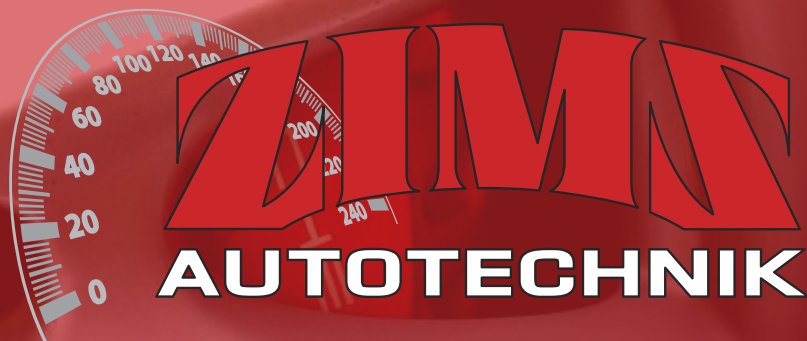


# Porsche 356 Registry





## Zims Autotechnik - WE DELIVER EXCELLENCE

From the humble beginnings of a small backyard garage in 1971, Zims Autotechnik has grown to become one of the most respected names in the Porsche Specialist industry. In the business for over 40 years, the team at Zims has an unmatched level of knowledge, experience, and customer service.

Offering Service, Parts Sales, Pre-Purchase Inspections, Consignment Car Sales, Collector Car Appraisals and Mechanical Restorations; the company has remained true to its roots. A small, independently owned company offering exceptional service by employees equipped and empowered to help our clients.

**SAME DAY SHIPPING | ONLINE PARTS CATALOG | UNIQUE PRODUCTS**

***Zims Autotechnik - 1804 Reliance Parkway, Bedford, TX 76021***

Tel: (800) 356-2964 US/Canada- Toll Free | 817-267-4451 Local/International

Fax: 817-545-2002 | Online: [www.allzim.com](http://www.allzim.com)

**[www.allzim.com](http://www.allzim.com)**



Zims Autotechnik is not affiliated with Porsche AG or PCNA



# Porsche 356 Registry



Volume 40, Number 2 • July / August 2016



In The Mail	.....6
Upcoming	.....7
The Miscellany File	Gordon Maltby .....10
President's Letter	Curt Dansby ..... 12
356 International Meeting	Bob Cannon.....14
Original Owner	Bob Kibby .....20
Stoddard Swap Meet	Ted Zombek .....22
Lucky 7 - the General's Speedster	.....24
Carolina Coachworks	Sean Cridland .....30
Reunited	Steve Hoffman .....34
Maifest	Rick Danielson .....36
McPherson College Resto Program	Sean Reardon .....38
Essen 2016	Prescott Kelly.....40
Mille California Style	Chuck House.....42
Drei Staaten Bull: 30 Years	Stan Yarrish.....46
Club Financials	.....48
A Classic UK Venue	Jeremy Gibson.....50
Net Worth	Sebastian Gaeta .....52
Years Ago	Jim Perrin .....54
Posters	Tony Singer .....56
Barn Finding	Adam Wright .....58
Electrical: The Charging System	Greg Bryan .....60
Tech-Nique - More Special Tools	Paul Christensen ....62
Resto-Strips	Edwin Schweitzer ..68
Tail lights: The Tiburon	Geoffrey Hacker ....72

Cover: Chuck House and Roland Löwisch on the California coast during the California Mille in April.

This page: Paul Raben's C Cabriolet at Pompano Beach Air Park at the Goodyear blimp hanger.

## Regional 356 Clubs - Americas

### U.S. WEST

**356 Club, Southern California** 356club.org  
Gary Dunavan,  
4865 Via del Corral, Yorba Linda, CA. 92887  
714-326-5526 Ruby356sc@gmail.com

**356 California Alta Region Club**  
356car.org Barney Speckman  
101 2nd Street, 10th Flr, SE, CA 94105  
925 367 3940 bspeckman@nexamt.com

**Central Coast** www.cc356c.com  
Eric Meyer, Box 16160, SLO, CA 93406  
805- 886-0914 frenchbicycles@gmail.com

**356 Group Northwest** 356groupnw.org  
Mike L. Thornton, Box 536, Long Beach, WA 98631  
253-350-2098 thor356c@gmail.com

**Sierra 356 Club**  
Barry Fleischer, 25 DeAnza Drive, Reno, NV 89511  
775-853-0826 bfleisch@nvbell.net

**Rocky Mountain 356 Club**  
www.rockymountain356club.org  
Al Gordon, 12773 Grizzly Littleton, CO 80127  
303-979-1072

**Mountainland 356 Club**  
Edward Radford, 1568 Connecticut Dr.  
Salt Lake City, UT 84103  
801-521-7330 eerad11@gmail.com

**Hawaii 356 Owners Group**  
Rick Woltz, 719 N. Kainalu Drive, Kailua, HI 96734  
808-262-5417 rick356@hawaiiintel.net

### U.S. SOUTH

**Southern Owners Group** www.356sog.org  
Daryle Higginbotham 678-524-7842  
daryle.higginbotham@gmail.com

**Tennessee Tubs (on facebook)**  
Nate J. Greene 1018 Chancery Lane  
Nashville, TN 37215 natejgreene@comcast.net

**Thunder Road Tubs**  
Jim Johnston  
Knoxville, TN jjohnston356@mac.com

**Florida Owners Group** 356fog.com  
Alan Winer, 8311 C.R. 208, St. Augustine, FL 32092  
904-436-5085 alanwiner1@gmail.com

### U.S. EAST

**Potomac 356 Owner's Group (DC area)**  
Sandy Kemper, 517 Dartmouth Ave.  
Silver Spring, MD 20910 301-585-0897  
kempgav@verizon.net

**356 Mid Atlantic** www.356midatlantic.org  
Dan Haden, 715 St. Andrews Road  
Philadelphia, PA 19118 dhaden3@gmail.com

**356BURGH** (Pittsburgh, PA)  
www.facebook.com/356Burgh

**356 Southern Connecticut Register, Ltd.**  
Ed Hyman, Box 35, Riverside, CT 06878  
edhyman@charter.net

**Typ 356 Northeast** www.typ356ne.org  
Peter Venuti, President  
pvenuti@typ356ne.org

### U.S. MIDWEST

**Group 356 St. Louis Region**  
Mark Todorovich 314-444-1962  
63110 Todorovich@danielandhenry.com

**Midwest 356 Club** www.midwest356.org  
Bill Van Nortwick  
1501 Kaneville Rd., Geneva Illinois 60134  
C-630-639-6879 president@midwest356.org

**Wisconsin 356 Club**  
Tom Spiegel 414-425-5584  
10110 W. Bunny Ct., Hales Corners, WI 53130

**Fahr North**  
Phil Saari, 651-484-0303 ps356er@yahoo.com  
649 Arbogast St, Shoreview, MN 55126

**356 Motor Cities Gruppe** www.356mcg.com  
Barbara Skirmants, 3359 Kings Mill Road  
North Branch, MI 48461 810-688-2059

**Drei Staaten Gruppe**  
www.dreistaatengruppe.com. Carl Iseman  
3530 Holly Ave, Cincinnati, OH 45208  
513-702-0624 iseman@fuse.net

**Ohio Tub Fanatics** ohiotubfan@neo.rr.com  
Richard King 330-678-6259  
1500 Fairchild Avenue, Kent, OH 44240

### U.S. SOUTHWEST

**Arizona Outlaws 356 Club**  
Roy Pederson President 480-710-8072  
9204 N 128th St Scottsdale, AZ 85259  
outlawroy356@icloud.com

**Tub Club** 356tubclub.org  
Doug Madsen, 714-928-2191  
madsen356@yahoo.com

**Lone Star 356 Club** 281-277-9595  
Mark Roth, 12702 Century Drive, Suite C-2  
Stafford, TX 77477 mroth356@earthlink.net

**Zia 356**  
David Gensler, 25 Davis Loop, Placitas, NM 87043  
505-247-0234 dgensler@mrgcd.com

### CANADA

**Maple Leaf 356 Club of Canada** Mike Kieley  
P.O. Box 220, Rockwood, ON Canada N0B 2K0  
519-856-1232 mike@smartseniors.ca

**MEXICO Porsche Club Mexico A.C.**  
porscheclubmx@yahoo.com  
www.porscheclub  
mexico.com.mx



## European 356 Clubs

**Porsche 356 Club Deutschland e.V.**  
Ralf Dobro II. Rote-Haag-Weg 7, 52076  
Aachen +49 241 911 052  
info@porsche-356-club-deutschland.de  
www.Porsche-356-Club-Deutschland.de

**356 Register of Porsche Club Great Britain**  
Fred Hampton, 356@porscheclubgb.com

**Registro Italiano Porsche 356**  
Roberto Bertaccini  
www.registroitalianoporsche356.it

**356 Porsche Club de France**  
356@porscheclub.fr, 356.typepad.fr

**Porsche Classic Club Austria**  
office@porsche-classic-club.at

**Porsche 356 Klubb, Sverige**  
Lars Larsson, Ragnarrokgatan 46, S-723 55  
Vasteras, Sweden www.porsche356klubb.se

**Porsche Classic Club Luxembourg**  
paul.decker@education.lu

**Porsche 356 Club Schweiz**  
Frank Baumann, www.porsche-356-club.ch

**356 Stammtisch in South Germany**  
kontakt@356-stammtisch-mannheim.de

**Porsche 356 Klubb Norge**  
Postboks 20 NO-3521 JEVNAKER  
torf@mamut.com

**Porsche 356 Club Nederland**  
Ton Vos, Chair. Henk Schotanus, membership.  
Postbus 356, 2660 AB Bergschenhoek,  
Netherlands. clubblad@porsche356club.nl

**Porsche Club Classic Belgium**  
info@porsche-classic-club.be

**Porsche Classic Club Danmark**  
Vestergade 83, DK-8000 Aarhus C  
info@porscheclassic.dk

**Club Porsche 356 Espana**  
acasas@porsche-club356spain.com

### Asia-Pacific Clubs

**Australian Porsche 356 Register**  
P.O. Box 7356, St. Kilda Rd.  
Melbourne, Victoria 3004, Australia  
www.356.com.au

**356 Down Under (New Zealand)**  
c/o Porsche Club NZ, Inc.  
PO box 34-356, Birkenhead, Auckland 0746  
www.porsche.org.nz

**Porsche 356 Club of Japan**  
356club@neko.co.jp

### Africa

**Porsche 356 Register of South Africa**  
peterd@carreramotors.co.za

**Curt Dansby**, President  
(CurtDansby@porsche356registry.org)

**Bob Garretson**, Vice President  
(BobGarretson@porsche356registry.org)

**Fred Nielsen**, Treasurer  
(FredNielsen@porsche356registry.org)  
2690 NW Nightfall Circle, Bend, OR 97701

**Jeannie Macaluso**, Secretary  
(JeannieMacaluso@porsche356registry.org)

**George Dunn**, Executive Vice President  
(GeorgeDunn@porsche356registry.org)

**Bob Campbell**  
(BobCampbell@porsche356registry.org)  
20964 Canterwood Dr., Santa Clarita, CA 91350  
661-251-3500 (W)

**Curt Dansby**  
(CurtDansby@porsche356registry.org)  
1644 Maryland Ave, Charlotte, NC 28209  
704-231-9720 (Cell)

**Bob Garretson**  
(BobGarretson@porsche356registry.org)  
18300 Jacobs Rd., Sonoma, CA 95370  
209-533-3566 (H)

**Frank Hood**  
(Frankhood@porsche356registry.org)  
10708 Forest Run Dr., Bradenton, FL 34211  
727-564-7327

**Joe Johnson**  
(JoeJohnson@porsche356registry.org)  
3802 Briarwood Ave., High Point, NC 27265  
336-886-5287 (H)

**Felix Macaluso**  
(FelixMacaluso@porsche356registry.org)  
10177 Swallow Ave, Fountain Valley, CA 92708  
714 962-2875 (H)

**Jim Liberty • Event Insurance**  
(JimLiberty@porsche356registry.org)  
1638 Babcock St, "F", Costa Mesa, CA 92627  
949-375-1888 (fax) 949-640-9280

**Greg Bryan**, Talk List Moderator  
(GregBryan@porsche356registry.org)

**Eric Cherneff**, VIN Database Manager  
(EricCherneff@porsche356registry.org)

**Miles Moffatt**, Classifieds Moderator  
(MilesMoffatt@porsche356registry.org)

**Chase Robinett**, Social Media Manager  
(SocialMediaMgr@porsche356registry.org)

## Magazine Editorial Staff

**Gordon Maltby**, Publisher  
(GMaltby@RPMAutoBooks.com) 651-439-0204

**Mary Skamser**, Membership  
(membership@porsche356registry.org)  
1826 Tower Drive, Stillwater, MN 55082  
Phone, fax 651-342-1524

**Greg Bryan** Electrical  
(GregBryan@porsche356registry.org)

**Paul Christensen**, Tech-Nique  
(Renntek@gmail.com)

**Sebastian Gaeta**, Net Worth  
(spg356@sbcglobal.net) 734-662-4288  
4070 Brookview Ct., Ann Arbor, MI 48108

**Prescott Kelly**, Market Watch  
(Vintage911racer@gmail.com)

**Joris Koning**, Four-Cam Forum  
(j.koning356@gmail.com)

**Roy Lock**, West Coast Correspondent  
(rplock53@yahoo.com)

**Jim Perrin**, Club Historian  
(carrerags@aol.com) 614-882-9046

**Edwin Schweitzer**, Resto-Strips  
(EdwinSchweitzer@porsche356registry.org)

**Everett Anton Singer**, Porsche Posters  
(Tony@Singer356.com)

**Bruce Smith**, Technical Writer  
(bruce.smith@rit.edu)

**John Hearn**, Contributing photographer  
(john356@tiscali.co.uk)

**Bruce Sweetman**, Contributing photographer  
(sweetmanb@juno.com)  
www.brucesweetman.com

**Adam Wright**, Mr. Barn Finder  
adam@unobtanium-inc.com

**Ted Zombek**, Contributing photographer  
(TZombek@aol.com)

The opinions and statements expressed in *Porsche 356 Registry* magazine do not necessarily reflect the views of 356 Registry, Inc., its trustees, officers or the Publisher. Technical data and procedures described herein are the opinions of the authors and carry no claim of authenticity or suitability for a particular purpose from 356 Registry or the Publisher. Any procedures described herein are carried out at the reader's own risk. PORSCHE®, the Porsche Crest Design®, 356™ and the distinctive shape of the PORSCHE® 356™ automobile are trademarks of Porsche AG. Publisher reserves the right to edit or refuse publication and is not responsible for errors or omissions. No part of *Porsche 356 Registry* magazine may be reproduced in any form without the express written permission of the publisher. Copyright ©2016 by 356 Registry, Inc. c/o RPM Auto Books, P.O. Box 356, Stillwater, MN 55082. Produced and printed in U.S.A.

