ago, Dec. 1989 - Jan. 1990, was covered in the last *Registry*.

10 Years Ago.

The cover of volume 28-5 was an Ed Hyman photo from the 2005 East Coast Holiday concours at historic Yorktown, where heavy rain was followed by a sunny day. *Editor's note: One of my all-time favorite cover shots.* Inside, an article about the event was authored by organizers Jerry and Kathleen Keyser.

Pat Tobin wrote a detailed article on the Porsche 356 Industrial engine. Bertram Pawlak was a valuable source of information on these engines, and supplied many photos for the article. 356 engines have the advantage of air cooling, which means that when used in an industrial capacity there is no need for a radiator or water pump. In the 1950s Porsche was not only build-



ing 356 engines for industrial use, it was also building 356 aircraft and marine versions. A more recent application of Porsche engines for non-automotive use was the use of Porsche supplied modified 911 engines for Mooney airplanes (circa 1985).

Bob Garretson was a guest columnist in this issue, having just been elected as a trustee. Bob explained that when he got interested in sports cars in the early 1950s, he thought the

YEARS AGO



Jim Perrin Club Historian

Austin Healey 100 was the greatest car. In 1954 he met a friend just back from serving in the army in Germany. They got talking about sports cars, and the friend told Bob that he should see his 1500 Super Porsche. Bob took a look at his little red coupe, and said he wasn't very impressed. His friend said "Let's go for a little ride and I will show you why you want a Porsche instead of a Healey". After the ride and looking over his friend's car, he decided he had to have a Porsche. His first was a used 1957 coupe, purchased in late 1957. Bob subsequently has had many more Porsches, including a red 1959 coupe he still has.

Steve Snyder wrote a short article about a trip he and a friend took to Germany in 1951. They traveled around on a Royal Enfield 500cc twin which they took over with them. In June 1951 Steve spotted a lovely body-bumper pre-A coupe parked on a German street, and took a great photo of it. In the background you can see destruction from WWII, where part of a brick building is gone and the site is still full of rubble. He also commented that during his whole time in Germany he never saw a single discarded bottle, tin can, nail or anything else of value. I once

knew a lady who immigrated to this country a few years after the end of WWII. She told me they had no trash pickup. I asked why, and she replied "Because no one had any trash to throw out, everything was used!"

Jacques Mertens wrote an article about Herbert Kaes. Kaes was a nephew of Ferdinand Porsche, and therefore a cousin of Ferry Porsche. Kaes started out working in the Porsche workshop at the Porsche villa in Feuerbacherweg for a short time, and then went to work as a mechanic for Reutter. He went back to Porsche several years later. His first job was testing the first two Volkswagens, the V1 and V2. Kaes later went to work in Austria for Louise Piech's company, Porsche-Salzburg, working there until retiring in 1976.

As a side note, I had a chance one time to visit the workshop at the Porsche villa. It was on the occasion of Ferry Porsche's 75th birthday, and Brenda and I had been invited to the very large dinner celebration for Ferry Porsche. The next day there was a reception at his house.

There were at least 50 or 60 people there, both inside the house where Ferry and his wife were greeting people and out in the front yard. I knew that the house's garage was used as the workshop when they were testing the prototype VWs. One of the garage doors was slightly ajar, and I was looking it to see what I could see. Ed Peter, Porsche's Export Sales Manager, came over and said "Jim, we can go in there if you like." He pulled the door open and we walked into this historic garage/shop. The garage was two cars wide, and extra deep (maybe 30 feet deep). One car was in there, an early green 911. Ed told me that it was Mrs. Porsche's car, and that she especially liked it as her son Butzi had designed it. I looked around but the early VW/kdf parts were all gone! The only mechanical parts in the garage were for a lawn mower engine that someone had partially disassembled.



Pat Tobin

Long time 356 Registry member and columnist Pat Tobin passed away in August in Granada Hills, California. His daughter Janice reported that a fire had damaged Pat's home last year and he was busy overseeing its reconstruction while living in a hotel. He apparently died of natural causes after a lengthy illness. A professional audio engineer, Pat owned Porsches for many years and raced a Speedster in the 1960s, an adventure he recounted in a series of articles for our magazine. He also wrote many tech features on a variety of subjects. Our sympathy goes out to his family and friends.

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A stainless muffler that fits

With so much talk in the last couple of years about the poor fit of the Dansk replacement mufflers for our 356s, I had been hesitant to replace the muffler on my cabriolet, a "big pipe" sport muffler from Marco Marinello at ElevenParts. While I also have that same muffler on my coupe and love it on that car, my ears began to feel it was just a tad too loud for me while at speed with the top down on the cab. The "stock" style muffler is quieter, but I did not want to spend \$500 + on a system with known fitment issues. The latest word is that the newer Dansk systems fit better, but I still did not want to take the risk.

Enter our 356Talk forum and a blurb about Ken King from Alberta, Canada, the owner of Concept-1 who, among other parts, sells stainless steel mufflers for our cars. The word was the fit was excellent, and at \$895 retail for stainless, I felt it could be a much better long term solution than a \$500 to \$600 muffler that would start to corrode as soon as installed.

About 5 business days after purchase, the muffler arrived at the local Fedex facility and later that weekend I installed it at a VW friend's lift-equipped garage. We installed it over the J pipes first, then looked up to move it into position and start the gyrations to mate the upper flanges to the head. Needless to say, we were amazed and very pleased to see that they were already in place! We stood there silently for a few seconds before my friend looked at me and said, "He's got a good jig". He knows only too well the trials of installing an ill-fitting exhaust on an air-cooled car.

After installation I went for a drive and discovered a small exhaust leak which ended up being the joints at the J tubes which I attribute 100% to my 50 year old clamps and heat exchangers. Easily fixed and off I went.

First, it is quite beautiful. The finish is excellent with very nice, clean welds; I am very impressed with the workmanship and the fit, as mentioned



By Sebastian Gaeta

before, is excellent. The photo shows my dirty hand prints from the right side but believe me, this exhaust is gorgeous.

It looks great under the car and the sound is music at city speeds and pure joy wide open. Loud enough to know it is an air cooled flat four and quiet enough to be comfortable on long drives with the top down. Yes, it is more costly up front, but as I said earlier it appears to be much better alternative in the long run than the steel, "stock" reproductions.

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The mufflers are manufactured by GDP (Gentlemen Drivers Parts) and are 100% stainless, including all internals. They are available in three types: Abarth (4 small slash cut tips), Twin tip (for super cars) and Single tip (for normal cars). Retail is \$995 USD for all styles. **SG** 🚗



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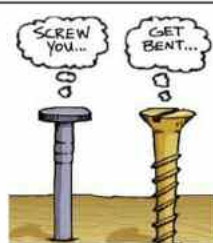
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* FROM LEFT #3 AND #5



356 Resto Strip

Eisenwaren



EDWIN SCHWEITZER



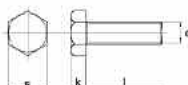
'53 HARDWARE FROM 50270. NEATLY ARRANGED TO BE INVENTORIED. WHEN TAKEN FROM THE CAR, THE BRAND, LOCATION, TYPES OF WASHERS ETC ARE NOTED. IN ADDITION TO THIS, THE FINISH IS DOCUMENTED.

BOLT, WASHER, SPRING-WASHER AND NUT ARE KEPT TOGETHER.



HARDWARE FROM THE LEFT DOOR. BUNDLING IN GROUPS "BY LOCATION" AND TAKING DETAILED PICTURES AND NOTES HELP AGAINST ALZHEIMERS :-)

DIN 933 metrisch



TECHNICAL DRAWING DIN 933 OR ISO 4017. STD BOLT. (THREAD TO HEAD)

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DESCRIPTION PER THE PARTS MANUAL.

CONTRIBUTIONS BY SCROGHAM, RIPLEY, GRANT, JOHNSON AND ROLAND IN EARLIER PUBLICATIONS HAVE SHOWN DIFFERENCES IN SHAPES AND SIZES OF OLD V.S. NEW HARDWARE DESPITE THE SAME DIN/ISO NUMBER. BELOW ARE FURTHER EXAMPLES OF PERIOD CORRECT FASTENERS.

FASTENERS TYPICALLY ARE NOT LISTED IN THE EARLY '54 PARTS BOOK. THE "A" PARTS BOOK FROM MAY '56 IS MORE COMPLETE. WITH LATER ITERATIONS, ADDITIONAL INFORMATION MAY BE LISTED SUCH AS THE FINISH. (E.G. PH, ZN OR BO FOR PHOSPHATED, ZINC PLATED OR BLACK OXIDE RESPECTIVELY.)



YES, THESE ARE SMALL :-)

NOTE, FINISH IS BLACK OXIDE

M3X4 HALB-RUNDKOPF. USED TO FIX THE SPRING THAT LOCKS THE BRAKE CYLINDER ADJUSTMENT WHEEL.



M6 WASHERS, TWO ARE ORIGINAL. YOU KNOW WHICH ONES? *



NEW (LEFT) VS. OLD CASTLE NUT. NOTE VINTAGE SHAPE IS MORE SQUARE. (LOCATION HARDY DISC, STEERING JOINTS, SHOCKS.)

VINTAGE DIN 93



ENGINE GRILLE

NUT M8



ENGINE SHEET METAL SCREW DIN 84 M6 X 12. VINTAGE LEFT, NEW RIGHT. NOTE HIGHER MORE SQUARED OFF HEAD.

52/53 VINTAGE M8 NUT 14 ATF. NOTE SQUARED OFF EDGES. LATER ONES WERE SMOOTHER. (ROLLED VS. TURNED?)





NSF M6X15 + ALL HARDWARE TO MOUNT ENGINE LID TO THE HINGES. NOTE REMNANTS OF IVORY PAINT. THE LID WAS SPRAY PAINTED AFTER IT WAS MOUNTED TO THE CAR. THE BOLTS DO NOT APPEAR TO HAVE BEEN PLATED.

DIN 91 SCREW M5 X 20 WITH COUNTER-SUNK HEAD. FINISH: CHROME. NUTS ARE 9MM ATF ZINC PLATED.

DIN 933 NSF M8 X 40. TANK STRAPS. NOTE BEVELED WASHER. BOLTS ARE PAINTED BLACK.



DIN 125 B, BEVELED WASHER.

CHROME PLATED.

REAR QUARTER WINDOW HINGES.

HEAD DIAMETER IS SMALLER THAN CONTEMPORARY SIBLINGS.

DIN 917 4D CAP NUTS, NOTE SQUARE SHAPE.

SCREWS FOR ALUMINUM DOOR OPENING TRIM AND REAR QUARTER WINDOW FRAME. ALL WERE CHROME PLATED. THE HEADS OF THESE VINTAGE SCREWS ARE NOTICEABLY LARGER THAN THEIR LATER VERSIONS.

644.41.511

UPPER BOLTS FRONT SHOCK ABSORBER. M10. THESE DO NOT APPEAR TO HAVE BEEN PLATED. (PHOSPHATE DIPPED ONLY?)

I HAVE ONLY SEEN THIS LOGO ON THE EARLIEST LUG NUTS. ANYBODY?

LUG NUT. NOTE SMALLER FLANGE VS. THE LATER MODELS. THE LOGO I.E. MAKE IS UNKNOWN.

NOTE ABSENCE OF BRAND NAME. LATER ONES, PROBABLY AROUND APRIL '53 WERE STAMPED NSF OR VERBUS.

ANOTHER UNKNOWN LOGO ON THIS M8 BOLT. (4 EA/CAR)

NSF M6 X 15. BRACKET THAT HOLDS THE DASH. FINISH IS BLACK OXIDE. THEN AND NOW 10 ATF.

NSF M6 X 20 BLACK OXIDE HOLDING THE ENGINE LID LOCK PLATE. SPRAY PAINTED. NOTE DIN 127 SPRING WASHERS HAVE NOT CHANGED OVER TIME!

DIFFERENCE BETWEEN DIAMETERS IS ABOUT 1 MM. THE SCREWS ARE NICKEL PLATED

M6 SCREWS FOR SEAT RAILS. VINTAGE DIN 963 HAD SMALLER HEADS.

4X DIN 562 M4 WITH SQUARE NUT HOLDING THE ENGINE GRILLE IN PLACE.

CHROME PLATED

DIN 127

MEHR EISENWAREN.

4X VINTAGE DIN 7379 FORM C WITH SLIGHTLY BIGGER HEADS. EMERGENCY SEAT BACK REST.

DIN 936 FLAT M4 NUTS. THESE GO INSIDE THE ENGINE COMPARTMENT TO FIX UPHOLSTERY INSIDE CABIN ON FIRE WALL. FINISH IS BLACK OXIDE. 7MM ATF, THEN AND NOW.

AS YOU CAN IMAGINE, TO FULLY DOCUMENT ALL HARDWARE OF A CAR, 100'S OF ADDITIONAL PICTURES WOULD BE NEEDED. (I HAVE THEM :)) LET'S TALK ABOUT FINISHES...



DIY DE-CHROMING



SMALL NUTS AND BOLTS THAT NEED TO BE RE-CHROMED ARE TYPICALLY NOT YOUR PLATERS FAVORITE. IF YOU MAKE THEIR LIVES EASIER BY DELIVERING THE FASTENERS DE-CHROMED POLISHED AND STRUNG TOGETHER WITH A CONDUCTIVE WIRE, THEY USUALLY DON'T MIND DIPPING THEM FOR YOU.

POLISHING



SORTED BY REQUIRED FINISH. ZINC CLEAR*, ZINC BLACK, BLACK OXIDE, NICKEL, CHROME, PHOSPHATE DIP, KTL.

*CAD PLATING WAS SPORADICALLY USED ON 356'S. ENVIRONMENTAL REASONS HAVE MADE THIS TREATMENT ALMOST IMPOSSIBLE TO OBTAIN. CLEAR ZINC IS THE ALTERNATIVE.



I HAVE FOUND NO BETTER WAY TO CLEAN NUTS AND BOLTS THAN USING A ROTATING WIRE BRUSH. THIS IS HOW YOU GET SKIN IN THE GAME WITH A RESTORATION... LITERALLY!

AFTER CLEANING, TUMBLING IN GLASS BEADS COMBINED WITH JEWELERS ROUGE REMOVES WIRE BRUSH TRACES. AFTER A COUPLE OF DAYS THEY COME OUT WITH A NICE SMOOTH FINISH AND ARE READY FOR (ZINC) PLATING.



GLASS BEADS AND ROUGE.

ZINC PLATED BLACK. TYPICALLY UNDER CARRIAGE FASTENERS WERE COLORED BLACK. THEY WERE EITHER PAINTED OR BLACK OXIDE... I CHEAT WITH BLACK ZINC (OR KTL), IT HAS SUPERIOR CORROSION RESISTANCE. APPEARANCE IS ALMOST THE SAME.



BLACK OXIDE CAN BE A DIY AFFAIR. STEP 1: DE-RUSTING, 2 CLEANING, 3 OXIDE, 4 SEALING.

SEAT RAIL SCREWS READY FOR NICKEL PLATING.

ZINC PLATED CLEAR. ACCUMULATE AS LARGE A BATCH AS YOU CAN. IF YOUR PLATER USES A DRUM ROTATING PLATING PROCESS, THE COST WILL BE FLAT. QUALITY IN THIS PROCESS ACTUALLY BECOMES BETTER WITH INCREASING QUANTITIES.



SCREW PREPPED FOR CHROME PLATING.



SUNDAY CHILD OF GALVANIC PLATING : CHROME :) DIN 7973. ALUMINUM TRIM DOOR OPENING.



EXAMPLE OF A BATCH OF CLEANED LUGS AND NUTS. BOTH WERE ORIGINALLY NOT PLATED, JUST PHOSPHATE DIPPED. THIS IS WHAT I WILL DO AS WELL. (...AND ONE ADDITIONAL TREATMENT...)

ZINC PLATING IS FOLLOWED BY A CHROMATING PROCESS. THIS IS THE STEP THAT DETERMINES THE COLOR. MOST COMMON ARE: CLEAR, BLUE, YELLOW OR BLACK.

INDIVIDUALLY SEALED AND NUMBERED. THESE LUG NUTS WILL BE STORED TOGETHER WITH ALL OTHER "FAHRGESTELL TEILE" UNTIL NEEDED FOR FINAL ASSEMBLY.



THE PHOSPHORIC ACID HAS REACTED WITH THE RESIDUAL CORROSION AND HAS FORMED A LAYER OF PHOSPHATE.



AFTER CLEANING THE PHOSPHATE RESIDUALS WITH A FINE SCOTCH-BRITE PAD, THE NUTS ARE "COOKED" IN USED MOTOR OIL IN MY SHOP MICRO WAVE. THIS GIVES THEM THAT NICE DARK ORIGINAL "PATINA-ED" APPEARANCE.



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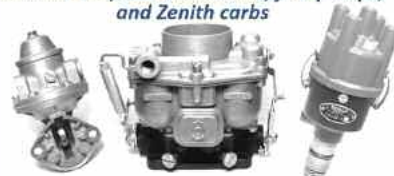
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Paul Christensen

Slippery stuff for everything that is supposed to move

First off, a disclaimer: I am not an expert at anything. Somehow I was talked into writing technical articles 15 years ago and for some reason continue to keep doing it. In doing so, I have tried to share some of my experiences, revelations, and opinions about the 356 Porsche cars in an informal and perhaps helpful way to encourage many of the owners who do not work on their own cars to give it a try.