## Membership Questions?

View and update your profile at  
[www.Porsche356Registry.org](http://www.Porsche356Registry.org)  
Email: Membership@Porsche356Registry.org  
Phone: Membership hotline: 651-342-1524  
Mail: PO Box 356, Stillwater, MN 55082 USA



## Website

News, Talk List, Classifieds, Tech articles  
[www.Porsche356Registry.org](http://www.Porsche356Registry.org)



## E-Newsletter

Make sure we have your  
current email address.



## Facebook

[facebook.com/porsche356registry](https://facebook.com/porsche356registry)



## Instagram

[porsche\\_356\\_registry](https://porsche_356_registry)

## GOODIE STORE

Diane Morrill, 831-375-4442  
(356goodiestore@sbcglobal.net)

*Porsche 356 Registry* magazine is the official publication of Porsche 356 Registry, Inc., an organization oriented exclusively to the interests, needs and unique problems of the 356 Porsche automobile owner and enthusiast. The mission of Porsche 356 Registry, Inc. is the perpetuation of the vintage (1948-1965) 356 series Porsche through *Porsche 356 Registry* magazine and internet forums for the exchange of ideas, experiences and information, enabling all to share the 356 experiences of one another. Porsche 356 Registry, Inc. is a non-affiliated, non-profit, educational corporation, chartered under the statutes of the State of Ohio. Subscriptions are available only to members. Membership dues are \$45 in the USA, which includes a 6-issue annual subscription to *Porsche 356 Registry* magazine, \$55 in Canada and Mexico, \$65 to other outside-USA addresses. All rates are in U.S. dollars, checks MUST be drawn on U.S. banks. Visa, Mastercard and Discover are accepted. An application form for membership is available on page 69, or you can easily join or renew online at [www.Porsche356Registry.org](http://www.Porsche356Registry.org). Paper applications/renewals with checks should be sent to **Porsche 356 Registry, PO Box 356, Stillwater, MN 55082**

*Porsche 356 Registry* magazine (ISSN 10666877) is published bi-monthly for 356 Registry, Inc. by RPM Auto Books, P.O. Box 356, Stillwater, MN 55082. Periodical Postage paid at Stillwater, MN and additional mailing offices. First Class Postage paid at Stillwater, MN and additional mailing offices. **POSTMASTER: Send address changes to PO Box 356, Stillwater, MN 55082.** email: Membership@Porsche356Registry.org.

## Fast Times

The *Targa Baja* is a well-organized tour of the northern part of Baja Mexico peninsula. Along with its sister event *Targa California*, the Baja tour allows cars made before 1975 to enjoy some of the best two-lane back roads you can drive. You'll see everything from 1949 Plymouths to 1970 600 hp Chevs. If you enjoy driving your 356 along with other spirited car aficionados, then the Targa Baja is for you. They bring their cars prepared and know how to drive. Sound like fun? Look up [www.targacalifornia.com/event/](http://www.targacalifornia.com/event/)

I have done two of the Targa California tours and two of the Targa Baja tours. The roads, cars, food, and people have always exceeded my expectations (except for the motel in San Felipe, that is). The local people along the route are anxious to have tourists back again so our organizer has a lot of help. When we crossed the border at Tecate we were greeted by the mayor of that city, the mayor of Ensenada, the mayor of Tijuana and their entourages. We were then escorted to a local resort hotel where welcome speeches were given and breakfast was served. After the media took all their pictures we were escorted out of Tecate by the Federales. No stop lights or stop signs were needed or heeded; every intersection was guarded and we were doing seventy through downtown. When we left town and hit the highway the lead Federales was doing 120 mph and kept it up all the way to Ensenada where we spent the night. And that was only the beginning! **John Jenkins, San Diego**



A traffic jam you don't see every day. John Jenkins' well-traveled A coupe crossing the border with the group.

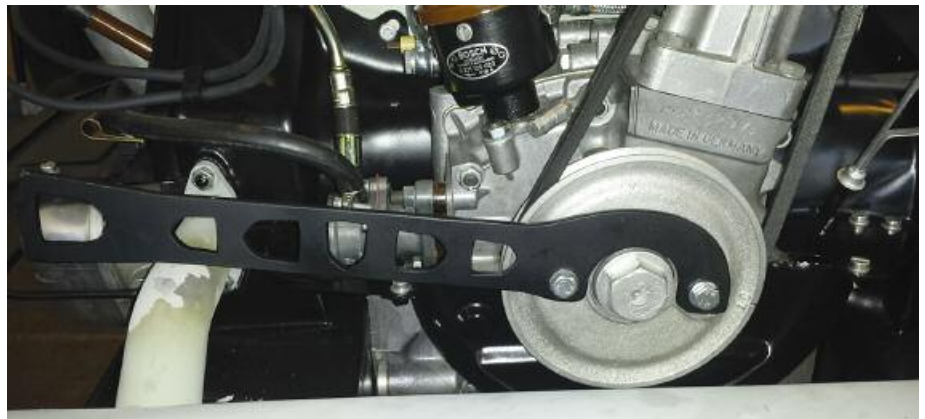


Not everything that arrives via mail is written. A package from Tim Berardelli of Virginia did have a note inside, but the real story was the unusual item enclosed. At first glance it looked like the tool used to hold a 911 fan pulley in place while you loosen the nut, and in fact it serves a similar purpose. It's steel with cool plasma-cut crests in the handle (lightened for racing!). His note explained that this pulley holding tool could be used on 356 and 912 engines with ROW (not European) heat. "With this tool nothing can be bent or broken," he wrote.

When it's necessary to remove the rear pulley with the engine installed (often to repair an oil leak at the seal), you can remove the rear tin and the muffler, giving unimpeded access to the

pulley nut with an air gun. That usually will spin it off with little muss or fuss. To save time, however, owners (and some hack mechanics) often take the path of least resistance and place a big honking screwdriver through a pulley hole, bracing the pulley against the torque of a sometimes rusty or frozen nut.

Least resistance, my eye. There's often enough resistance to break off the horizontal shelf on the third piece, nick the pulley hole, scratch the aluminum or maybe all of the above. A good gouge to your hand isn't out of the ques-



tion, either. It may not happen just like that but let me ask, "Do you feel lucky today, punk?"

Tim's tool takes luck out of the equation and allows nut removal by securing the pulley with two padded studs through the holes (2 or 4 hole, doesn't matter) and a long arm to brace against the muffler pipe. Flip it around and use to tighten the nut, too.

And on that subject: talk list horror stories describe nuts that needed 250-400 lbs./ft. to break free. As if rust and age wasn't bad enough, some mechanics add overtightening to the mix. Old timers who know (and the factory never told anyone - the torque spec is not in any manual) use 50 lbs./ft. max. Further warning: with nut off, use tool P-46 or gentle nudging between the 6mm bolt heads for shrouding and center of the pulley (NOT the outer edge).

Contact Tim at [tbr356@hotmail.com](mailto:tbr356@hotmail.com) for more info or just to talk 356s.

# Upcoming

**July 8-10 Beaver Falls, Pennsylvania**  
The PVGP Historic Race Weekend at Pittsburgh International Race Complex in Beaver Falls, PA. Watch the races and take a spin on the Kart track – proceeds benefit our charities. \$15 per day or \$25 for the weekend, kids under 12 free. [www.pvgp.org](http://www.pvgp.org)

**July 15-17 Elkhart Lake, Wisconsin**  
The WeatherTech® International Challenge with Brian Redman presented by HAWK. (Remember when it was just called the Chicago Historics?) Road America's premier vintage race weekend, with street and race car concours in downtown Elkhart. [www.roadamerica.com](http://www.roadamerica.com).

**July 16-17 Road America, Wisconsin**  
Beer Brats and Bathtubs at Turn Five, Road America. At the traditional Porsche corner gathering spot, the Wisconsin 356 Club will again host this event on Saturday and Sunday. Contact Tom Speigel, 414-425-5584 or Jim Stephenson 920-850-1956 to let them know you're coming.

**July 23-24 Dana Point, California**  
We are returning to Dana Point with the 30th Annual 356 Club Concours at Lantern Bay Park. 356s have the option to come and be judged at Wash & Shine or Street and Full Concours. Register at <http://356club.org>. For info contact Jeff Trask, 949.697.4499 or no911nv@aol.com.

**July 23 Tacoma Washington**  
356 Group NW's 30th annual Bullsession at Griot's Garage, 3333 S. 38th St., Tacoma, 10 am - 3 pm. More details at [www.356grouponw.org](http://www.356grouponw.org)

**July 29-31 Granville, Ohio**  
Porsches to Ohio (P2O), the long weekend. Friday, Welcome Night Party. Saturday, the big show from 7:30am to 3 pm. Sunday, attend the driving tour in the morning and other events. [p2o.morpca.org](http://p2o.morpca.org) for more information. Lodging in downtown and at Cherry Valley Lodge.

**August 4-8 Chama, New Mexico**  
Zia 356 Club's Rottheis Tour. It may be hot everywhere else in August, but not up in the cool clear air of Chama and the San Juan Mountains. A driving loop around the San Juans, including Wolf Creek Pass and a day-long trip on the Cumbres and Toltec narrow gauge railroad - America's longest and highest scenic railroad. Chama is a small, quiet town; lodging is modest and inexpensive. Please join us for a fun mountain adventure on the New Mexico/ Colorado border. For info contact David Gensler at [dgensler@mrgcd.com](mailto:dgensler@mrgcd.com), or 505-867-7669.

**August 7 Concord, California**  
Norcal Treffen for Vintage VW and Porsche. 8 am-2:30 pm, Dave Brubeck Park, Concord. No pre-registration required, \$15. per car, passengers and spectators are free. Free Starbucks coffee, bagels in the morning while supplies last. [www.norcalvintagevwandporschetreffen.com](http://www.norcalvintagevwandporschetreffen.com)

**August 16-17 Monterey, California**  
Automobilia Monterey. 45 top original automobilia dealers, Embassy Suites ballroom. [www.automobiliaMonterey.com](http://www.automobiliaMonterey.com)

**August 18-21 Monterey, California**  
Rolex Monterey Motorsports Reunion at Mazda Laguna Seca Raceway. This year's featured marque is BMW, celebrating its 100th anniversary. More info at [mazdaraceway.com](http://mazdaraceway.com).

**August 19 Carmel Valley, California**  
PCA Werks Reunion at Rancho Canada Golf Club, 4860 Carmel Valley Rd. Carmel, CA 93923. 7 am -4 pm. [www.werksreunion.com](http://www.werksreunion.com).

**August 27-28 Milwaukee, Wisconsin**  
Milwaukee Concours on the shores of Lake Michigan at Veteran's Park, a spectacular venue situated between the Milwaukee Yacht Club and the stunningly modern Milwaukee Art Museum. [www.milwaukeeconcours.com](http://www.milwaukeeconcours.com).

**August 29-31 Sandusky, Ohio**  
Put-In-Bay Road Races Reunion to feature Vintage Formula V and F Jr. South Bass Island (off Ohio's North Coast near Sandusky, OH). Vintage sports cars roar through its quaint streets and around its airport. Contact: Manley Ford [manley776@yahoo.com](mailto:manley776@yahoo.com), 734 502 2435.

**September 8-11 Akron, Ohio**  
The 356 Registry East Coast Holiday. See pages 8-9 and at [www.eastcoastholidayporsche.com](http://www.eastcoastholidayporsche.com)

**September 9-11 Watkins Glen, New York**  
Glenora Wine Cellars U.S. Vintage Grand Prix. More info at [www.theglen.com](http://www.theglen.com).

**September 16-18 Coronado, California**  
SVRA Fleet Week Coronado Speed Festival at Naval Air Station North, Coronado, CA. Event Info: Kathy Swinford – [kathy@svra.com](mailto:kathy@svra.com).

**September 17 Lewisberry, Pennsylvania**  
All Air-cooled German Swap for VW and Porsche. 8 am to 4 pm at Ski Roundtop. Visit [www.VintageGermanSwapMeet.com](http://www.VintageGermanSwapMeet.com) to Register and for more info.



**September 18 Everywhere**  
**Drive Your 356 Day.** Get out there with your tub! Send us a photo.

**Sept. 29- Oct. 2 Yosemite, California**  
Yosemite Fall Festival, hosted by 356 Club of Southern California. Tenaya Lodge at Yosemite, 1122 Highway 41, Fish Camp, Ca, 93623. The room reservation phone is 877-635-5807. Mention the 356 Group Rate Code – 3124PU for a room rate of \$229 per night. The Registrant Fee \$60; Co-Registrants are \$50. Registration open at [356club.org](http://356club.org).

**November 2-6 Austin, Texas**  
The US Vintage National Championship at COTA. More info at [SVRA.com/events](http://SVRA.com/events).



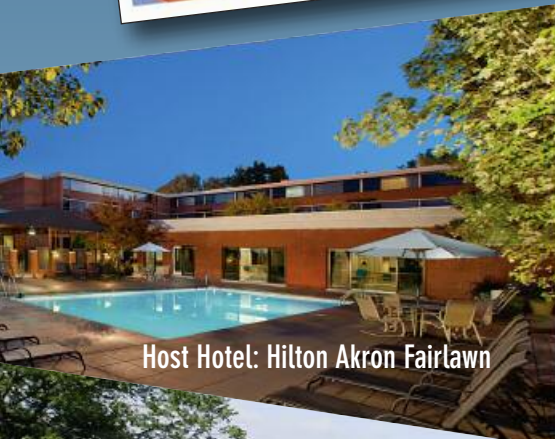
**SATURDAY JULY 23, 2016**  
**10 AM - 3 PM**  
**GRIOT'S GARAGE**  
**3533 S. 38TH ST. TACOMA, WA**  
**FOR DETAILS:**  
**[WWW.356GRONPNW.ORG](http://WWW.356GRONPNW.ORG)**



# LAST CALL! 2016 ECH



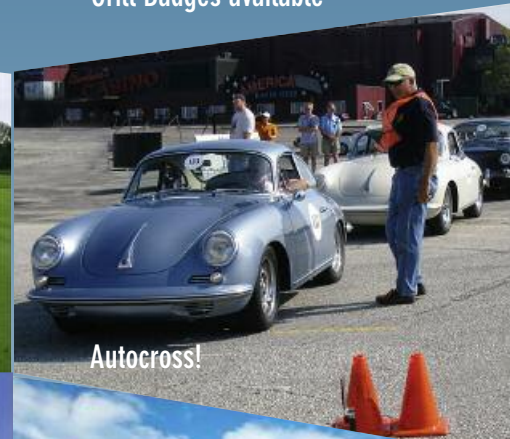
Grill Badges available



Host Hotel: Hilton Akron Fairlawn



Bring your 356, concours or rat!



Autocross!



Concours: Glenmoor Country Club



Ride Soap Box Derby cars!



Host Hotel: Hilton Akron Fairlawn

## WEDNESDAY, SEPT. 7

**Registration:** Open Wednesday pm, Thursday, Friday am.  
**Goodie Store and Hospitality:** Open each day. See the schedule.

**Driving tours:** Self directed driving tours are available for you at your leisure. Visit wineries, Amish country, the Cuyahoga Valley Park system and Peninsula, the museums and downtown Akron, Canton Football Hall of Fame & MAPS Aviation Museum.

**Firestone PGA golf course:** You are invited to play on the PGA course Wednesday afternoon. \$337 per person payable to Firestone. If you are interested, please let us know on the Registration Form.

## THURSDAY, SEPT. 8

**Autocross:** What could be better than participating with a lot of 356ers going through sets of gates, slaloms, and turns? It's second gear and steer. Best time wins. We guarantee at least 3 runs (maybe more).

**Soap Box Derby:** See the official home of the Soap Box Derby. We've reserved the track so that you can ride in ADULT CARS! And we promise 2-3 runs per person! Two separate 1 hr sessions. Sign up for 1 or both!

**Welcome Party at Firestone Country Club:** A world famous private institution in Akron. We are taking over Thursday night! Beautiful vistas of the 3 courses, great buffet and meet/mingle with the other 356ers. Drive yourself there, or take our bus. Let us know on the Registration Form.

## FRIDAY, SEPT. 9

**Literature and Toy Meet:** Please join in the fun of the toy and literature show in the hotel. Any questions? Contact Bill Ramsey 330-628-1913 or bill@wcramsey.com.

**Tech Session:** We are working on the details, but no matter what, we'll have Chuck Stoddard at the helm. This is not to be missed!

**Open Houses:** Several local dealerships and 356 shops will be open including Stoddard, Panelwerks, Marshall Goldman, Cascade, and more.

**A Night in Hudson Ohio:** On the National Register of Historic Places. 1st & Main is a great shopping / dining area. 356 only parking on the street. Enjoy the mini-concours, then choose from 8 restaurants in the area. Indoor and alfresco options galore!

## SATURDAY, SEPT. 10

**Concours at Glenmoor Country Club:** This is a People's Choice Concours, so sign up! Feast your eyes on about 200 Porsche 356s in a unique setting. Myron Vernis is our concours chair extraordinaire. Glenmoor is not generally open to the public. Show your car. Cast your vote for People's Choice awards. Enjoy a buffet lunch inside the Glenmoor estate.

**Awards Banquet and Dancing:** Dinner will be served; presentation will be beautiful. Door prizes. And wear your dancing shoes.

## SUNDAY, SEPT. 11

**Swap Meet:** A chance to find/sell pieces and parts for your 356.





**2016 REGISTRATION**

**Registration Fee Includes:**

Name badge, vehicle number, event shirt, goodie bag, pin, patch, Firestone Country Club welcome party, hospitality suite

**Send Registration Form and Check to:**

East Coast Holiday 2016  
 c/o Roberta Heller  
 2416 Edgemoor Rd.  
 Cleveland Heights, OH 44106  
 E-Mail: [reheller@sbcglobal.net](mailto:reheller@sbcglobal.net)

**\*\* Please print out this form, fill in clearly, and include with your check.**

**356 East Coast Holiday  
 2016 Registration Form**

**\*\* Akron, OH \*\* September 7 – 11, 2016**

Registrant Name: \_\_\_\_\_ Member # \_\_\_\_\_

Name on Badge: \_\_\_\_\_

Co-Registrant: \_\_\_\_\_ Other Registrant \_\_\_\_\_

Name on Badge: \_\_\_\_\_ Name on Badge: \_\_\_\_\_

Address: \_\_\_\_\_ Apt. # \_\_\_\_\_

City: \_\_\_\_\_ STATE: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Phone / Cell: \_\_\_\_\_ E-MAIL: \_\_\_\_\_

**Is this your FIRST holiday?** Yes No **Bringing your 356?** Yes No **Trailing?** Yes No

**\*\* Please note:** We encourage all 356's to participate in the Peoples' Choice Concours.

**356 Model** (A B C Other) \_\_\_\_\_ **Body Type:** (circle the appropriate type)  
 Year: \_\_\_\_ Color \_\_\_\_\_ Coupe, Cab, Speedster, Roadster, Conv D, Outlaw, Special Interest

**Events entering:** Concours Yes No Autocross Yes No **Need swap meet space?** Yes No  
**Literature Meet table?** Yes No

**Concours dinner: Registrant:** Meat Fish Veggie **Co-Registrant:** Meat Fish Veggie

**Welcome party at Firestone** (circle your preference): Drive to the event Take the bus

**Shirt size:** Registrant (Mens Ladies) S M L XL XXL **Co-Registrant** (Mens Ladies) S M L XL XXL

**Registration Fees:**

Registrant .....	1 @	\$170 = \$ 170
Co-Registrant .....	__ @	\$150 = \$ ____
Firestone Country Club Welcome Party .....	__ @	FREE \$ FREE
Firestone Golf on Wed .....	__ @	**
Concours Lunch .....	__ @	\$ 20 = \$ ____
Concours Awards Banquet .....	__ @	\$ 60 = \$ ____
Grill badge .....	__ @	\$ 30 = \$ ____
Autocross (per driver) .....	__ @	\$ 30 = \$ ____
Soap Box Derby (per driver) Session 1 1-2 pm.....	__ @	\$ 25= \$ ____
Soap Box Derby (per driver) Session 2 2-3 pm.....	__ @	\$ 25= \$ ____
		<b>TOTAL \$ ____</b>

**\*\* Cancellation: \*\***

- Received by July 1:  
100% refund less \$50 processing fee
- Received by Aug 1:  
75% refund less \$50 processing fee
- No refunds after August 1

**\*\* Please note:** There will be a late registration fee of **\$50.00** if postmarked after July 30, 2016.

**\*\* Hotel registration:** hotel reservations can be found on our website: [www.eastcoastholidayporsche.com](http://www.eastcoastholidayporsche.com) . \$139/nite for std room.

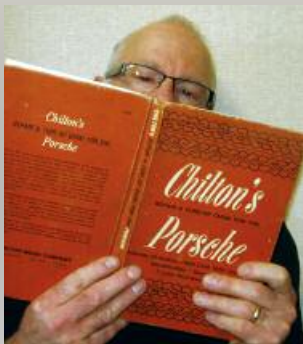
In consideration of acceptance of your registration, you, your executors, administrators and assignees hereby release and discharge 356 Registry Inc, Holiday officials and agents, promoters, sponsors, and property owners from all claims of loss, damages, actions whatsoever in any manner arising or growing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

**Registrant Signature:** \_\_\_\_\_ **Co-Registrant Signature:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**\*\*Firestone Country Club. Golf on the PGA Course available –limited entry. Wed afternoon. Save your spot, \$337 fee payable to Firestone**

Summertime,  
and the  
travelin'  
is easy.

## Miscellany



Gordon  
Maltby

## Road trip? Take your friends along.

Your **Travel Assistance Network** friends, that is. Registry members who belong to the TAN can travel almost anywhere in the USA knowing help is nearby if needed, in the form of other members who can offer assistance in their area. Best of all, the whole bunch will fit in your glove box!

To refresh your memory, the TAN is a group of Registry members who have made a blood oath to help others in need, placing their right hand on a B workshop manual and invoking the Porsche gods through incantations while burning a myrrh/straight 30 weight mixture in an upside down 85mm piston. Wearing a hat made of red and white Porsche shop towels is optional but has been said to heighten the experience for some.

For this week only, however, we're running a special where all you have to do to join is log in at our website as a member, and go to "Profile" under your name at right. Click on "Travel Assistance Network" in your profile and then "Edit Travel Assistance Network Information".

The fields to be filled (see below) include a Home Phone and Cell Phone. The next one is Last Call, meaning how late do you stay up or want to answer a call? Most members state "10 pm". "Location" is next but bear in mind, your city and state is also automatically included in the information available to other members. (Your street address is not.) Don't be redundant by repeating the city name, but if your town is a just wide spot in the road, it might help to say, "East of Dallas".

A "Comments" field gives a traveling member an idea of what to expect. Mine says, "tools, parts, lift equipped." You don't have to have a parts store on hand, or even technical knowledge, but we expect you will know how to connect a traveller with what he needs.

Please bear this in mind: Someone using the list in an emergency is probably going to be reading it with a flashlight, in the rain. Be concise in your answers.

As a TAN member, you are not expected to be a hotel, restaurant or entertainment center. Just help with advice, suggestions about local services or whatever you can do. It's easy and you *will* make new friends.

We are in the process of updating the list, as many of the names are people who are no longer members or have moved. You can help! If you're a TAN member check your profile. We are also creating a new, easier-to-read pdf for download and possibly adding zip codes for easier map use. If you're an app developer and can help us create one for devices, great! Give us a call. If you're not already a TAN member, get on board today. See you on the road (and hopefully not on the shoulder).

The Travel Assistance Network information is easy to fill out. The idea is, if you're willing to help someone else, they'll do the same for you. Sure, it's a commitment but that's what keeping the 356 faith is all about.

The Travel Assistance Network information is easy to fill out. The idea is, if you're willing to help someone else, they'll do the same for you. Sure, it's a commitment but that's what keeping the 356 faith is all about.

Right: Mike Horton and Rick Garlock helped Dick Sjolund replace his generator.

Driving a 50-year old car across the country has its risks. All of the parts are old; thousands and thousands of miles have passed below the wheels. Sooner or later, something will break. And, it may break in the middle of nowhere - with a weekend at hand and no one local who even knows what kind of car it is you are driving. And no one local will have the proper tools, let alone any of the parts needed to make your car whole again.

You will be stuck - far from home and totally lost.

But if you're as lucky as I am, you'll get out your cell phone or your iPad, you'll find a motel and fire up your computer, and begin to make contact with a group of friends that you have never met. Friends who share your enthusiasm for the old car that has now let you down.

In my case, I got stuck and I reached out to a country-wide network of Porsche 356 owners who have formed a band of helpers. Our club has a dedicated Travel Assistance Network (TAN) - a list of people—with home cities and phone numbers—who have pledged to help stranded 356 car owners.

My 53-year old 356 Porsche had a generator failure in a place where there was no help. I posted a call for help and I got offers immediately, along with advice about how to make the car "limp" to a place with a motel and UPS delivery service.

These Good 356 Samaritans came 100 miles from Lubbock, Texas to help me and my car in Amarillo. They brought parts, tools and wisdom and they spent an entire Saturday afternoon taking my car apart and repairing it. I found a new generator and had it shipped to my motel by UPS overnight with Saturday morning delivery. My tool set, however, was mostly screwdrivers and 2 kinds of pliers. What was needed included an impact wrench and a box of special tools along with some wires and a meter. I have all of that home in my garage but that was 1,000 miles away. And here it was raining.

Mike Horton and Rick Garlock are Porsche enthusiasts and they came from Lubbock to help me because they love working on these old cars and they love meeting fellow enthusiasts. We had a great day together, hiding in a car wash bay as the wind and rain surrounded us. No one washes their car on a rainy day so it was a great place for an emergency repair! I found two new friends that day and I look forward to my opportunity to pay this forward; some 356 owner will be stuck on I-80 at What Cheer, Iowa - on a Sunday morning - and I'll be right there!

Life is good, thanks to good people.

**Dick Sjolund, Solon, Iowa.** 

Profile	Car Profile	Membership	Travel Assistance Network
Home phone	651-123-4567		
Cell phone			
Last call	10 pm		
Location	Twin cities		
Comments	tools, parts, lift equipped		
Save			



*Air Power Racing*



*Air Power Racing*

Air Power Racing builds high performance 356 engines. We use the best materials and technology available to produce strong, reliable power plants for all 356s and 912s. We specialize in large displacement 356 street, rally and race motors up to 1925cc. Our engines are assembled to factory standards and then correctly tuned on our dyno. We can build one for your baby using your engine or one of our cores. Just let us know your goals and we will make it happen.

We also race GT3 Cups in the Pirelli GT3 Cup Series.  
Come see us at a racetrack near you or visit [airpowerracing.com](http://airpowerracing.com) for additional information



512 S. Sheep Lane, Grantsville, UT 80474 (801) 475-9380 [airpowerracing.com](http://airpowerracing.com)



*By the work one knows the workmen.*

*Jean De La Fontaine (1621-1695)*



**EUROPA MACCHINA**

International Award-Winning Restoration

Visit us at [www.europamacchina.com](http://www.europamacchina.com)

"Like" us on Facebook [info@europamacchina.com](mailto:info@europamacchina.com)  
501 Industrial Drive Lewisberry, Pennsylvania 17339  
Contact Dennis Frick or Lori Van Houten Frick  
717.932.6600 telephone 717.932.6601 facsimile

## Our relationship with Porsche

### President's Letter



Curt Dansby

I am sure all of you have noticed that for five years now the club name in our magazine and on the website has been "Porsche 356 Registry". By virtue of being the third largest Porsche club in the world and our unbridled enthusiasm to the marque we were encouraged and supported by Porsche to utilize the name. However, our incorporation documents in Ohio remained as "356 Registry, Inc." In April your trustees voted to amend the articles of incorporation to reflect our affiliation and cooperation with Porsche and I am pleased to report that our official legal name is now "Porsche 356 Registry, Inc." Our great relationship with Porsche is a continuous affiliation rather than a new development but in light of the name change I think it is a good time to specifically discuss our relationship with Porsche AG / Porsche Cars North America.