In the last issue of this magazine I went through some of the sticky stuff. This article will deal with some of the slippery stuff that we use to keep things from seizing, and maintaining our cars in good shape. This subject, I am sure, will create some comments, hopefully some further dialogue, and maybe even some controversy.

But first, just like all the lubricants and chemicals we buy today, we must be aware of the labels that remind you to; always keep out of reach of children, wear eye protection, do not eat or taste any products, read the MSD documents, and finally, anything we touch may cause defects for pregnant women in California.

With that in mind, I do not endorse any of the brands or items mentioned. They are just the products that I have used and have on hand. Just like brands of beer, we all have our favorites. (For the record, mine is Ichthyosaur Pale ale also known as ICKY. The Ichthyosaur, Greek for "Fish Lizard", is the Nevada State fossil. This

amazing 50 foot long fossil can be seen at the Berlin-Ichthyosaur State Park located 158 miles east of Reno in the Shoshone mountain range. Sorry for the cultural information, but it is a great park to visit. And who knows, there might even be some Mezozoic-era Ichthyosaur bits in the oils we're describing here.)

Now back to the lubricants we use in our cars. I am sure there are many other products that you like or use, so don't hesitate to respond, and help let others know what is out there. I would encourage someone to follow up and address the use and changes of synthetic lubricants for the older cars.

As I began to gather information for this article, I found tons of information on just the subject of engine oils. To provide a simple overview of lubricants, I will follow the lead of Porsche Classic and try to limit the subject to a mineral oil specially adapted for the early air-cooled models. Additionally a lot of my information comes from two great magazines: *Engine Builder* and *Engine Professional*.



OOPS. In the September/October 2014 issue of the *Registry*, my article about exploded coils and switches, I made the reference that "The Carrera (2) street car push-pull switches are ON when they are pulled out. The ones used in the competition cars were ON when pushed in."

Years ago I thought I had heard that statement was correct and it made sense since the early wiper, headlight, and the small on/off switches were all pull-out when power was needed and only the competition cars used the coil switches that were on when pushed in. I assumed that the street Carreras were like the generic pushrod cars. Boy, was I wrong.

I really appreciate that Mr. Stephen Dean took the time to send me an email and set the record straight. Members like that are a valuable source regarding authenticity and help limit technical myths that tend to become gospel. I would like to share part of his email and a possible solution to the Carrera car with the exploded coil.

Stephen Dean writes:

"Background: I've owned five 4-cam Carreras: one 1500 GS and four Carrera 2/2000GS models: two from 1963 'kill

switches' were all wired the same way. I've owned one 1964 Carrera 2 for over 45 years and it was my daily driver for over 15 years. When parking away from home I always pulled those switches OUT to disconnect the coils from 12 volts as a safety precaution. This saved my car from being stolen at least 4 times. When I returned to my car on those four occasions I could hear the electric fuel pumps clicking before I got to the car which indicated power was on but with power removed from the two coils the potential thieves never were able to start the engine. I won't detail here how easy it is to "hot wire" a 356 ignition. It only takes seconds if you know how, and the potential thieves certainly did. Incidentally, I'm still running the two original 1964 coils.

"I disagree with (your statement) 'The Carrera (2) street car push-pull switches are ON when they are pulled out.' Refer to the wiring diagram in the CARRERA 2 Annex to the 356C Owners Manual. The numbers (below) correspond to the component on the wiring diagram.

"When the ignition key is ON B+ is supplied from terminal (15) of the ignition switch (37) to the input sides of these two Normally Closed switches (47). The wiring diagram shows them normally closed. The output sides of the

two Normally Closed switches goes to the input sides of the two Intermediate Resistors (10). and from there to the two coils (6). Said succinctly: These ignition 'kill switches' are ON in the pushed-in position. The wiring diagram clearly shows these two switches to be Normally Closed when supplying power to the two coils. Pulling the switches out one at a time removes power from the coil which is a quick test of the condition of either ignition system."

COMMENT:

"This mis-wiring could have contributed to the 'exploding coil' on the Carrera 2. If the key/ignition switch is also mis-wired such that B+ from the "accessory" side, rather than terminal 15, of the key/ignition switch (37) is sent to the two ignition 'kill switches' which were thought to be OFF but are mis-wired and actually ON, then power would be applied to the coils which could have overheated them to the point where one exploded. Since the car was a 'display' car, and presumably not running, this could have been overlooked... up until the coil exploded."

Stephen Dean, Clovis, California.

Former Founder of the Porsche 4-Cam Register (1971-1981).

Engine Oils

Lubricating oil creates a separating film between surfaces of adjacent moving parts to minimize direct contact between them, decreasing heat caused by friction and reducing wear. Motor oil also transfers heat as it flows through the engine, and in our 356 engines, through the oil cooler.

In the past years, engine oil formulas have changed drastically. The American Petroleum Institute (API) classifies oils for use in passenger cars, with the current service rating being "SN". Interestingly, SF (1979) through SH (to 1996) oils are now listed as "obsolete".

Today we must research or rely on others for information regarding the best choice of lubricants for our old cars. Long ago, when we "broke in" our engines, we just used 30 weight non-detergent oil, and then changed to our favorite brand, which was available almost anywhere, for driving and normal use. Now there are special oils just for breaking the engine in. According to a recent issue of Engine Builder, in an in-depth feature on choosing "The Right Oil", break-in oil should be used for the break-in process only, and not for tuning, dynamometer runs, or driving. After the run-in sessions, the break-in oil should be changed, and in our case of engines with flat tappets, to an oil with a high level of ZDDP.

We have all heard of ZDDP and are now aware that our engines need it. But what is it and what does it do? Briefly, according to "Engine Builder", "ZDDP (Zinc dialkyldithiophosphate) is an anti-wear and anti seizure additive that prevents direct metal-to-metal contact between parts when the oil film is broken down. In the mechanism of anti-wear additives, the additive reacts with the component's metal surface, forming a very thin solid film. This is most effective in preventing seizure and reducing wear of cam lobes and cam followers which experience metal-to-metal contact while in operation."

In the 1980s ZDDP went from 1500 PPM (parts per million) and continually dropped to about 800 ppm (0.8%) in 2005, since then it has dropped even more. The minimum ZDDP level for our use is 1.2% (1200 ppm). However, ZDDP clogs catalytic converters and is toxic to humans and aquatic wildlife, as well as those pregnant California women.

To address this issue for the older cars, some refineries and lubricant suppliers offer oils with elevated amounts of ZDDP. Additionally, numerous aftermarket suppliers now offer ZDDP crankcase additives that can be mixed with conventional oil or synthetic oils. Additives and oils containing ZDDP should not be used in cars equipped with catalytic converters. The emissions will shorten the life of the converter, which can be very costly.

The following are just a few examples of the oils currently available for our cars.

Swepeco was founded in 1933 with the goal of producing fine lubricants. Their 306-engine oil is formulated for diesel and gasoline engines manufactured before 2007. It is a 100% Oklahoma crude straight solvent refined paraffinic base oil with the latest lubrication additives including Swepeco's proprietary additive DIMONYL



In 1997 **Brad Penn** was established and began producing "That Green Oil" which is pure, very thermally stable paraffinic crude oil containing no asphaltic constituents. An increased concentration of "zinc" (a.k.a. ZDDP) provides outstanding anti-wear/anti-scuffing protection for engines employing either 'flat tappet' or roller cams.

Valvoline VR1 racing oil is a conventional, non-synthetic racing oil containing 75% higher zinc than SM motor oil with a balanced additive package designed to work in both racing and street-legal applications. This product will protect older style pushrod and flat tappet engines. Valvoline uses an advanced zinc/phosphorus additive that keeps higher levels of phosphorus in the motor oil where it protects the engine instead of poisoning the catalytic converter.

And now the newcomer on the block is **Porsche Classic Motoroil**. According to Porsche it is formulated with a high alkaline reserve to neutralize any acids, with additional corrosion inhibitors to protect vulnerable components, even during longer stationary periods. The 20W-50 is a hydrocracked mineral base oil with low enough viscosity to protect at cold starts, it also has excellent High Temperature, High Shear properties. In a nutshell: low levels of deposits (at both hot and cold temperatures), optimum care for classic engines and excellent compatibility with the special materials found in these engines such as cork seals or leaded bearing shells. My thought is if Porsche developed it specifically for the 356 and older 911s, there is no doubt its is good. Approximately \$11 per liter.



A ZF Steering box and examples of some gear oils. Swepeco seems to be favored by some of our advertisers and Porsche shops. Multi-weights like 80-90 work well.