Some of you may not know that Porsche provides us financial support used to help in putting on Holidays and other 356 events, but the relationship goes well beyond a simple bank transaction. Porsche recognizes that our fierce loyalty to the brand and dedication to maintaining the legacy is contagious, providing a form of organic advertising that cannot be purchased. Porsche's appreciation of our organized fanaticism provides us with a currency other than monetary which we are fortunate to be afforded.

Paul Gregor, the Manager of Porsche Clubs North America is our liaison with Porsche. The ability to have direct contact with someone at Porsche who is equally dedicated to our success is invaluable. Our authorization to use the name, crest and access to historical photos makes for a better magazine and a greater variety of offerings through the Goodie Store. Through collabora-

tion we are offered ideas and advice on strategies towards the growth and betterment of the club.

Our connection with Porsche offers other perks: While it is still a work in progress, in the future we will be able to utilize the Atlanta and Carson, California "Porsche Experience" facilities in smaller groups, and plans are in the works to facilitate the bookings of regional clubs or local groups. Going on a pilgrimage to Stuttgart? With your Registry membership card you receive free admittance to the Porsche Museum. Private tours of the museum can also be arranged (costs apply). While not reserved specifically for Registry members, it is exciting news that you can now rent a Porsche at the factory while visiting "The Homeland" whether it be for just an hour, or up to a full week through the Porsche Drive Program ([drive.porsche.com](http://drive.porsche.com)). Anyone planning a visit to Zuffenhausen should be aware that factory tours have become quite popular and booking 2-3 months in advance is now advised and can be booked via e-mail at: [factorytours@porsche.de](mailto:factorytours@porsche.de). Museum tours should also be booked in advance.

You should notice, or may have noticed in the past, that as an additional show of support Porsche has a presence at our larger events. We will have a Porsche representative at the East Coast Holiday. If you get an opportunity to meet them please express your appreciation of them and for Porsche's ongoing commitment.

Speaking of the ECH, it is shaping up to be an excellent event. The organizers have a great program planned and as of the end of April over 200 registered attendees. If you are planning to attend but have not yet registered, it is time to take your foot off the brakes. Check the latest *Registry* magazine or the website for details. I hope to see you there. KTF, Curt 🚗

## LeMans 2016

## Late Toyota attrition gives Porsche its 18th LeMans win

Porsche History is being made every day.

Number two became number one at the end of 24 hours of racing in France this year. Porsche's two Hybrid 919 entries (given the season numbers 1 and 2 owing to their championship year in 2015) finished first and thirteenth in the June 18-19 race. The number 1 car with Timo Bernhard, Mark Webber and Brendon Hartley was expected to contend and did lead much of the race, but lost time with water pump problems and engine damage during the night, eventually finishing 38 laps down in 13th place.

The other 919 piloted by Romain Dumas, Neel Jani and Marc Lieb, took the overall and LMP1 class win after the number 5 Toyota GAZOO Racing TS050 Hybrid failed while leading with less than four minutes to go. The number 2 team had accepted their fate to finish second when the Toyota unexpectedly stopped in front of the pits and the Porsche flashed by to win on the last lap.

Toyota's top class entries were well off the pace last year but consistency and reliability put them at the front of the pack in this year's race, with a Toyota finishing second and an Audi on the podium in third.

GT Porsches did not fare well this year at LeMans. The best 911 finish was 28th place with Khaled Al Qubaisi, David Heinemeier Hansson and Patrick Long in GTE AM (Amateur) three spots ahead of Richard Lietz,



Michael Christensen and Philipp Eng in GTE Pro. Another privateer 911 took 33rd place and three 911s were not running at race end in places 57, 59 and 60.

Ford made a nostalgic comeback with their new GT40, winning the GTE Pro category, fifty years after they beat Ferrari for their first overall win in 1966. A Ferrari took the GTE AM class win.

Porsche leads the manufacturers' endurance standings with 127 points ahead of Audi (95) and Toyota (79). In the drivers' standings, Dumas, Jani and Lieb now have 94 points in total and lead by 39 points. GM 🚗



## Your Porsche. Revealed.

An important part of your Porsche is waiting for you at the Porsche Historical Archive in Stuttgart-Zuffenhausen. Order your Certificate of Authenticity, and you'll learn the original assembly specifications of your Porsche vehicle. It's invaluable for restoration or resale and when showing your car at concours events.

To place your order, have your VIN ready, then call 1-800-PORSCHE and select option 5. Mention "356 Registry" and you'll receive a \$10 discount.

## Porsche Certificate of Authenticity.



**PORSCHE**

Bob Campbell's  
**356**  
SERVICES

Since 1972  
Santa Clarita,  
California

**PAIR OF "ACES"!**

Now Available, two of the most beautiful and original A Model coupes to be found.

**▲ 1956 1600 Coupe**  
In its original "one year only" color of Aquamarine Blue Metallic, Red Leather interior with Tan German carpets. This car still retains an amazing number of its original components, now restored, including original engine, transaxle, all panels, radio, speaker grilles, wheels and steering wheel. Call for more info and complete list of original components.  
**Offered at \$175,000 USD**

**▲ 1959 Normal Coupe**  
In its original Ivory color. This outstanding late "A" Coupe retains its original engine, transaxle and all body panels. Carefully restored by Bob Campbell in 1988, this Coupe has been lovingly cared for by the same family for over three decades.  
**Offered at \$135,000 USD**

**THINKING OF SELLING?  
CALL FOR CURRENT  
HELPFUL INFO.**

**BUYER'S AND  
SELLER'S REMORSE  
COUNSELING  
AVAILABLE**

**PHONE 661-251-3500 :: Bob@356services.com :: www.356services.com**

No affiliation with or approval of Porsche AG or Porsche Cars North America is intended or implied.



# 356 Int'l Meeting

2016, Aarhus, Denmark



**H**eld over the May 5-8 weekend in the beautiful university city of Aarhus and the Lakelands region of Denmark, this year's 41st Porsche 356 International Meeting was an opportunity to experience a new culture, see old friends and new locales as well as to experience the European 356 scene. Since attending our first international event in Strasbourg, France in 2013 with friends from the Sacramento area, we were anxious to do it again. This year's event did not disappoint, especially in the weather department - blue skies, warm temps and sunshine during the whole event! More importantly, Freddie Eriksen and his well-organized team from the Danish 356 club put on a great party for all of us.

Although some of our Registry members like Jim and Tiffany Liberty, Bill and Nancy Oldham, and numerous European members arrived in actual 356s, we had a rented Nissan SUV to serve as our "356" for the weekend. We watched an array of cars arrive from all over Northern Europe in every style and color. Most were driven to the event, but a few arrived on interesting trailers not usually seen in the states. Our good friends Heiner and Bettina Fees from the Stuttgart area had one of the more spectacular ones, a lightweight clamshell model containing their 356 C Champagne Yellow coupe, which I and a number of others had helped to restore here in California. I next gravitated to a beautiful silver '58 Cabriolet which turned out to have a VIN just 8 numbers away from a current project in my shop! Pulling myself away from the parking area was difficult, but after we checked into the hotel and picked up our event bag, we stopped by to say hello to Diane Morrill and John Hearn at the 356 Registry Goodie Store and Leopold and Maria Gierl from Munich.

Checking into an International meeting is a breeze, as everything (the hotel, all meals, registration and events) is included in one pricey event fee (€1638 for 2 people), compared to our events where we tend to offer a platter of choices. Having gone to two international meetings, I like this approach since everyone attends all the functions together. Thankfully, the pain of the registration fee had faded by time we arrived in Aarhus. That evening we met up with old friends and made new ones at a hosted cocktail hour followed by a wonderful dinner. Fortunately, everything was conducted in English, as we did not even pretend to understand Danish.

**Opposite from top left:** For some entrants, this was not their first 356 International Meeting, or Porsche event; Henner and Maria Lembeck have attended the Meetings for decades. Heiner Fees' clamshell car carrier. The Radisson is in the heart of Aarhus, with an interesting design touch. The parking lot made a nice alfresco gathering spot for coffee and snacks.



*Registry* magazines were included in each bag to promote the club to Europeans. Bill Oldham shipped them over in his 356. Seeing old friends is always good, even if they are machines, like the ex-Bill Bencker GT coupe that he raced and drove in Florida for many years. Drivers at these International Meetings take the competition seriously!

### Out and about

The first of the drives and rallies started the next morning at an old military airfield outside of Aarhus. We teamed up with Bruce and Kathy Ungari from the Sacramento area in the SUV and headed out of town at the back of a long line of 356s. The airfield event was a quite serious timed slalom, complete with screeching tires and corner sliding; our European colleagues really drive their cars with enthusiasm! Having a rental car, we sat on the sidelines and watched.



With old Porsches, there's always going to be a mechanical gremlin, but at one of these events, you're never alone.

**Left:** Are we having fun yet? Of course! The slalom was a "down and back" with a keyhole loop at the end. Lots of 165-15 rubber was left on the course.



From top: A young lady hand painted a "356 Parking Only" sign. The frigate Jylland was launched in 1860, and is one of the world's largest wooden warships, using both steam and sail. "Sailors" in a choir entertained during the visit.

Next it was on to the beautiful seaside town of Ebeltoft, with a visit to an dry-docked old Danish frigate, lunch on the ship and the "Concours". After parking all the cars according to model, the Concours consisted of a three-person team walking through the lot and admiring the potential winners; the drivers were all at lunch. No detailed inspections, no people's choice, no ballots.

Later that evening back in Aarhus, we were treated to a wonderful dinner and entertainment inside of an old electrical generating plant converted into an event venue. It was an opportunity to mingle and talk again with our colleagues across the pond and other Registry members attending, including president Kurt Dansby and his wife. After a long evening, it was off to bed to get ready for the big rally the next day.

We first experienced international meeting-style road rallies at the Strasbourg event; they are nothing like what passes for a "driving tour" at our domestic events. These are serious! I have included a section of the road book to give you some idea of the driving challenges involved - obscure turns, roundabouts, road signs hidden on buildings or on walls covered by vegetation, speed and distance designations, etc. The organizing committee must have spent a tremendous amount of time trying to get us lost - or help us avoid getting lost, depending on your point of view. In any event, we decided it was going to be no fun in a rental car with three people trying to give the driver (me) directions all at once, so we took the scenic back roads to the lunch stop in Silkeborg where we found the destination by dumb luck! Kudos to those who completed the rally before the event ended for the weekend and to the group who put the road book together; you have my utmost admiration!



	Idealtime 38 min	Length 21,902 km 13,611 miles	Km Per Hour 45	Stage South-3	Page 13
	Distance Total:	Distance Part:	Miles Per Hour 27,961	Information	Distance Rest:
11	15,430 km 9,587 miles	13,560 km 8,425 miles			12,430 km 7,723 mil
12	15,800 km 9,817 miles	0,370 km 0,229 miles			12,060 km 7,493 mil



Candlelight dinner in an electrical generating plant would seem to be oxymoronic, but the group enjoyed their meal, the company and the unusual venue. Left: Well-hidden signs on the rally. Explicit instructions for the rally did not prevent some drivers from getting lost.



# RESTORATION

*Design* INC.



Custom Quality Porsche® Automobile Panels



If you want the best for your classic, work with the best in the industry.

World leaders in classic Porsche® Automobile panels.

24 Hayes Avenue, Guelph ON

TEL: 519-836-3555

FAX: 519-836-3577

[www.restoration-design.com](http://www.restoration-design.com)



ONLINE CATALOG • [WWW.NLAPARTS.COM](http://WWW.NLAPARTS.COM)

## Restorer's Choice

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



## TEARDROP LIGHTS

These lights are exclusively made for us and are an exact recreation of originals — even the original markings are on the rim and lens. We offer the lights in U.S. and "Euro" lens versions. Lenses and seals are available also.

## 356 BUMPERS

We stock bumpers for most Pre-A thru 356C models. These are quality recreations that include inner brackets and have proper shape and fit. Consider the cost of restoring your old bent/rusted bumper versus a fresh and brand new bumper.



## WINDSHIELDS

We import virtually every windshield for a Porsche 356 — all are stocked in depth for immediate shipment. These carry the original SIGLA brand, made for us in Europe. Windshields feature correct fit, original curvature, and available in clear or tinted.



## FACTORY OPTIONAL FOG LIGHTS

Looking to add factory accessories to your pride and joy? Our Hella 128 fog lights were optional on all 356B & C cars. We have excellent German recreations; and fog light switches at additional cost.

800.438.8119 | 775.626.7800 | fax: 775.284.3560

[WWW.NLAPARTS.COM](http://WWW.NLAPARTS.COM)



The meeting ended on Saturday evening with the traditional gala banquet and various awards. There were awards for the slalom race, the Concours and road rallies. Our friend from Germany, Heiner Fees, was awarded "First in Class" with his beautiful ex-Sacramento 1965 C Coupe, complementing his award for his '53 Pre-A Cabriolet a few years ago in Strasbourg. The evening ended with presentations to the Danish organizing committee by the various international clubs in attendance; the 356 Registry was well represented by our capable President, Curt Dansby. After a short preview of next year's International Meeting to be held on the Costa Brava in Spain, we called it a night, exhausted from the weekend's cumulative activities.

Goodbyes were exchanged the next morning as everyone was trying to stuff their cars with bags and other goodies and we all headed off in different directions. Bill and Nancy Oldham headed north to Norway in their blue Speedster; those who read the Registry talk forum may recall their adventures on the Talk List at the conclusion of activities in Aarhus.

For many of us in the United States, the chance to attend an International 356 Meeting is a very special opportunity. We were warmly welcomed, and while driving a 356 is always the preferred mode of transport, even a later Porsche or a rental "Porsche" will work. The events are a wonderful opportunity to experience new locations, people and cultures. Meetings rotate to different countries each year and are always held the spring; in 2017 the event is in Spain and 2020 in Munich, Germany. Hope to see you there one year!