Transmission or Gear Oil

This lubricant is made specifically for transmissions, transfer cases and differentials in automobiles, trucks, and other machinery. It is of a higher viscosity to better protect the gears and is often associated with a strong sulfur smell (sulfur acts as an extreme pressure lubricant). The high viscosity ensures transfer of lubricant throughout the gear train. Most lubricants for manual gearboxes and differentials are hypoid gear oils. These contain "extreme pressure (EP) additives and anti-wear additives to cope with the sliding action of hypoid bevel gears. These oils should provide wear control, thermal stability and corrosion resistance.

SWEPCO 201 Multi-Purpose Gear Lube is blended from paraffinic base stocks with anti-wear additives providing lubricity and film strength to reduce friction, wear and operating temperatures. This type of oil is great for the steering box and the standard transmission.

SWEPCO 203 Moly Gear Lube is an example of transmission oils with the advanced lubrication characteristics of molybdenum disulfide (moly). This unique combination provides protection for high temperatures, heavy loads, and extreme pressures. This is an example of a lubricant for our limited slip and torque-biased equipped transmission.

Continued

Other brands like **Master Pro GL 4** you can find in your local auto parts supply houses. Be sure to read the API specifics of the product to see if it is applicable to your intended use.

Greases

Grease is a semisolid lubricant generally consisting of a soap emulsified with mineral or vegetable oil. The characteristic feature of grease is that they possess a high initial viscosity, which upon the application and use, drops to give the effect of an oil-lubricated bearing of approximately the same viscosity as the base oil used in the grease. Greases are applied to mechanisms that can only be lubricated infrequently and where lubricating oil would not stay in position. They also act as sealants to prevent ingress of water and contaminating materials. Grease-lubricated bearings have greater frictional characteristics due to the high viscosity grease. There



A front spindle and bearings with SWEPCO #101 Moly, Valvoline Multi-Purpose, Lubri-Matic High Temp Disc Drum Wheel Bearing, and Sta-Lub Super White grease which are all good multipurpose greases that can be used from the wheel bearings to chassis components.



Bosch ball bearing 5700 005 00 5 grease, a tube of Mystik JT 6, and Valvoline Multi-Purpose are good for ball bearings like those found in the generators.



A distributor and Bosch Distributor grease #5700 002 005. No instructions on the tube except a picture of a distributor. This grease is the only thing to use on the points rubbing block and the distributor cam.

is a great selection of greases for multiple applications.

Dielectric grease is effective to use on high-energy ignition systems to seal and protect electrical connections and ignition parts and wiring from salt, dirt, and corrosion. This can be used on the spark plug boots and rubber connectors in addition to battery terminals (not between post and clamp). Bear in mind that dielectric grease is an *insulator* and should *not* be applied directly to electrical conductor connections.

Assembly Lubricants

The October 2012 issue of *Engine Builder* had an extensive review of assembly lubricants. As far as lubrication goes, any reasonable amount of oil will protect surfaces by preventing metal-to-metal contact if it contains sufficient (ZDDP). Thinner oils can rapidly run off the surfaces they are intended to protect. Heavier oils run off more slowly, so they are more effective if the engine is to be stored before use. However when assembling an engine, it is recommended to apply an assembly lubricant, which is a type of grease, to a variety of parts to lubricate the components for the first start of a rebuilt engine. This will avoid metal-to-metal contact which can wipe a bearing out almost instantly. The goal is to lubricate components that don't receive lubricant until a few seconds after the engine has been running and oil spray is established.

There are several types of assembly lubricants available that can be used for different components while assembling an engine or transmission. In addition to these products there are the "Secret Sauces" that people use.

Anti-Seize Compounds

These are used on screws and bolts to prevent galling. Galling occurs when, at a microscopic level, localized high spots between two parts rub and weld together. Further attempts to move the parts cause these microscopic welds to tear, further roughening the surfaces of the parts. The increasingly rough surfaces continue to weld together in more and more locations, until the two parts are frozen together. Anti-seize compounds prevent galling which is common when the parts are of identical materials like steel bolts and nuts. The anti-seize lubricant also provides a lubrication factor for bolts to be torqued to a consistent and measured value.

Penetrating Oils

This very low viscosity oil is also known as penetrating fluid. It is used to free rusted mechanical parts such as nuts and bolts because it can penetrate into the narrow space between the threads of two parts. It can also be used as a short time general-purpose lubricant, a cleaner, and/or a corrosion stopper. Using penetrating fluids as general-purpose lubricants is not advisable, because such oils are relatively volatile. As a result, much of



When assembling the camshaft and the followers, it is recommended to use specific camshaft lubricants that have more of a heavy paste consistency like Schneiders Extreme Pressure Cam Lube, Edelbrock Cam Assembly Lube MoS2, U.S. Lubricants MoS2 for Racing Cams, and/or Erson Cams Moly Lube



Commercial assembly lubricants are designed to protect main bearings and act to give positive protection against scuffing, scoring, and coking such as U.S. Lubricants Assembly Lube, Joe Gibbs, Huskey Moly Assembly Lubricant, GM E.O.S. Assembly Lubricant, and Lucas Assembly Lube



Harry Pellow's "Secret Sauce" formula was half 20/50 oil and half STP Oil Treatment. I use a mixture of Swepco 101 grease, STP Oil Treatment and a bit of General Motors' concentrated EOS. Secret sauces are great for lubrication on the cam gear and cam bearings, distributor drive, push rod tips and the rocker arm system.



Carrillo Rod bolts and the provided lubricant to insure proper rod bolt stretch and torque specifications. Anti-seize assists in preventing galling when pressing tight tolerance parts together like the king pin into the "C" link and spindle assembly.

Penetrating Oils Compared

A study done by *Machinist's Workshop* magazine in their April 2007 issue. They arranged a subjective test of popular penetrants, with the control being the torque required to remove the nut from an equivalent "scientifically rusted" environment:

Penetrating oilAverage load to break free

None	516 pounds
WD-40	238 pounds
PB Blaster	214 pounds
Liquid Wrench	127 pounds
Kano Kroil	106 pounds
ATF-Acetone mix	53 pounds

The Automatic tTransmission fluid-Acetone mix was a "home brew" of 50/ 50 automatic transmission fluid and acetone.



A rusted front spindle and 2 types of Wurth's Rost off, Gunk's Liquid Wrench, and WD 40 penetrating oils. Items like this need to have multiple applications prior to disassembly.

the penetrating oil will evaporate in a short amount of time, leaving little residual lubricant. To ensure long-term lubrication, some penetrating oil formulations, such as WD-40, contain a non-volatile lubricating component.

I would recommend that you get on the Internet and read all the details on the lubricating products you may use, but first, check out the Berlin-Ichthyosaur State Park. The ghost town of Berlin and the giant fossil are amazing.

Just sliding through life, *Paul C* 

356 Wiring

Headlights: 356 B, 356C

In this issue, we will discuss the headlight circuits, arguably the most complex system in the 356, and one that often requires attention due to its many parts and its critical nature. The parking lights and instrument lights were discussed last time, and since this related system utilizes many of the same parts, it will be helpful to refer to that article as well to fully understand this one. As with most electrical repair, the key to effectively troubleshoot a system is to completely understand how it works when operating as designed. Following is a description of the parts in the headlight system, the circuitry and the logic of how it all works – all the facts you need to keep this system in tip-top condition.

The headlight circuit consists of the Headlight Switch, the Combination Switch (to select High or Low beams and the Headlight Flash feature), the Headlight Relay, the right and left Headlamps, the High Beam Indicator Light, Fuses 9, 10, 11 and 12 and the related wiring.

Power comes to terminal 30 on the Headlight Switch via a large red wire (6mm²) from the always 'hot' buss bar that ties fuses 2, 3 and 4 together. When the light switch is pulled to the second detent, power is supplied to terminal 56, the headlight circuit. A white/black stripe wire goes from the Head Light Switch to terminal 56 on the Combination Switch (High/Low/Flash Switch in the diagram) and either low beams or high beams are illuminated depending on the position of the stalk. Note that terminal 58 – the Park, Tail and License Lights, and terminal 58b – the Instrument Lights circuits are also energized – see last issue for a full description of these systems.

When the combo switch is in the low beam position, power is supplied from terminal 56 of the headlight switch through the combination switch, in the low beam position, to terminal 56b. A yellow wire goes to Fuses 9 and 10 (note: Fuse 9 and 10 are connected together with a buss bar). Power is distributed through the fuses to the right and left side low beam circuits.