<http://www.porsche356meeting2017.com> 🚗

**Above:** On Saturday's "Touristic Rally", two ladies in a Speedster pass the 1924 lookout tower on Ejer Bavnehøj, one of the highest points in Denmark (at 560 feet, no carb jetting problems).

**Below:** Authors Bob and Elaine Cannon (right) with Heiner and Bettina Fees.



Registry president Curt Dansby and his wife Nancy Gritter at the Saturday evening gala.



**Left:** The 356 Tech quiz was held outdoors at various stations during the Saturday drive and proved to be very entertaining to Bill Oldham.



**In pursuit of perfection.**

Porsche • Jaguar • Ferrari • Mercedes • Aston Martin • Over 60 vehicles in stock • See our current inventory online.

Call or stop by. Two locations in Southern California: 1665 Babcock Street, Costa Mesa, CA 92627 • 600 W. Coast Hwy, Newport Beach, CA 92663  
Tel: 949-650-4718 • info@europeancollectibles.com • www.europeancollectibles.com • We have been producing Concours show winners for over 30 years.

**TWO WAYS. TWO EASY.  
100% CLEAN OIL.**

**OUR FULL FLOW OR REMOTE  
ADAPTERS INSTALL EASILY  
AND FIT YOUR CAR.**

*Selected from our many products shown at:*

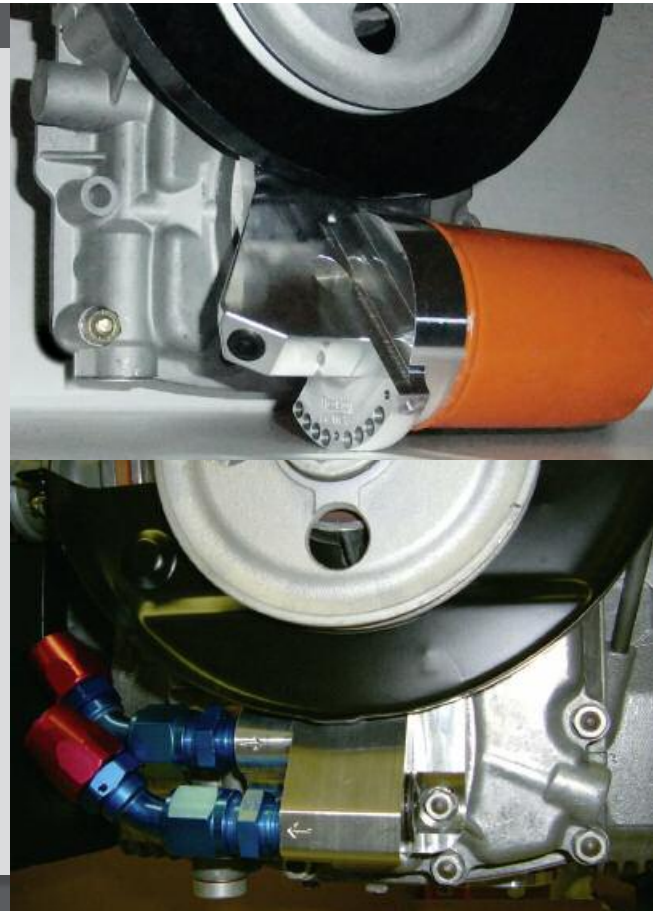
**www.precisionmatters.biz**

*Or call to order:*

**(415) 252-1428**

*The 356 Specialty Precision  
Parts and Services depot.*

**Precision** ACCURACY IN PRODUCTS  
**MATTERS** AND SERVICES



# Original Owner

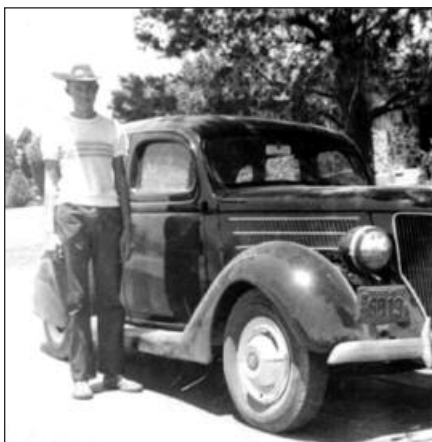
Bob and Mildred Kibby bought a new 356 in 1960. It's still part of the family.

I was born in Oklahoma but we moved to Texas when I was 3 years old. As a young boy growing up in El Paso in the late 1930s and '40s, I had two passions: airplanes and cars. My father was a "Barnstormer" in the late 1920s and '30s. He and fellow Barnstormers would fly over the town square of farming communities in Kansas and Oklahoma to attract



people's attention. They would then land in a nearby farmer's field to sell airplane rides for \$1.00 each. The 1932 photo above shows my father and his OX 5 Curtis Robin airplane at an airport in Pueblo, Colorado.

He continued his flying career as I was growing up so I was continually exposed to airplanes of the era. Three of my mother's brothers were pilots in WWII so it's pretty easy to conclude that airplanes and flying are in my genes.



My automobile passion was fueled by the cars that my good friend Leonard drove; beginning with a 1930 Model-A Coupe fully restored, painted black of course, and updated with hydraulic brakes on all four wheels. I was a couple of years younger than Leonard but I got to ride shotgun. Later, Leonard's father had a 1936 Ford Coupe fully restored and upgraded with hydraulic brakes so we were really in tall cotton

with a powerful flat head V-8 that could "burn-out" and "lay rubber". I soon managed to buy a 1936 2-door Ford sedan with rear fender skirts and chrome wheel covers - mandatory accessories. A lowered rear-end and a dual exhaust system with noisy mufflers were also required as status symbols at that point in my life. I didn't have the additional money required to upgrade from mechanical brakes to hydraulic brakes so stopping was an exciting event. I had a couple of white-knuckle years driving that '36 Ford, seen at left, but I managed to avoid hitting anything of significant value.

In the summer of 1952 we moved to Jal, New Mexico where my father was a pilot for the El Paso Natural Gas Company. When my Ford threw a rod we found an Oldsmobile Coupe that I drove during my senior year at Jal High. Upon graduation in 1953, I decided to go to Texas A&M, but going to an all-male school with no car was not for me so I transferred to Texas Tech at mid-semester. Summer work allowed me to buy a 1946 Plymouth Coupe and I went to the University of Oklahoma to pursue my childhood dream of being an Aeronautical Engineer. There, I met my new passion, Mildred Rice, and we were married in 1958.

Armed with my MS Degree and an ROTC commission we were off to Wright Patterson Air Force Base. By that time we had traded the Plymouth for a 1953 Pontiac straight-8 convertible. The Pontiac fabric top did not fare well in the Dayton, Ohio weather so Mildred and I started looking for a new car in 1959. I had always wanted a sports car and Mildred agreed. However, my 6 foot, 6 inch height created a "fit" problem with most sports cars of that era. Either my head hit the roof or I could not get the seat back far enough to put my left foot on the clutch. We looked at MGs, TR-3s, Jaguars, Corvettes, and Thunderbirds and I couldn't fit in any of them.

Two summers earlier during an engineering aide job at Convair in San Diego, I had lived in a rooming house with a fellow OU graduate who had a new 1957 Porsche. From riding as a passenger then I knew I had headroom in the Porsche but I wasn't sure about being able to work the clutch. Mildred and I went to the Porsche dealer in Cincinnati, since Dayton didn't have a dealer. A 356A Coupe test drive gave me no problem with legroom, headroom or clutch. We had found a sports car that I could fit in and drive!



March 1960, at our government housing near Wright.

One problem remained: buying a \$4,000+ Porsche on a 2nd Lieutenant's salary of \$320 per month presented a challenge. My parents agreed to loan us the money interest free, so we ordered a 1960 Ruby red B Super Coupe in June of 1959. The car was delivered to Cincinnati in March 1960 and as the invoice shows the only option we ordered was a passenger side headrest - an additional \$25. We felt we couldn't afford a radio since that would be another \$200.

CAR ORDER		DATE	14 March 1960
DEALER		Raymond Imported Motors	
PURCHASER		Eddy G. Kibby	
PLEASE ENTER MY ORDER FOR ONE <u>1/2</u> of CAR AS FOLLOWS <u>4581</u>			
MAKE	MODEL	COLOR	YEAR
Porsche	1600S	Super Red	1960
ENGINE CC	SERIAL NO.	TO BE DELIVERED	
CAR SALES PRICE		4672.00	
TRANSPORTATION CHARGE		/	
ACCESSORIES & EXTRA EQUIPMENT:		/	
HEAD REST		25.00	
OUT OF STATE TAX		14.20	
LICENSE, LICENSE TRANSFER, TITLE, REGISTRATION FEE, ETC.		/	
TOTAL CASH DELIVERED PRICE		4112.00	
CREDIT	DEPOSIT ON ORDER	4630.00	5200.00
USED CAR ALLOWANCE	LESS CAR ALLOWANCE	100.00	X X X X X
LESS BAL OWING TO	CASH ON DELIVERY		100.00
RECORD OF TRADE-IN		TOTAL CREDIT	600.00
MAKE	YEAR/TYPE	MODEL	YEAR
Mercury	53 Coup	Mercury	53
ENGINE CC	SERIAL NO.	INSURANCE	TIME SALE CHANGED
157440772			AMOUNT OF CONTRACT
LICENSE NO.	TITLE NO.	CONTRACT TO BE PAID IN _____ INSTALLMENTS OF \$ _____ EACH AND ONE INSTALLMENT OF \$ _____ FIRST INSTALLMENT DUE _____ 19 _____	
<p>The front and back of this Order comprise the entire agreement affecting this purchase and no other agreement or understanding of any nature concerning same has been made or entered into, or will be recognized. I hereby certify that no credit has been extended to me for the purchase of this car except as appears in writing on the face of this agreement.</p> <p>I have read the matter printed on the back hereof and agree to it as a part of this order the same as if it were printed above my signature. I certify that I am 21 years of age, or older, and hereby acknowledge receipt of a copy of this order.</p>			
BUYER'S SIGNATURE		Eddy G. Kibby	
ADDRESS		Box 743, Salt Lake City, U.S.A.	
THIS ORDER IS NOT VALID UNLESS SIGNED AND ACCEPTED BY DEALER			
STANLEY		ACCEPTED BY	
FORM 84-137 (1-57)		THE PORSCHES & PETER CO. INC., CINCINNATI, OHIO	

We were in Hog Heaven, with our first new car and, even better, it was a sports car. Since I could bum a ride to work, Mildred drove the Porsche to her 7th grade teaching job at Cornell Heights Grade School in Dayton. The dealer had impressed us with keeping up the rpm to avoid lugging the engine, so she drove it like a race car. Each school morning I could hear her get the engine up to 3,000+ rpm before shifting to the next gear.

While stationed at Wright Patterson in Dayton we had many opportunities to see the Northeastern part of the country in our Porsche. There was a special bond between Junior Officer couples since we were all just out of college and newly married. We didn't have much discretionary income so we became a close knit family through our Officer's Club, playing bridge and having other couples over for dinner. If someone needed a ride or favor there was always someone who could help. Our Air Force friends, Ron and wife Louise, had been on a vacation and were arriving at the Dayton airport with all their bags. They had a Corvette with only 2 seats, but we had a Porsche with 4 seats, so of course we picked them up!

7th grade at Cornell Heights Grade School was Mildred's first teaching job out of college and it was one of the best grade schools in Dayton. Mildred had a class with some very bright students. One of them, Murray, was a handful. He was bright but had trouble sitting still and his grades were not that great, so Mildred had a teacher's conference with Murray's father, Dr. Horwitz. She was terrified but Dr. Horwitz was very cooperative and Murray made it though Mildred's 7th grade class.

Almost 40 years later we were listening to National Public Radio's "Wait, wait, don't tell me!" program and the host said that Murray Horwitz, Vice President of NPR Cultural Programming, would be sitting in for a guest. Was this Murray Horwitz who had been Mildred's student? She e-mailed Murray in care of NPR, and in no time received an e-mail from Murray, who remembered her well.

"Few teachers had as profound effect on us as you did," he wrote. "I know that personally, seventh grade was one of the best and most important years in making what little progress I have made in life. ...All of us boys, you must know, had a crush on you. We were terribly disappointed—at a school dance—to meet your dashing, handsome, as I recall, Air Force husband. How could a 12 year-old compete? You even had a red sports car, didn't you?"

"In any case, you left a deep, lasting, and altogether positive impression on all of us."

Transferring to Texas, in 1962 our first children, twins, arrived 6 weeks prematurely and were put into isolette incubators at Baylor Hospital. After work we would drive the Porsche from Arlington to see our babies, and after sev-

eral days we were able to bring them home; Mildred sat in the right jump seat holding Merrill in her lap. We put Robert in the infant seat and put it on top of the folded down jump seat behind me. We did end up owning a station wagon later on but we still kept the 356. I drove the Porsche to work and Mildred drove the station wagon to the grocery store, ran errands and car-pools.

In about 1976 the Porsche was retired to our garage because it was leaking oil, the exterior was faded and had a couple of dings, and the driver's seat and headliner were in bad shape. My intent was to get it back to a respectable driving condition because by this time it had become part of our family. This turned out to be a zillion-year project.

In my spare time after work I started removing the tar paper coating covering the floor pan because I noticed a small hole in the floor pan under the accelerator pedal. By the time I finished scraping I had removed the entire interior. I had the interior sand blasted and I did the priming. I also removed the engine for an overhaul. I took engine parts to POR-SHA, Al Zim's shop in Hurst, and had them rebuild the heads and do things that required tools or expertise I didn't have. His invoice shows a shop rate of \$15 an hour so you know that this was a long time ago. I put the engine back together, installed it and it ran fine.

A friend repaired the floor pan and repaired the dings on the right door and rear bumper. I sanded and primed the exterior. Another friend painted the car with 10 cross-coats of lacquer. After compounding the finish I had a pretty good looking car but it had no decent seats or interior. Someone suggested we see Porsche upholstery craftsman, Mr. Cox, in Fort Worth. His price was more money than we paid for the car new in 1960, and he took about 3 months but we got it back in February 2002 with an interior as good as new.

Although drivable it took another two years to rebuild the steering, suspension, transaxle mounts, shifter, fuel system, etc. I did what mechanical work I could and farmed out what I couldn't do. In 2004 the Porsche was finally returned to service.

About this time we became aware of the 356 Tub Club in the Dallas-Fort Worth area. This has been a very motivating experience for us. Tub Club monthly events and spring and fall outings gave us a reason to drive our Ruby red 356 on a regular basis. We have participated in many Tub Club events in Texas and Arkansas and have made many new Porsche friends. We had an October 2005 driving event to Texas Soaring Association Glider Field where I hangar and fly my Schempp-Hirth Discus-2T sailplane. Mildred and I had visited the Schempp-Hirth Factory in Germany in 2002 where my sailplane was being built. That factory reminds me of the Stuttgart

facilities where the early 356s were built. The limited number of sailplanes built each year does not warrant mass production so most sailplanes today are also "made by hand".

Sometime after joining the Tub Club I stopped doing my own maintenance. It seemed like every time I worked on the Porsche I injured my back from bending over. A few of our Tub Club members had car lifts and knew more about 356s than I could ever learn so I started farming out my maintenance to them to save doctor bills.

Without the Porsche maintenance and some winter months available, I decided I needed another project. I enjoyed working on the Porsche and that experience gave me the confidence to start a major project if it didn't wreck my back. In September 2008 I started building a kit airplane designed and manufactured by Van's Aircraft in Aurora, Oregon. A soaring friend let me build it in his hangar, where it was much easier on my back since most of the subassemblies are built on a work bench or table. I completed my RV-12 Light Sport Aircraft (LSA) in April 2010.



Bob and Mildred with their 356 in Arlington, Texas.

Although Mildred does not share my passion for sailplanes and airplanes we both share our passion for each other and our Ruby Red 356B Porsche. Life is good when you have a great spouse, 2 children and their spouses who have grown into outstanding adults, 7 fantastic grandchildren, a Ruby Red 356B Porsche, Discus-2T Sailplane, RV-12 Light Sport Aircraft, K2 skis, an Aspen library card and season ski pass.

We have been so blessed and fortunate and wish the same for all of our 356 Porsche friends.



# Stoddard Swap



Story and photos:  
Ted Zombek

If Hershey is the largest swap meet in the East then the annual Stoddard Literature and Porsche Parts meet is the best in the Midwest. Originating at Chuck Stoddard's Porsche dealership in Willoughby, Ohio in 1987, it has grown and changed through its 29 years. Now under the watchful eye of Bruce Schwartz the swap has, for the last few years, been held at the Stoddard NLA Porsche parts facility a few miles from the original location. This is a fun event and Bruce's team goes to great effort to organize everything for the attendees.

The literature meet was held Friday evening and with about 40 vendors provided an interesting variety of collectibles. Saturday's swap meet was greeted by great weather and a large crowd. The list of vendors grew to sixty or so. There was a great selection of 356 and early 911 parts for sale and most buyers seemed to find what they were looking for. At the same time the swap meet was in progress, Porsches of various descriptions were arriving for the People's Choice car show. There were some stunning 356s in the line-up, including Dennis Moore's T6 B that he purchased new. The custom trophies were themselves a work of art. If you haven't attended the Stoddard Porsche Literature and Parts Swap Meet and Car Show you should add it to your calendar for 2017. 🚗



Per Schroeder



Left from top: Bruce Schwartz with Dennis Moore's coupe. The author (left) and Jim Perrin. Car Show winners Roberta Heller (left), Ted Ricci and Jerry Payto (right). Dick Wiess (right) shopping.

Right from top: Chuck had a table at the Lit Meet. Sebastian Gaeta looked over many of the sales and reports on page 52. The Coopers talk with Charles Navarro of LN Engineering at the Lit Meet. Tim Weyls had a nice selection of parts.



Per Schroeder

Per Schroeder

# GRAND PRIX Classics

WWW.GRANDPRIXCLASSICS.COM



1962 356B T6 D'IETEREN SUPER 90 ROADSTER

If you are looking for a special 356 to buy or have a 356 to sell, please feel free to contact us.



1964 356C CARRERA 2

(858) 459-3500 info@grandprixclassics.com  
7456 La Jolla Boulevard, La Jolla, CA 92037



VintageAutoPosters.com

finest selection – guaranteed original

International Sales & Purchases ~ Since 1980



## The Original Auto Mat. Coco Mats.

First introduced by Porsche for their newly developed 356, Coco Mats were the original factory accessory floor mat. New and improved, Coco Mats are the only period correct auto mat that will complement any classic Porsche.

www.CocoMats.com™  
1.800.461.3533

Fürstl. **COCO MATS**

## Shasta Design

Pistons & Cylinders made in USA  
80mm pre-A to 90mm outlaws.

**NEW for 356 A&B engines:**  
86mm Pistons for 22 deg heads,  
No need to machine heads!

Scat cranks, Carrillo rods,  
Shasta Power Pulleys,  
Shasta flywheels, Full flow oil,  
Fuel pump block off plates,  
Sump plates.

**12 volt alternators are here!**  
(Looks like a stock generator)

## WHEN PERFORMANCE COUNTS



LEONARD TURNBEAUGH

www.shastadesign.net www.neutekcams.com email: info@neutekcams.com

## NeuTek Cams

Ground on New Billet Camshafts  
Cams for Zenith Carbs  
Cams for Solex Carbs  
Cams: stock, improved street, rally  
and Vintage Racing – track proven.

Straight cut cam gears,  
Aluminum pushrod tubes,  
Chrome moly pushrods.

**775-8NeuTek**  
(775-863-8835)

# Lucky 7

This racing Speedster has led a charmed life, with two long-term owners who have driven it over half a century and tens of thousands of track miles.

By Gordon  
Maltby

Early in its racing career with the General, Speedster 83932 looked snappy and even raced with a tonneau and headlights. 1964 was the first of its 32 years in SCCA.

**Race cars are created to do one thing:** go fast. Their life is no bed of roses, with mechanical abuse the norm and physical damage only a flick of the wheel away at any given moment. Even with constant upkeep and sometimes herculean efforts to keep them rolling, competition cars often have a short and unhappy lifespan.



Photos courtesy Kathy Looney and Ernie Nagamatsu



Official portrait of California Air National Guard Brigadier General James Kilpatrick.

So what are the chances of a garden variety Porsche surviving thirty-two years of SCCA competition and carrying on for two more decades to continue in vintage racing, all in the same familiar, unrestored livery and with only two owners?

Speedster 83932 left the factory in 1958 with a 1600 Normal engine and not much else. It was just another bottom-of-the-line stripper, one of about twenty in a row at Reutter painted ruby red, and like so many of its litter mates, it was shipped to California. Following a common theme even further, one of its first owners began to race it but we can assume he was not particularly successful.

In 1964 the car was up for sale in Bakersfield and a young Air National Guard officer paid \$1800 for what he saw as his ticket to SCCA racing. Captain James Kilpatrick was not new to Porsches; his black 1959 Normal coupe had taken him through SCCA drivers' school at Cotati four years earlier and had whetted his appetite for competition. His daughter Kathy remembers at ten years old sleeping in the back seat as the family made the 250-mile drive from Fresno to Cotati, a retired Naval air base some 40 miles

north of San Francisco. They would stay with her grandparents for the weekends to save money.

During that time Kilpatrick's appreciation for the marque increased and on the airport tracks where agility and gearing trump aerodynamics, the coupe taught him one important lesson: lighter equals faster. Thus, the Speedster became his race car and the coupe was returned to family duty for his wife Emogene (Emmy) and Kathy.

A young officer's income did not easily allow such extravagance, so Jim and his friend Bud Hogue joined financial forces to buy the car and take it racing. Having been told the Speedster was "race-ready" it was a surprise when the engine blew in one of its first contests. As an Air Force fighter pilot, Kilpatrick was rigorously trained to prepare, check and verify his equipment. Surprises and unknowns were not welcome in his world; he soon began a careful and methodical process of record-keeping, experimentation and improvement to the car. The process would continue for over thirty years and eventually fill stacks of binders with data. He also taught himself to rebuild engines and became adept at all aspects of working on the car.

Within two years Jim bought out Bud Hogue's financial stake but Bud stayed on as crew chief. The rest of their racing "organization" staff included Emmy and occasionally friends and racing competitors. The Speedster was flat-towed behind the family's VW bus, which had an engine built from a Porsche industrial unit. The tracks they frequented were Cotati, Stockton, Santa Barbara, Laguna Seca and Riverside. Later a larger van and a trailer were added, in part to transport tools, parts and an extra engine that Kilpatrick—now a Lieutenant Colonel in the Air National Guard—always took to the track, just in case.

While racing in E Production (under 1600cc) over many years the rules continued to change and Jim kept abreast of the regulations but to his credit, he was unwilling to butcher the car. He eventually added four disc brakes, lowered the car and used coil-over shocks in the rear—with some subtle fender "broom handle" widening to accommodate American Racing alloys. The rear suspension had an adjustable Z-shaped anti-sway bar. He bent the sway bar himself in his garage from seamless steel tubing then sent it to a shop to be tempered. A cooling channel from the right front headlight bucket was subtle, but a mandated larger roll bar, unfortunately, was not. He installed aviation gauges to measure cylinder head, oil and exhaust temps and the data was religiously logged, along with ambient temps and almost any other variable that could effect the car's performance.



With the engine he focused on minute details like the depth of valve seats and small adjustments to carburetor settings, noting every change and its subsequent effect on the track.

At the family home in Fresno, their two-car garage became the maintenance and race prep center for the Speedster. Kilpatrick, who had been trained as a civil engineer and had a keen interest in things mechanical, outfitted his shop with a bench lathe, Bridgeport mill, valve grinding machine, bead blaster, welder, engine stand and a big air compressor. Tool chests and other equipment filled the rest of the space and storage areas in the rafters held a wide array of parts. The Speedster itself was relegated to staying outside under a tent or sometimes just a tarp. "Daddy did all of his own work," recalls Kathy. "It was rare that he farmed any work out to another shop. The garage was attached to the house and, when he forgot to turn it off, the air compressor would wake me up in the middle of the night.

But preparation was only a part of the Kilpatrick attitude that over the years garnered the respect and admiration of other racers. He was a consistent and exacting driver who regularly finished in the top ten. Competitors knew he was a hard-charger but could depend on him to be steady and not a threat to shunt them off the track. Jim's intention was not to win at all costs, but rather to enjoy the mental challenges of competition and the satisfaction of finishing in a car he prepared himself. And finish he usually did, unlike so many others on any given SCCA grid.

His racing weekends in a way mirrored his day job. Brigadier General James Kilpatrick was, by the early 1980s, commanding officer of the California Air National Guard base at Fresno. He was known as a straight shooter and an efficient administrator. And just as he loved to race, he loved to fly, sometimes combining the two. Four-cam expert Jim Wellington built roller cranks for him and remembers driving from his Santa Clara shop to nearby Moffett Field to deliver them. He was granted special permission to enter the airfield where the General's jet fighter was waiting, having just landed from Fresno or some other training mission. Ground crew loaded the fresh crank, swapping it with Jim for one to be rebuilt.

### Luck - and skill

In a racing career together that spanned some 32 years, Jim and the Speedster rarely got into serious trouble. Randy Looney, a long time racer, family friend and now Kathy's husband, recalls two exceptions.

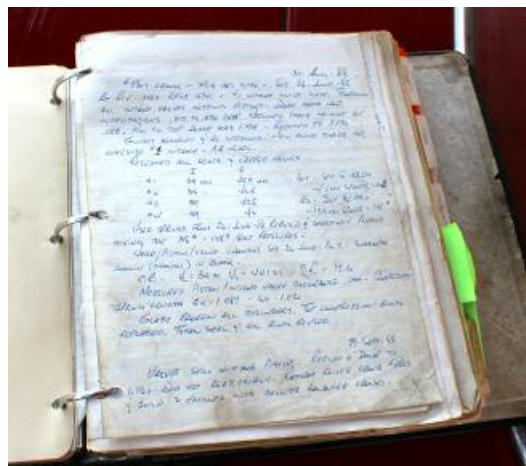
"At Riverside, the General told me that if you don't apex the first of the S-turns exactly right you won't get the rest of them right either; you will have to back off the throttle and lose time. Evidently, he didn't get the first apex exactly correct that day and he didn't back off the throttle either. The result was that he slid off the track in the last of the S-turns and rolled the car in the soft dirt, landing upside down. His only comment later was that he was surprised how dark it was under the car..."

He took the car to Olson's Auto Body in Sanger. He was good friends with the Olson family so that is how the "Olson's Auto Body" sponsor decal came to be on the car.

"The second time," Randy continues, "happened at Phoenix in 1994. The general was accelerating out of a turn onto the straight when a steering component broke,



sending the car out of control and flipping it. Again it stopped upside-down but this time in the middle of the track. He managed to unbuckle his seatbelt and dropped headfirst onto the pavement scratching the top of his helmet which was the only scratch he had, no injuries."



Jim Kilpatrick built his own engines and maintained the Speedster - at home and at the track - for increasingly stiff competition in EP.

Left: A page from his extensive log books has details of a valve job with spring pressures and heights, and notes that he retired "roller crank #3807".

Below: Bud Hogue, left, and the General wrestle with an engine at the track.



701-AA  
 ENGINE RUN IN CAR 1.4 HRS. NOT RUN AT  
 TRACK. HARSH METALLIC NOISE UNTIL ENGINE WARMED  
 UP. 702-A ENGINE HAS SAME NOISE UNTIL ENGINE WARMED  
 LEAK DOWN COOL ENGINE - 1-13% - 42-44%  
 #3. 4% - 4.1% #12 #13 LEAKAGE IS SLIGHTLY  
 FOUND ON HEAD REMOVAL ALL INTAKE VALVES  
 WERE HITTING TOPS OF PISTONS -

From 6-Oct-75. #2 CR. REDUCTION  
 EACH .009 SPACER. DID NOT ADD .009 SPACER  
 CUT SEATS TO LISTED DISTANCE

1	WT	44
2	WT	43
3	WT	41
4	WT	41
AA Heads	WT	41
1	WT	41
2	WT	41
3	WT	41
4	WT	41

701-AA  
 1. 333  
 2. 332  
 3. 332  
 4. 332

Was the General really that good, or was he just lucky? Randy recalls another significant moment with Kilpatrick. "I had qualified for the Championships held at Sears Point Raceway. Since I had never driven there, I asked the General for some pointers about how to drive the track. Normally, when asked, a fellow driver will tell you where to position your car at each corner, where to look for particular landmarks at various track locations, how to exit one turn and set yourself up for the next turn, etc. What I received was the simple statement, 'You can go faster than you think you can,' and he walked away.