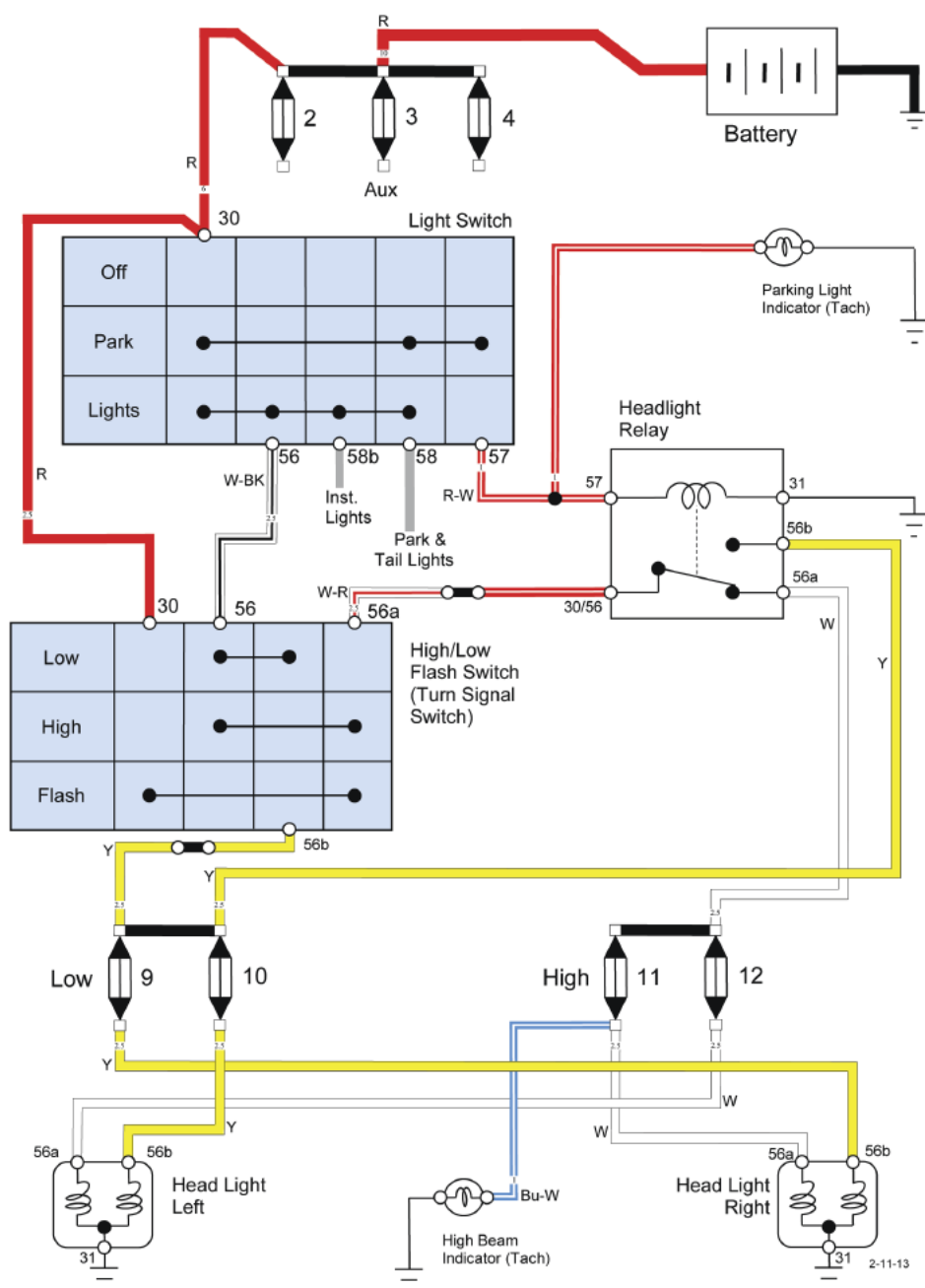
With the combo switch in the high beam position, power is supplied from terminal 56 of the headlight switch through the combination switch, in the high beam position, to terminal 56a. A white wire with red stripe – sometimes red with a white stripe – goes from terminal 56a to an in-line connector then to terminal 30/56 of the un-energized headlight relay, through the relay to terminal 56a, then via the white wire to Fuses 11 and 12, which are also connected together with a buss bar. Power is distributed through the fuses to the right and left side high beam circuits. Most wires in the headlight sys-

tem are 2.5mm² cross-section, more or less equivalent with an AWG #12 – which are big wires to handle the higher ampere loads. This includes the headlight ground wires that terminate at 5mm bolts on the sides of the inner fender structures.

Also part of the high beam circuit is the high beam indicator light located in the

tachometer. The blue/white wire is simply attached in parallel to Fuse 11 or 12, doesn't matter which, and when the high beams are energized, current flows through the indicator light to ground through the instrument case.

Flash – the Flash feature must be described for the following modes – Parking Lights On only, Headlights Off, Low Beam, and High Beam.



With the headlight switch in the Parking Light position, terminal 57 on the headlight switch is hot and energizes the headlight relay and the Parking Light Indicator lamp in the tach, if equipped, enabling the circuit between terminals 30/56 and 56b (low beam circuits). When the combo switch stalk is pulled to the flash position, the Combo Switch circuit between terminals 30 and 56a is completed, supplying power to terminal 30/56 on the headlight relay, then to relay terminal 56a, illuminating the high beams in addition to the low beams

Headlights On, High Beam – when the stalk is pulled to the Flash position, high beams are deselected, the switch goes to the low beam position temporarily and then Flash is enabled as above.

ways hot) to terminal 56a, through the headlight relay energizing the high beam circuit.

Headlights On, Low Beam – when the stalk is pulled to the flash position, the circuit in the Combo Switch between terminals 30 and 56a is closed, power is applied to terminal 30/56 on the un-energized headlight relay, then to relay terminal 56a, illuminating the high beams in addition to the low beams

Note that the Headlight Relay is energized

only when the Headlight Switch is in the Parking Lights mode and switches the flash between high beam when not energized and low beam when energized.

While somewhat complex, you now have a basic knowledge of the operation of the headlight circuits to enable you to systematically troubleshoot the circuits.

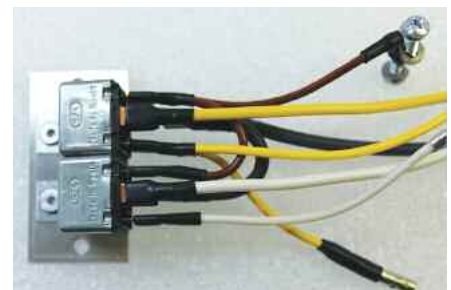
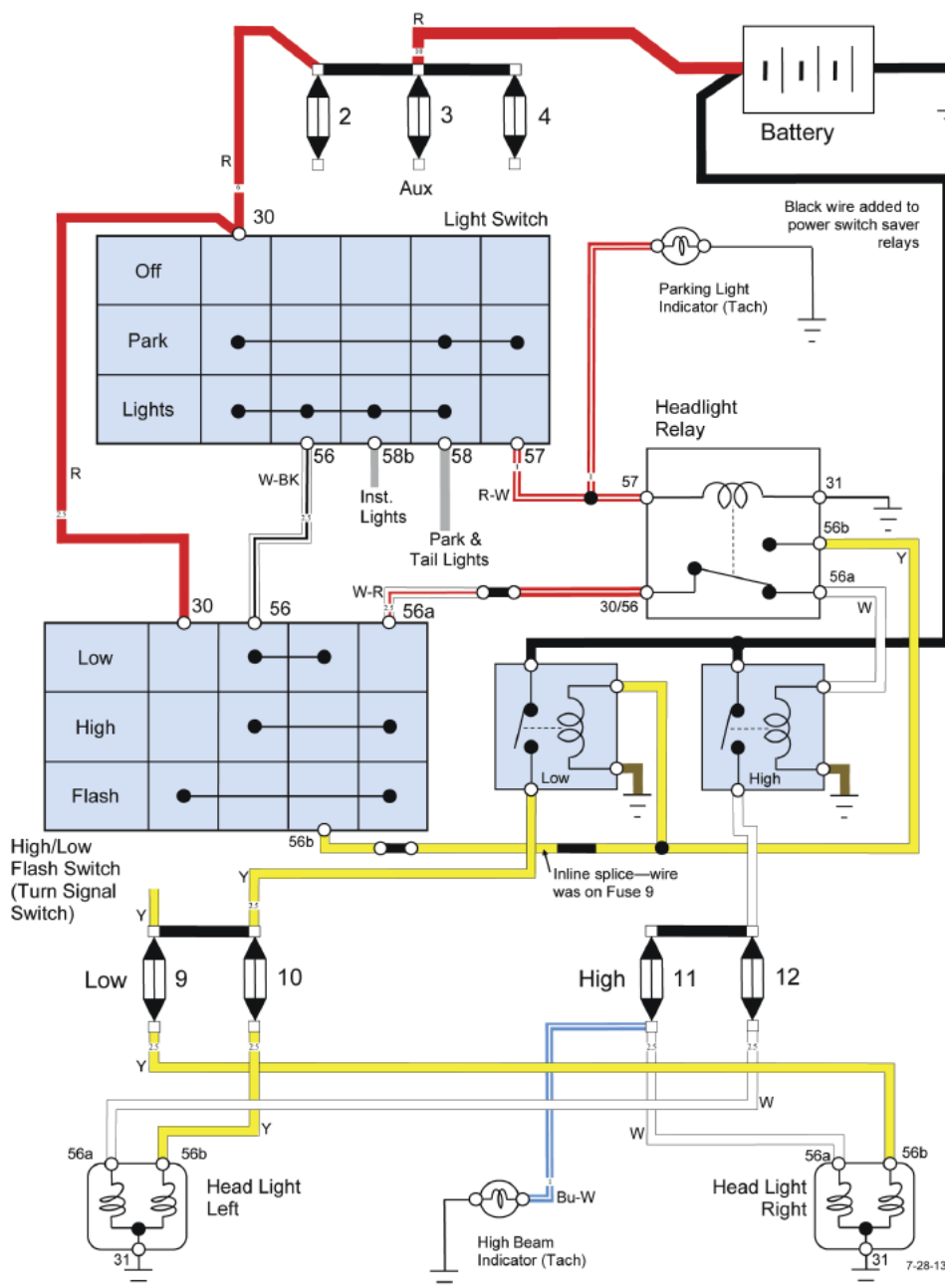
Take a load off

There is a popular upgrade that many owners install to the headlight system, a kit that includes a pair of relays that route battery voltage directly to the high and low beams. The advantage of this set-up is that it will deliver a higher voltage to the headlights by eliminating numerous voltage drops in the switches and relay, and it eliminates the high currents going through all the parts. Here's how it works.

In figure two, the large black wire is attached to the battery positive terminal and provides battery power to the high and low beam relays added with the light relay kit. On the opposite side of the switched relay terminals are the power wires to the headlights. The original power wires for the headlights are now attached to the relay coils. So, while the headlight circuit operates essentially the same as described above, the entire control side of the circuit now powers the relay coils instead of the high amperage headlights. The current to activate the coils in the relays is a small fraction of what it takes to power the headlights, thereby reducing the current going through the headlight switch and combination switch. And it's high current that burns the contacts in the switches – for example, if you had two 55 watt H4 bulbs in your headlights, at 6 volts, the pair will draw over 18 amps going through the headlight switch and the high/low switch! To power the coils in the relays, less than half an amp. So, while the headlights will still pull abovementioned 18 amps, the current is going through the relay contacts.

In the next installment, we'll talk about troubleshooting the headlight circuit. 🚗

Head Lights—with Switch-saver Relays



Stoddard is one of the companies offering a simple relay upgrade for 356B T6 and 356C.

Plating at Home

By Bruce Smith

The Nuts and Bolts of DIY Plating

There are a few decisions to make when restoring your car's hardware. You could try to get as close to original as possible with careful research of the materials and methods used by the factory. But the problem with doing this for parts from an old Porsche is the variety of suppliers used and variations each may have had with protective coatings. Add to that the sacrificial nature of plated parts after 50+ years exposed to the elements and you might have little evidence of original composition. Sometimes the approaches used to restore coatings will involve personal taste. This was no better demonstrated than on the infamous Maestro Massaged motors with yellow cadmium and noble metal plating on brackets, straps, bolts, nuts and the dip stick. But the Maestro himself noted that the yellow luster of Type II cadmium was short lived once oxidation set in. As for the actual gold plating on the few storied Super 90s, these coatings should have survived this long (if prepped well) – but do we have any evidence after 30 years?

So the first thing to decide once you've looked over your parts is what you'd like to achieve. The choices come down to simply cleaning them, re-plating them, or celebrating their patina (AKA rust). A thin rust layer isn't such a bad thing in a dry environment. But rust is porous and will absorb moisture, allowing the oxidation to continue beneath. If your car is kept in the garage, a little rust on the hardware may not need more a fine steel wire wheel or brass brush. There is often more of the original plating remaining than you'd expect. If re-plating is the chosen route, it's easy enough to throw the parts into a to-be-plated bin. The hard part is deciding on the next steps. If you're so inclined, there can be advantages to DIY plating – no lost parts, small batch runs, and possible cost savings. These upsides can easily be undermined by the potential downsides – coating quality, time involvement and the upfront costs of equipment and supplies. If you're willing to spend a few hundred dollars and the time to get things going, you can produce results even better than what you might get from your local plater. And this will be close enough to original under most any scrutiny.

Some Background on Porsche "Factory Coatings"

There is controversy in most all things 356 and opinions can vary regarding the original protection for parts and hardware. This is understandable as factory documentation can be open to interpretation. Since Porsche outsourced most things, there is also a likelihood that the coatings vary on otherwise similar parts. For steel hardware, the Porsche nine digit numbering convention called out either 'galvanic protective coating' using a part suffix code 02 (the zero meaning steel), 'phosphating/Bostik and Endurion treatment' using a suffix 01, or 'without corrosion protection' using a suffix 00. For example, a steel cylinder head nut washer (999.031.062.02) has a galvanic coating while a 6mm spring steel washer (900.028.008.01) is phosphate coated. Documentation for the coatings on parts for carburetors, distributors, fuel pumps, generators, etc. is less detailed though the choice of would have been similar. So what follows is brief description of these various coatings.

Galvanic Protective Coatings

A galvanized coating can protect steel from rusting through a sacrificial cathodic reaction, while creating an outer surface more impervious to the environment. For a metal to be galvanizing, it must have higher electropotential compared to steel. Useful metals in order are magnesium (highest and furthest from steel) followed by zinc, aluminum and cadmium. Other properties are also important like hardness, adhesion, malleability, heat resistance, surface finish, cost, and the influence on clamping force (the ability of a fastener to hold). Cadmium and zinc are generally better than others in these regards. Much of the torque applied to a fastener is lost to the friction of surfaces and threads. Plating a fastener with the right metal can reduce its torque coefficient by up to 25%, requiring less applied torque for a desired clamping load. Surface rust has the opposite effect, driving the torque coefficient higher. The use of cadmium or zinc plating improves the lubricity of a part and is a necessary element in achieving adequate clamping force. Cadmium can tolerate high temperature loads, near its melting point in excess of 320°C (600°F) while zinc galvanizing

will begin to degrade above 200°C (390°F). With a less voluminous oxidation byproduct compared to zinc, cadmium has been preferred in many applications including military, aerospace, and automotive hardware.

Both zinc and cadmium have a bright clear finish in their "as plated" state. Untreated clear cadmium is referred to as Type I plating. Supplementary treatment with chromate compounds can provide improved corrosion protection in colors including yellow, bronze, brown, olive, and black. This is known as Type II cadmium. There's little dispute that Type I cadmium was used to plate parts in a 356. Yellow Type II was used by Porsche starting in the late 1960s with 912/911 cars. You may find an exception but I believe even the single shaft Solex SC carbs follow this convention, changing over to yellow Type II sometime around the split-shaft introduction for the 912. Plated thicknesses were probably somewhere from 5 to 25 microns (0.0002 to 0.001"), which is still common. But this can't really be confirmed by measuring things now.

There is a big downside to using cadmium and its compounds – they are highly toxic. Cadmium is a carcinogen that targets nearly all parts of your body (or the body of the guy doing the plating) and has been phased out since the 1970s. Zinc, on the other hand is an essential part of your health and wellbeing. Being the runner up to many of cadmium's attributes (and with better galvanic protection) zinc is the logical replacement. Both plating and removal operations are fairly safe. As a replacement, and especially under the conditions we now subject our cars to, the differences between zinc and cadmium are likely imperceptible. In fact, not all galvanized parts in old Porsches were cadmium – some were originally plated with zinc.

In the March/April 1994 issue of *356 Registry* magazine, Dave Grant reported his results from analyzing a few 356 parts that had original coatings. Among them were the generator pulley and the pulley bolt, like the ones I've pictured below (which I believe also to be original). Dave confirmed that the pulley and several other parts were cadmium plated but the pulley bolt was not – it was zinc plated. He also found the engine oil plug to be coated with zinc. This doesn't mean that all 1600 pulley bolts and oil plugs

were plated as such - and it's impossible now to know for sure. And something else interesting—if you examine the pulley assembly below (or if you've had yours apart)—you'll see that between it and the bolt is a spring washer. Dave apparently didn't test one but I'm betting that his wasn't electroplated with either zinc or cadmium. This is because electroplating processes generate hydrogen, which will diffuse into a material to interfere with the crystal slip necessary for metal deflection. This is known as hydrogen embrittlement and spring steel with a high carbon content is especially susceptible. Springs, spring washers, spring clips, and the like need to be stress relieved before plating and heat treated again immediately after plating — a process that must be done right. An alternative is to use a non-electroplating process and avoid the possibility of embrittlement. That brings us to the next treatment type — phosphating.



A generator pulley, spring washer and pulley bolt with unique protective coatings. The difference in appearance between the bolt and pulley are from roughness of the underlying parts.