"This was not exactly the advice I was expecting or looking for. Several years later, after he had passed away, I was driving my S2000 at Sears Point during a qualifying session. I had other things on my mind that day and really didn't put forth the mental preparation effort that I normally do before going onto the track. At the end of the session I discovered that my lap times had dropped by about 3 full seconds over my previous best at the track. Then his words came back to me and I finally understood what he had tried to tell me a few years before. Don't drive mechanically, don't try to out-think the situation, just drive for the fun of being in the car and on the track. I realized that, 'You can go faster than you think you can' was the best racing advice I ever received."

### Competing and collaborating

The camaraderie between racers then was not just friendship, but often more like family. Emmy recalled the attitude in a letter some years ago. "Always during those years, everyone pitched in to help drivers and their crews get their cars back together, loaning tools, parts and information so that everyone could make the grid.

"We were known as a small parts house for those Porsche drivers who broke down and needed a tool or a part. Now with the added convenience of the van, we expanded our racing to take in further tracks such as Phoenix, Kent, Washington and Portland, Oregon."

Their Ford Econoline van even had air conditioning, and with a trailer, they no longer had to carry so many parts inside the van. That left room for the weekend provisions that Emmy would prepare well in advance, for the crew and for friends. Later, as the Kilpatricks graduated to a motorhome, it became known to almost everyone as "Race Central". In cooking for a weekend's racing, Emmy would be asked, "How many will you feed?" Her response was always that she didn't know. It depended on how many people Jim invited as the races went on. Kathy recalls, "Dad would say, come over for a toddy later," then, "Stay for dinner!" Their circle of racing friends expanded every year.

An often told story about "the General", as everyone called him, is related by Emmy. "At Riverside we broke a front suspension piece and since our daughter had driven our 1961 Super 90 GT down to the races to be with us, we took the suspension from the Super 90 to put on the race car. At that same race, Walt Benson, driving another Speedster, broke two rocker arms and we again robbed the Super 90. At the end of the race we put the rocker arms back on the Super 90 and transferred the suspension from the

Speedster back to the Super 90. Another driver from San Diego put his Porsche on his trailer and loaned his suspension to us to put on the Speedster. With the Speedster and the Super 90 back together, away we went home."

That Super 90 was the "family car" for many years. Daughter Kathy had driven the 1959 coupe in high school, then took it with her to college near Santa Cruz. Upon graduation, the pink slip to the car was a gift from her parents.

In the early 1960s Kilpatrick found a unique 1961 Super 90 coupe that belonged to a Fresno doctor. He had special ordered the car as a grand tourer, in Mercedes silver blue, with blue leather and grey corduroy seats, Rudge wheels, an aluminum rear deck and fitted luggage. The General bought it as a year-old car and he, his wife and daughter put some 180,000 miles on it over the course of three-plus decades. Kathy and her father restored it together in the mid-1980s.

A B Cabriolet and a 1965 sunroof coupe were also part of the Kilpatrick stable at one time, along with a 911SC later on. Kilpatrick never bought a new Porsche; each one was in need of something but as the new owner he made sure each car was road-ready. Hardly a collector, he told Kathy once, "If you don't drive it, sell it!"

That explains why the Speedster stayed for so long. It racked up some 55,000 track miles from 1964 until 1996. Along the way, General Kilpatrick twice made the SCCA runoffs at Road Atlanta, where the Speedster was displayed in the Porsche paddock. It was a point of pride for him, but surely less important than the experiences and friends he had made getting there.

The affection felt by other racers and even track officials who got to know him over the years is clear in another story Randy tells:

"At the beginning of every race season the General would enter the race at the Phoenix Raceway. One year there were other obligations and he was not able to make it. The registrar at Phoenix was worried when she didn't receive his entry and called the San Francisco office of the SCCA (his home region) to find out if something had happened to him. However, she couldn't remember his name and could only describe him as "the guy who raced the red Porsche Speedster and was older than dirt." The San Francisco office knew immediately who she was referring to and called the General to ask him to please contact Phoenix and tell them he was OK. They also mentioned her description of him. When the General told us the story we all got a good laugh out of it. Unknown to him we had red T-shirts and hats made for his racing team that read, '#7, Kilpatrick Racing Team, Older than Dirt!' At the next race we surprised him and presented a shirt and hat. He got a good laugh out of it and it was probably the only time I ever saw him absolutely speechless. From that time onward we always wore our 'Older than Dirt!' hats at the race tracks."

On Friday, August 9, 1996 the Kilpatricks were at Sears Point and when the Speedster wouldn't start for practice. Jim went to the motorhome to change out of his driving suit, and suffered a cerebral hemorrhage. He died soon afterward at a local hospital. Friends and fellow racers rallied around Emmy and Kathy drove to Santa Rosa to see her father one last time before life support was ended. On Sunday, the Speedster was taken on a last lap of Sears Point in an emotional tribute to the General. The SCCA San Francisco region soon afterward retired the number 7.



In 1989 and 1990 Kilpatrick went to Road Atlanta for the SCCA Runoffs. The Speedster was showing its scars after a having already spent a quarter century on the track. Although 356s were creeping toward obsolescence in E production, the General was able to remain competitive with his usual formula: thorough preparation and effective driving. He had won a race at the Portland track, on slick tires in the rain, about six months before he passed away.

## A non-epilogue

With that many years and that many miles, you could say the General and his Speedster had completely fulfilled a racing dream that had begun in 1964. A death at 71 is too soon, but the man had died doing what he loved. It was the end of the road, the checkered flag had fallen.

One promise, however, was left unkept. Jim was planning to send daughter Kathy to driving school in the Speedster, bringing her that much closer to sharing his passion. When he passed away, the loss of that opportunity was a great disappointment, adding to the grieving she and her mother already were experiencing.

That fall, however, a friend made sure Kathy could go through with the school at Willow Springs. The friend was Dr. Ernest Nagamatsu, a Los Angeles dentist who Kathy had worked with and knew well. The following year Ernie also bought the Speedster, joining Max Balchowsky's "Old Yeller II", a well-known mutt of a racer that had been built from a mix of used American and European parts in the late 1950s. Despite its lowly origins, Old Yeller II raced head to head with Maseratis, Ferraris and often won.



Kathy and her mother Emmy at Willow Springs, where a wish was fulfilled.

The Speedster was acquired by Ernie at a time when beat up race cars were not exactly hot commodities. It is now part of a stable that includes the Old Yeller and a 1964 289 Cobra with both racing and some movie history. Cobra CSX 2203 is well known for racing with its LeMans hardtop in place; all three cars are quite distinctive even in a grid of colorful and historically significant racers. And Ernie strives to keep them true to their origins. He alternates driving his cars at vintage events but since 2009 the General's Speedster, as it was known then and now, has gotten a good deal of use. Appearing at the Rolex Monterey tribute to Porsche in 2009 and after drives in New Zealand—where it was a co-winner of the very first Bruce McLaren Perpetual Trophy at the Festival of Motor Racing Tribute to Bruce McLaren—and a couple of California vintage venues, it was time to bring the Speedster to the Big Show.

At the 2011 Rennsport Reunion at Laguna Seca—the General's favorite track and where fellow pilots had scattered some of his ashes—Kathy took the wheel for a parade lap with the General's great friend Fred Beltz. Number 7 was seen by thousands of Porsche enthusiasts there and Ernie made sure its history was conveyed to all who happened to walk by his paddock spot. Placards and large banners made it clear that this ex-SCCA racer was something



Old Yeller II is not only maintained in its original state by Ernie, but he has been instrumental in collecting and archiving Max and Ina Balchowsky's records to preserve and promote this special car and the amazing couple who created it. Read more at [oldyeller2.com](http://oldyeller2.com)

Left: Racing Old Yeller II in the March, 2014 Australian F1 Historic Races, Ernie spoke at a tribute to Sir Jack Brabham, (who passed away just weeks later). His friend Dan Gurney describes Ernie as "...the jet-setting dentist, racer and car enthusiast par excellence."



Ernie and Kathy Kilpatrick Looney at Rennsport Reunion, 2011.

Gordon Maltby

33 years of competition had taken its toll on 83932, when it was shipped to England for a refurbishment by Sean McClurg. A new roll cage and rear suspension were just some of upgrades/backdates.

When the refreshed Speedster was complete, Ernie took it to the track at Donnington Park in north central England where he found it inspired confidence. "Good wheels under me like race cars should be!"

Halfway across the world at the Porsche Festival, New Zealand natives and Porsche factory drivers Earl Bamber and Brendon Hartley get a close look at 1950s Porsche technology, knowledgeably guided by Ernie in the Porsche museum car garage at Hampton Downs.



Among many awards across the globe, it won the 2016 Rolex Australia F1 Grand Prix Historic Race Trophy, "Best Historic Car and Team".

Ernie and Elaine point to the Speedster, in the middle of the historic Porsche race car group leading the field of some 400 Porsches on track.



special, as was the man who had campaigned it for three-plus decades.

It could be said that the current owner is someone special, as well. Those who know Ernie appreciate his many and varied interests, including art, architecture, history, cooking, writing and more, all of which he engages in with gusto. And the same care he puts into his stewardship of classic racers can be seen in his relationships with the many people with whom he intersects, in the automobile world and beyond. He and his wife Elaine create an extended family of crew members for each race around the world, and make friends wherever they go.

They may have been seen as "interlopers" in France in 2015, however. Just outside of Paris at Château de Chantilly, described as "one of the finest jewels in the crown of France's cultural heritage", Old Yeller II was on the lawn at a concours. Ernie wryly observed, "Peering across the greens of Chateau Chantilly and eyeing the judges with their Hermes hankies in their pockets and Montblanc pens, jotting down the past indiscretions of the Junkyard Dog with mixed pedigreed past... Utter blasphemy for the most elegant concours of the world."

While elegance may not be part of the Nagamatsu playbook, authenticity and a sincere respect for history is. Racing the Cobra and Balkowski mongrel in venues around the world is fun but Ernie had a larger mission in mind for the Speedster: let the vintage racing fans in England and Europe see the car in action. To do that, however, the strict FIA rules needed to be met, including verification that the car indeed had racing history. That challenge was easily met but the years of competition had taken its toll on 83932. Ernie said when he shipped it to England in 2014, it was mechanically "just hanging on".

Sean McClurg did a thorough refurbishment including wiring, restoring the original torsion bar rear suspension, overall mechanical refreshing and an engine rebuild by Ian Clark. The frame needed some squaring up but Ernie notes that, "We left the historic bondo-filled race warrior body as is." After almost a year's work and a few shakedown races at Donnington Park, Ernie declared it was balanced and pulled like never before. He shipped the car back to the USA where it once again appeared at Rennsport in October, 2015. In early 2016 it was Down Under once again, a ruby red ambassador of 356s to the world.

Ernie Nagamatsu himself ably represents 356s to a wide audience of enthusiasts around the world. Recently in New Zealand he stated, "The Kilpatrick Speedster represents true USA Club racing, at the high water mark for Porsche in SCCA racing. The majority of the grid for E production was the mighty Speedster and that lit the flame and loyalty for the Porsche Marque - and we are all just 'Keepers of the Flame' today."





At Rennsport Reunion in 2011, Kathy drove her father's Speedster on a parade lap at Laguna Seca, a place with many memories for the family and many miles under the Speedster's wheels.

Since 1971

**International Mercantile**

*All parts NOT created equal  
We encourage you to seek referrals  
Ask someone who's bought from us*

45 years

Manufacturer / Distributer 356, 912, 911 Parts

Specializing in Rubber Parts & O.E.M. Fasteners

www.IM356-911.com | 1.800.356.0012  
1.760.438.2205

**WWW.KLASSE356.COM**

**310-370-3014**

Everything you need for the restoration  
& maintenance of your 356

**KLASSE356**

Friendly, Knowledgeable Staff  
Excellent On-line Catalog

**PARTS@KLASSE356.COM**

# Carolina Coach Crafters

With talent and drive, this young man was bound to be a success. Meeting the right people in the automotive world sealed the deal.

Story and photos by Sean Cridland



- How many young body men are entrusted with a Porsche 904?
- Tim Lingerfelt was honored with a national vocational award as a high school student.
- Today Tim (center) works with seasoned veterans Ralph "Mutt" Brawley (left) and Martin Steger.



Visiting with Tim Lingerfelt, you're immediately aware of his appreciation for teamwork, experience, and having the right tools for the job.

Like most kids of his generation, Lingerfelt loved riding his bike around the neighborhood, dreaming of bigger things. Unlike most kids, he started implementing that plan very early, moving quickly from painting his bicycles to working in his neighbor's body shop by age thirteen. By the time he got to high school he was already a talented body worker and painter with a passion for the business. He made pocket money from teachers who would bring their cars to him during his shop classes for dent and ding repair. Recognized as a "talent," his shop teacher suggested that he join the local chapter of the Vocational Industrial Clubs of America (now called SkillsUSA) to compete in their United States Skills Olympics. Lingerfelt won at both the state and national level. Not long after, he found himself working professionally on a series of classic Porsches including a 550 Spyder, a 1957 Carrera Sunroof Coupe with Rudge knock-off wheels, a 904 and a RSK... all at the same time.

Dream cars to us now, nineteen-year-old Lingerfelt didn't have quite the same reverence at the time. He remembers, "At 19 years old, these things did not look cool to me. They were just old cars with funny shapes. But I wasn't intimidated. Because of my work at the neighbor's shop, I learned about drying and curing times and how to rotate vehicles so you could work on three or four vehicles at once."

## Jackson's influence

Soon after, he met Denver-based Porsche enthusiast Dr. Bill Jackson who provided a nurturing influence, introducing Lingerfelt to a whole range of other Porsche experiences and people, often bringing the young Lingerfelt to Denver to work on his cars. Lingerfelt fondly remembers going on rides up into the mountains with Jackson driving cars that had been upgraded by Grady Clay with bigger brakes, turbos and intercoolers. "Bill would fly me out to Denver and put me up in a nice hotel and I would work around all the amazing cars in his collection. I learned so much more than I would have back in Hickory, North Carolina. As a young guy just getting my professional life started, to get on a big jet and fly to Denver, I was in a fantasy world."