Phosphate Coatings

Phosphate conversion is carried out on the surfaces of steel or iron in a high temperature phosphoric acid solution with salts of zinc, iron or manganese. This isn't a 'plating' (making the title of this article a bit of a misnomer) but instead a chemical conversion treatment. A metal phosphate protective coating is formed which will also reduce the friction between moving parts. These treatments can be a base for paint or powder coating but are also used alone if followed up with oil or some other sealer. Iron phosphate is porous and is only protective when treated with oil (sometimes referred to a phosphate and oil coating). As far as the Bostik Endurion treatment called out by Porsche, the May 1959 issue of *The New Scientist* magazine de-



Bosch distributor clips, an example of items with a phosphated finish

scribed this as a chemical alternative to oil to increase the protection of steel parts. The terms Parkerizing and phosphating are often interchanged, though Parkerizing usually includes nitrates, chlorates, and copper to affect the color and appearance of a coating. Black oxide coatings are something different and merely an iron oxide (Fe_3O_4) layer formed by chemically dipping a part into a hot sodium hydroxide solution. This does little more than enhance the appearance of carbon steel and the oil film over top is the only real protection.

Since phosphating treatments are chemically formed and not electroplated, hydrogen embrittlement is not an issue. Phosphate coatings can withstand moderately high temperatures up to about 200°C (400°F). As practiced by Porsche, spring steel washers are ideal candidates for this treatment since metal deflection isn't compromised. Other parts that received such treatment included studs and spacers (for lubrication), lock washers, spring seats, tension springs, spring nuts, and the flywheel, among other things. The most visible phosphated 356 parts are probably the Bosch distributor spring clips and wheel nuts, which usually show signs of corrosion by now.

Chromium and Nickel Plating

Chromium was of course used on various parts, and possibly bare nickel as well. These non-galvanic decorative electroplated coatings are easier to identify than galvanic coatings because of their non-sacrificial nature. These coatings are not commonly used for fasteners and the cost is greater than zinc or cadmium. Nickel will tarnish if not followed by chromium, but may have been used on some Bosch component parts. We'll not cover either here, though nickel plating is similar to zinc and can be safely done at home.

Doing It Yourself

This article isn't really a how-to on plating

and coating since there are resources available with sufficient instruction and detail. Instead, I'll attempt to describe some of important things to consider and what to expect when attempting your own coatings.

DIY Electroplating

For galvanic electroplating, you should first convince yourself that zinc is the best choice today for most parts and hardware. In harsh environments, zinc may not retain its original as-plated appearance quite as long as cadmium. And the lubricity of zinc is bit less than for cadmium. But cadmium can only be plated at facilities with proper environmental and contamination control. And look again at that picture of the fifty year old zinc plated pulley bolt. It looks to have aged just as well as the cadmium plated pulley.

Most electroplating is done in tanks for cleaning, rinsing, etching, neutralizing, and plating. For an at-home set-up, five gallon plastic buckets suffice for small to moderate sized parts and larger parts can be coated in sections. The picture below shows my set up for the zinc plating tank, with a $\frac{1}{2}$ " copper pipe plating bar, an aquarium heater able to get to about 95°F , an aquarium pump for circulation, a copper wire bus loop surrounding the bucket, and a pair of zinc anode plates. The plating solution is made with distilled water and the proper salts necessary for zinc electroplating. The how-to for all of this has been made fairly easy by Caswell Inc. in Lions, NY, who specialize in small batch electroplating. Getting the chemistry right is a matter of buying one of their chemical kits that contains plating concentrates, a brightener, a degreaser, anodes, and a very thorough instruction manual. Good results aren't too difficult if you follow some simple steps. The process progresses



The zinc electroplating tank using a five gallon bucket. Anodes are on either side of the parts which are suspended with wire from the top plating bar.

through surface preparation and degreasing, rinse, acid etch, neutralize, rinse, plate, rinse, and chromate treatment (if desired but not necessary for 356 parts). Each of these steps should be done in a separate bucket tank, though you could combine some of the rinse steps. I use a crock pot for degreasing since it should be heated just below boiling. The most important areas where you don't want to cut corners are with cleaning the parts beforehand and choosing a power supply that is up to the task.



Powering the Process

Electroplating needs DC power and the ability to control the current drawn throughout the plating process. The amount of surface to be plated will dictate the current needed from your power supply, which changes with every run. So a car battery, a battery charger, or an ordinary transformer will not work. A constant voltage power supply is also not good enough. What is needed is a good quality supply with control over constant current (CC) and constant voltage (CV). Without tight control over both, uneven plating and poor adhesion can be expected. The voltage needed is 3-5V and current up to 5A is probably enough for decent size plating runs. You can spend a lot of money on such a supply, with industrial ones running many hundreds of dollars. The one pictured above is a 0-20V and 0-5A controlled supply that I found at a fraction of the original price on the big on-line auction site. Ones like this are much better than the smaller new supplies you'll find from various electronics importers.

Plating times and current settings will depend on the surface area of parts plus that of the wire you'll use to string them. The picture below shows the results from plating a batch of screws wired with copper and connected to the plating bar. Based on the total surface area, the plating current was about 3A at a voltage setting of 3V for 15 minutes. Caswell



provides some handy on-line tools for calculating all of this. I trace parts out in a notebook and note their surface area so I can refer back to something when I plate the same part type again.

Before Plating: Cleaning

Getting parts clean, free of rust, and prepped is critical for results you'll be happy with. This is true also for parts you'd send out for plating. Several approaches can be used. I use a combination of ultrasonic cleaning, tumbling, wire-wheel brushing, filing, and sometimes media blasting. An ultrasonic bath with hot water and a small amount of degreaser can clean the grime off of parts in a few minutes. A rotary tumbler works well about 2/3 full with parts covered with water and a little degreaser. Add old screws, nuts, nails, etc. if you haven't enough parts to reach 2/3. Running the tumbler a few hours cleans small parts well without damaging them. A fine wire wheel works well also and a thin file is usually needed to clean out screw slots. The bottom line is that plating will not cover anything up. Defects, dirt, and rust will ruin a good plated surface. Cleaning is followed up by etching in 15% muriatic acid to remove any remaining zinc or cad coating, followed then by a long water rinse. Again, this is also good practice for parts you prepare for a plater.




A small ultrasonic cleaner (left) and a rotary tumbler (right) for parts cleaning. Vibrating tumblers are also available.

For me, the initial outlay of time and money is well worth the investment. When I need to plate a batch of parts, I clean them up, heat up the plating bath and degreaser, and spend an hour or so for a few plating runs. They're ready to go the same day. I probably recouped my investment in the set-up after a few months.

DIY Phosphating

As mentioned earlier, phosphating is not electroplating but instead a chemical conversion treatment. Several companies provide the supplies for phosphating, including Brownells in Montezuma, IA and Caswell (for a low temperature process). The preparation steps are similar to electroplating. A crock pot is best for high temperature degreasing followed by hot water rinsing and a hot phosphate/acid bath. This is followed by another rinse and a room temperature oil dip to improve corrosion resistance. The near boiling temperature of the phosphating solution is much higher than can be reached with an aquarium heater so a porcelain metal canning pot and a hot plate are needed. Once you've got the set-up put together, the process of soaking parts is much simpler than electroplating. Pictured on the previous page are Bosch distributor clips that were phosphated and oiled. Whereas electroplating is a useful process to have at home, unless you have other reasons for phosphate coating, this may be hard to justify. The cost is relatively low but it does take up some space. In many cases, an old phosphate coating can be cleaned enough and re-oiled to last for many more years. But for parts with nothing left of the original protection, replacing the coating is the best solution.

Bruce Smith is an engineering professor at the Rochester Institute of Technology. His web site is www.sparkingplugs.com. 

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Continued from page 82

last minute to finish prepping the car and I would be unable to depart at my scheduled time of 6 a.m. I assured them I would meet the gang in Nashville the following day. I pulled on my monkey suit for what I hoped was the last time before the trip and got to work.



Renée was a willing conspirator in the effort to make Crusty at least driveable - if not pretty.



After the rear quarter windows, wipers, 6 to 12 volt power booster to run GPS along with other 21st century gadgetry was installed and oil was changed, I was set to go until I noticed fuel leaking at the fuel pump. No problem, just a minor setback. I'll grab my spare rebuild kit and replace the faulty seal. Thirty minutes later I was ready to test the new seal, but it wasn't looking good - the pump was still leaking. No problem, I'll replace the original mechanical pump with my "just in case" 6 volt electric pump. This was a little more involved: remove the original metal fuel line, reroute the rubber fuel hose, find a suitable mounting location along with providing both power and ground to the new fuel pump.

After what seemed like an eternity, Crusty roared to life again only this time without leaking fuel.

A quick shower and snack and I would be off. Wait, I-75 is closed! No problem, I'll take a quick nap before I head out to drive 12 hours straight to meet the boys in Nashville. Time is now just before 9 p.m. and I must get on the road or I will be holding everyone up which will not go over well. I check the Highway Patrol's website and the interstate is open again - now is my chance to cruise. I kiss Renée goodbye and I'm off. Guess what. The interstate is still closed! OK, so I have no choice but to take the long back roads through rural Manatee County then into Hillsborough County before I can catch I-75 and really start making time. I finally hit the interstate and Crusty is running as every 356 should, purring along and breathing cool dense air through the Zeniths I rebuilt months earlier. All is well until there is a sudden loss of power. I can't believe I'm out of gas after just over 100 miles but to be safe I flip the fuel-cock to reserve, but this doesn't help. I find the safest place to pull off the interstate, now somewhere in the middle of Florida. Turning the key... nothing. Hmmm, this isn't good. I grab my tools and start troubleshooting. After some time of not being able to diagnose the issue I make a call to the gang in Nashville and the consensus is my voltage regulator has failed which is probably the only spare I don't have with me. I attempt to clean the contacts and with a jump from AAA the car is still not charging. Being 500 miles south of Nashville I now hang my head and have the tow truck driver load Crusty onto the flatbed for the sorrowful return trip home.

I'll admit, at first I felt defeated not being able to drive to the WCH. However, after several days to reflect and while waiting to board my flight to Oregon it occurred to me that with the help of family and friends I was able to resurrect a long abandoned Porsche 356 and get it back on the road where it rightfully deserved to be.

I met Renée at the Portland airport at the tail end of her girls' vacation in Oregon. After all, I had planned to traverse the country with the boys - or as she coined the adventure a "frat party on wheels." So instead of picking her up in Crusty, we took a shuttle to the rental car building and in less than an hour we were at the Skamania Lodge, checked into the WCH and began catching up with old friends and making new ones.

The next day my good buddy Curt Dansby insisted we take his red Cabriolet out for a drive and leave the rental behind. How could we resist? As we set out to Multnomah Falls on this gorgeous day we were both grinning ear to ear just as I did as a child in the back of Dad's dune buggy.



Of course, I had planned to drive Crusty to the falls but plan B turned out to be even more spectacular than either one of us could imagine. At the top of the falls it's only appropriate to have your photo taken by a complete stranger so I asked a woman toting her three kids if she would. Neither she nor Renée expected what happened next. I had always planned to ask for Renée's hand, but while standing next to her — knowing without a doubt she would be with me through all of my crazy car adventures to come—I knew this was the moment. I reached into my pocket, took out my grandmother's engagement ring, knelt down on one knee and proposed. Thankfully the stranger captured our special moment on film, but more importantly, Renée said yes! Although my WCH adventure didn't turn out exactly as I had planned, it certainly had a very happy ending. **Continued**



Epilogue: Crusty's demise

On September 12th I experienced every 356 owner's worst nightmare... my hood flew open while traveling at 70 mph on the top of the Sunshine Skyway Bridge. What makes it even more tragic is that while driving blind and entering the emergency lane I struck a state of Florida DOT vehicle that had stopped to perform a bridge inspection. Thankfully no one was in the FDOT vehicle and neither I nor my passenger (my yellow lab Daisy) were injured.

Unfortunately Crusty did not fare so well. The hood, cowl, right front fender, right door and right wheel where all visibly damaged and when I returned home I discovered the body, front beam and suspension were twisted from the impact. Crusty was officially unsafe to drive. Like every driver after an accident I've replayed it in my mind dozens of times and have certainly come to realize that it could have been my last ride. I am very thankful to be alive. After working with the insurance company for nearly seven weeks Crusty was declared a total loss, with the damage far exceeding the insured value. This meant it was the end of the road for Crusty. As I watched the transporter take the car away, my heart sunk and my eyes watered but I know there will be another 356 in my future because after all, I am a 356 guy. 🚗

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Tail Lights



Frank Hood

My dad had just finished building a dune buggy in the summer of 1971 and we were off to the Florida beach for some sun and fun. Dad of course was driving, Mom was in the front seat next to him sporting her Ray Bans while my older brother Jim, age 7 and I, age 3 were in the back smiling ear to ear. Notice that I said "in the back," not in the back seat as Dad's new beach cruiser didn't even have a back seat! We were sitting on strawberry red metallic fiberglass just in front of the engine - grinning all the way to the beach. I can still hear that flat-four engine flowing through the un-baffled chrome exhaust, a sound which is still embedded in me today. Although Dad didn't know it at the time that sound changed my life. 44 years later that sound still puts a smile on my face, and for the most part made me who I am today - a 356 guy.



Dad's dune buggy didn't have a Porsche engine but it was powered by a Hot-Rod VW engine - which after all was designed by the Doctor himself. Dad went on to build several more dune buggies and when I reached driving age he helped me (or rather I helped him) build my first car - a '68 VW Baja. We rebuilt the engine with new heads, bigger pistons and cylinders along with a mild cam and topped it off with an un-baffled chrome exhaust just like Dad's dune buggies. Less than a year later I sold the Baja and bought a '74 Beetle which Dad and I slammed so low it would scrape the reflectors off the asphalt when I changed lanes!

When I decided to give the '74 the full Cal-Look treatment, I went searching for a shop that could shave all the chrome trim along with the front turn signals. I cut grass for a neighbor who had a Porsche 944 that he recently had repaired at a shop named Porscare and he recommended I check them out. I went to Porscare the following day as soon as school let out. When I pulled up I was in Porsche heaven, there where 911s, 914s, 944s, 928s and of course 356s. After the owner Nancy gave me the jaw dropping estimate (which was more than I paid for the car) I asked, "Could I do some of the work to save on overall cost?" Nancy went to ask her husband Roland and when she returned with him they offered me a job! How could I say no? So I was now a 16 year old kid working in a Porsche body/restoration shop!

Roland and Nancy were great mentors, taking the skills I acquired from my father and catapulting them to the next level. Here I learned the art of preparing a car for a concours paint job, metal fabrication, welding and eventually painting. While working around both new and vintage Porsches it was my dream to own one. I really wanted a 356 but considering the cost and only working part-time I had to settle for a 914. I continued working at Porscare throughout high school and college and eventually opened my own shop. As the years passed I owned numerous 914s, a factory 914-6 along with several 912s and 911s but it wasn't until I turned 36 I acquired my first 356, fulfilling a dream I had 20 years earlier.

Several years passed and my girlfriend Renée and I decided it was time to move in together which meant combining households. She had her wish list which included a walk-in closet, a pool, at least 3 bedrooms, a kitchen big enough for entertaining and in a good school district for her kids. My list was much shorter: a detached workshop. In no time we found the perfect house but some sacrifices had to be made. I decided to sell my stable of Porsches; a '64 C Coupe, a '59 A Sunroof Coupe project, along with my '71 911T Sunroof with original paint. Shortly after we moved into our home, the search began for another Porsche to fill the void in the workshop.

During the short amount of time between buying our home and selling my bachelor pad, 356 prices seemed to skyrocket! In less than a year the price for a clean driver was almost out of reach for a blue-collar cable-guy like me. I persisted and finally purchased a matching numbers '58 A Coupe which I affectionately named Crusty. The "new" Porsche was far from concours condition. In fact, every time the door closed a little more rust fell to the floor but I loved her, warts and all. A plan was soon set in motion to drive Crusty to the WCH in Stevenson, Washington with a group of die-hard 356 guys.



The happy owner with Crusty on the road.

After months of prepping the car for the cross country trek it all came down to the last few crucial hours. Work had been insane, working both day and night shifts along with pulling on-call certainly made time a valuable commodity. But I was on a mission and nothing was going to stop me. Not the long hours, lack of sleep, the long to-do list yet to be crossed off. NOTHING. The day before departure I phoned the crew to inform them I would need every

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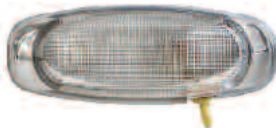
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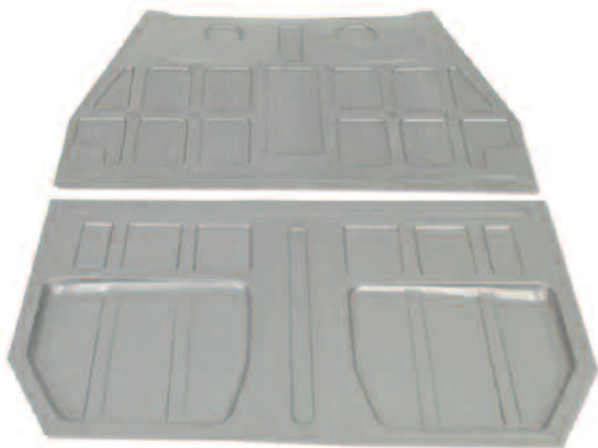
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