Later, when Lingerfelt was getting ready to start his own business – Vintage Motorsports – Jackson was his first client. Jackson had Lingerfelt do the bodywork and paint on a 1960 GT Coupe, painted in Continental Orange, or, as Jackson preferred to call it: Denver Bronco orange. Still, as interested as Lingerfelt had become in Porsches, Hickory, NC was not exactly at the center of the Porsche universe. That led to Lingerfelt diversifying his customer base and skill-set to keep the doors open and the lights on. He and his crew worked on anything they could to stay busy: construction vehicles, cranes, dents and dings for used-car dealers, collector cars of other marques; Camaros, Chevilles, hot-rods, muscle-cars, whatever it took to keep the young entrepreneur financially afloat. Through all that time, Lingerfelt maintained his passion for Porsches and—because of his time with Jackson—developed a strong liking for 930s and began collecting them. It's a passion he still has.

Along the way, Lingerfelt took on another project which, though it had nothing to do with Porsches, brought him a good amount of respect and recognition in the classic car and concours world: a full restoration of one of the few remaining 1936 Stout Scarabs. No relation to the Lance Reventlow racing project of the same name, aviation engineer William B. Stout's Scarab was technologically unique for its time, using an aluminum unibody construction similar to those found on airplanes of the time and a rear engine layout, powered by a flathead Ford V8. In shape and function, it was a precursor to any of the modern minivans for roominess and interior layout. Considered extremely modern for its day, its shape now reminds viewers of the art deco-esque Flash Gordon space ships. Lingerfelt's restoration proved to be a huge success, winning awards everywhere it was shown. Better yet, the doors it opened would lead him back to his Porsche passion.

Though Lingerfelt had met legendary metal-shaper Ralph "Mutt" Brawley through Weldon Scrogam some years before, it was during the Stout project that Lingerfelt started doing some work with Brawley. He was immediately impressed by Brawley's drive for perfection and his "no bondo" approach. They stayed in touch and a few years ago Brawley mentioned that he would soon be going into retirement. Lingerfelt asked, "What are you going to do?" Brawley responded, "It's not what I'm going to do, it's what you're going to do. You're going to buy my entire shop and hire me to train some young guys to run it." And that's what he did. The problem was, where would he put it all?

Not long after, another door opened. Lingerfelt was driving around Mooresville looking for a suitable building into which he could fit his boat repair business, "The Boat Body Shop", his collection of Porsche 930s and muscle cars, and his next generation Porsche restoration business. Mooresville seemed a better fit than Hickory because, as an outlier to Charlotte, it would have a larger Porsche community. Plus, as one of the main hubs of NASCAR shop activity, it would have a larger talent pool to draw upon for young craftspeople.

### Finding a space, and a partner

It didn't take long to notice the large, sprawling building on Rolling Hill Road. It had obviously been a race shop, though it was now vacant and had just one car parked in the lot, a Porsche 996 Cabriolet. That had to be a sign. Lingerfelt knocked on the door... no answer but the door was open. So he went exploring, eventually to find Martin Steger.

Steger came with his own unique background. As Lingerfelt likes to say with a sly North Carolina grin, "Martin doesn't mess around. He quit school because they have recess..." Having grown up in Germany and graduated from the prestigious Porsche apprentice program in the 1960s, Steger had training in virtually every area of Porsche factory activity. He had come to the United States on an invitation from Porsche Club of America founder Bill Sholar, had run his own independent dealership in upstate New York, after which he worked as a manager and competition coordinator for Kevin Buckler's The Racers Group. When TRG left NASCAR racing and downsized its East Coast racing operations, Steger was left to close down the shop in Mooresville and oversee the sale of the building. His chance meeting with Lingerfelt was meant to be.



Ralph Brawley's old school heavy machinery, many of which are older than the cars restored. Also, old school "hand machinery", just as important to the process.





The two had lunch, talked about their backgrounds and interests and not long after, Steger proposed that Lingerfelt should buy the building and hire him on to oversee the mechanical side of the business. At first Lingerfelt wondered if he could afford Steger. “Eventually I came to realize that I couldn’t afford *not* to hire him, such was his knowledge of all things Porsche and his connections in the Porsche world,” says Lingerfelt.

Not long after, Brawley and his tools were moved into one portion of the building. The paint shop was still there from the TRG NASCAR adventure and there was still room for Lingerfelt’s boat repair business and his car collection. With the triumvirate of Lingerfelt, Brawley and Steger, Carolina Coach Crafters was born.

Brawley set to work training several young men on his various Yoder power hammers, Eckold and PULLMAX sheering and forming machines, wooden body-bucks and all the various hammers, mallets, and other tools used to create the compound curves found in classic Porsche automobiles. His approach was to train them with the same precision and care for perfect body shaping and bond-free paint surfaces he prided himself on throughout his career, an approach that Lingerfelt wants to be the hallmark of his shop.

### The perfect Speedster

Drawing upon his decades of experience in the metal-shaping business working on several Porsche Parade Manhattan Trophy winners and including almost twenty years working for Rick Hendrick’s NASCAR operation, Brawley proposed that they computer scan the best example of a Porsche Speedster they could find and create a perfect, unwarpable buck from which they carry on their shaping. Since retired, Brawley’s apprentices have continued on with a project he started, an all aluminum Speedster.

Though wood has been the traditional material for body bucks, with the steel one, says Lingerfelt, “it’ll never warp, it won’t draw moisture and, properly cared for, it’ll last forever.” Besides being an innovative and useful tool, it’s also been a showcase for their approach to metal-crafting. Tim, Martin and Ralph have shown it at several east-coast shows, including Amelia Island, Pinehurst, and Hilton Head. Some of its admirers saw it for its engineering value, others loved it purely for its aesthetic qualities. Whatever the case, wherever it goes, it’s an attention getter.



From top: Proper new metal “under the skin” is just as important as the outer layer, even if it means fabricating what is needed. The Speedster buck is not only eminently useful, but a conversation piece all by itself. The product of work on the buck, an all-aluminum Speedster front section. Mechanical work is overseen by Martin Steger, including rebuilding of very early (and often problematic) 911 Solex carburetors.







### Non-body work

Meanwhile, Steger has been building the clientele in the engine and transmission side of the business. When the unique Sauter Roadster – the car thought to be the prototype for the America Roadster – changed hands a couple years ago, it was Martin who went through its mechanicals before it went off to its next owner. Since then, other special projects—both whole restorations and partial projects for other restoration shops—have passed through their doors as their reputation spreads and their business builds.

As Lingerfelt sees it, “With the increasing value of some of these vehicles, a company like mine has to do it perfectly. The value of the vehicles means that even for my two year-old son, he’ll have a life-long career if he chooses to work on these cars...” 🚗

From top: An older buck for an early 356 is now just a decoration. An aluminum tail section, made on the new steel buck is being worked on by a new generation of workers like Damon Detner. Traditional tools, like the many dies on hand for the metal forming machines, remain important to the process. Below: A raw Speedster and a finished body—officially the only Continental Orange 356C Cabriolet built—await the next steps in their restoration. Left: If Tim’s son is inclined to pursue a career working on early Porsches, it won’t be a surprise, as there have been many subtle influences in that direction.



# Reunited

**Steve Hoffman  
found a great 356  
- and the family  
that originally  
owned it.**



Dick Doty's family is all smiles in a living room portrait from the late 1960s.

**Below:** Now restored, the C has a new and active life with Steve Hoffman.



**R**ichard "Dick" Doty was a logistics engineer living in Torrance, California near L.A. while working for Douglas Aerospace in 1964. Like a lot of engineers, he had an appreciation for automobile design and became infatuated with the Porsche 356. He admired them for quite a while and with the C model came disc brakes and a drivability that he could no longer resist. He ventured to the local dealer, Vasek Polak in Manhattan Beach and made his purchase; a coupe in classic slate gray with a black interior. Since he planned to make it his daily driver and weekend getaway vehicle, he added a few other options including a luggage rack with the ski attachment kit. He proudly drove it home to his loving wife Mary Ann and their two young children, Kim and Mark. As was common in those days, the

neighbors were all close friends and they immediately weighed in on his proud purchase. You spent \$5400 on that little German car? Have you lost your mind?

It was clear from day one that this was Dad's baby and the kids had to give it a wide berth. He built a cardboard fortress around the car so no bikes or any other kids' toys could ever get near it. In fact, Dick didn't even let Mary Ann drive the car, as she clearly couldn't handle the stick shift. However, Dick had to travel from time to time with his job, and while the cat's away, the mice will play. Kim and Mark say their mom would take the car out now and then and they tell a great story where they all decided to run out to Palm Springs one weekend. When the kids commented they

were going over 100, she quickly replied, "Don't tell your father." On another clandestine jaunt, the car simply stopped on the highway. Panic set in as this was way before cell phones and clearly they couldn't call Dad for help. A nice tow truck driver finally showed up and simply switched the tank over to reserve and fired it right up. Mom simply replied, "So that

is what that little handle does."

It wasn't long before Dick got a job offer in Florida to help with America's space program. They loaded up all their belongings in the moving truck, but there was no way

Dad was going to ship his beloved Porsche. The kids were loaded in the back seat and they set off on their trek. Kim and Mark say they spent as much time laying across the back seats while folded down as they did sitting up right. "I can still smell the burlap," Mark recalls. They stared out the back window making faces at the cars behind them and getting the trucks to blow their horns like kids did in those days. It was quite the journey venturing across Route 66 and then turning south to start their new life, seeing many sites along the way.

In Florida, Dick drove the car to work for years and even had a few friends there who shared his passion for Porsches. They would park next to each other in the Porsche area of what is now the Neil Armstrong building. In about 1976 the car started developing a brake problem, so Dick parked it until he could get around to fixing it. Like many other things in life, that day never came. The car stayed covered in the garage for the rest of his life. After his passing in 2004 Kim and Mark took over his estate but didn't know what to do with the car. They were both raising young families and didn't have the means to bring the car back to life. One of Kim's husband's work friends at the Kennedy Space Center showed an interest, so they sold him the car. This is where the story ends - or so it seemed.

I have owned about 15 different Porsches going back to my first in 1984, a 1973 914 2 liter. One of the few models I had never had the privilege to own was a 356. I had joined the 356 Registry and 356 Florida Owners Group (FOG) years ago and was always looking for the right car. It was on my wish list and with prices getting a little crazy, I convinced my wife Robin that if we did not get one soon, we would probably never be able to afford one. She gave me the green light so I turned up the heat on my search.

One of my routine stops was our own world class 356 restoration facility in Melbourne, 356 Unlimited. I was good friends with the original owner, past Space Coast and 356 FOG President Kirk Stowers and we had come close on a couple cars but they were never quite right. When Kirk passed away, I continued the relationship with the new owner and one of Kirk's best friends, Buster Venable. I stopped in to see Buster one day and said the time was right and if he knew of a good driver that I could fix up over time, let me know. That weekend was our 356 FOG Gathering of the Faithful event in Tampa, so Robin and I decided to attend the concours. Although I have never owned a 356, we have attended this outstanding event many times over the years. We actually did find a very nice 1964 slate gray and red C Coupe that the owner was considering selling. We talked a bit but never closed the deal. I asked Buster to look at the car with me and give me his opinion. He noted that a similar car was owned by a gentleman who kept the car right across from his shop back in Melbourne. It had an interesting history and I should check it out when I got home. The owner, he said, was more into Volkswagens and would probably sell it.

The first chance I got to get away from work I ven-

tured down to Buster's shop to check out the C coupe. When I got there another good friend; 356 FOG member Lee Payne was there visiting. I didn't know it at the time but he was also there to look at the car. In fact, he was there to purchase the car. So I ventured over to see the car which was at a body shop also across the street, partially disassembled. The owner had decided to fix a couple of issues including a dent in the rear, a little rust on the door bottoms and in the battery box area. The body shop owner, Dennis said he had worked on 20-30 356s for Kirk and Buster but this was the cleanest 356 he had ever worked on. He said the body and gaps were perfect. He recommended I save it from the owner who was planning on turning it into a hot rod. I met the owner and we discussed the purchase. I had never bought a car that was just a shell but he swore it had all of the original equipment. I started going through all of the shelves of interior and external pieces. When I saw the toolkit that was basically like new, with the Messko still in its case, the Pudenz fuse pack in perfect shape, the Lackstift paint applicator in slate gray in its original case, my interest went through the roof. Plus, there was the original sales invoice and lots of receipts from the original owner. There were original sales brochures for the 911 and 912 from 1964 and at the top of each was a Vasek Polak business card. It also had the original Vasek Polak license frame from Manhattan Beach with several other dealer items like key chains, business card holders and a map holder. I was hooked. I had to have this car. Then it got really interesting.

As I looked over the original sales invoice, I saw the name Richard Doty. That is not a typical last name and one of the girls who have worked for me for years got divorced a few years back and changed her name back to her maiden name of Doty. So I gave her a call. "Kim," I asked, "did your dad ever own an old Porsche?"

"Oh my gosh, you found the Porsche!"

"I am staring right at it."

"Are you going to buy it?"

"That is the plan." She was in tears. I checked with Lee to make sure he was OK with me pursuing the car. When he heard of the connection, he immediately was supportive and said that it was meant to be mine and the deal was struck. Over the next few days, Kim found some items for the car that she had forgotten they had or wanted to keep. I think she was more excited than me about the acquisition. She told me the stories; she and her brother were not old enough to drive when the car was parked but I promised her they would both get the chance to drive Dad's car when it was done.

I have restored several 911s and 912s over the years and had made some mistakes along the way but I feel very comfortable with those cars. This being my first 356, I was sure I could do it, but decided that this car deserved to be professionally done, so I turned it over to Buster at 356 Unlimited. Most of the parts were in great shape, only needing a clean up. With others a little paint, re-chrome or a re-plate did the trick. Walt at Competition Engineering went through the engine and Carburetor Rescue freshened up the carbs and distributor. The only change I made was with the interior colors. I sourced new ones in red from Autos International and kept all of the original pieces so it could be returned to black if I ever decided to do so.



Buster and his main tech Jeff did a fabulous job with the car. I went by every week, "helping" and making decisions along the way. It took almost one year to the day to complete the restoration and the result was spectacular! I might even have a car worthy of winning the Kirk Stowers Trophy!

Kim and Mark see their dad's car again at a PCA Space Coast Region event in Melbourne, Florida in April.

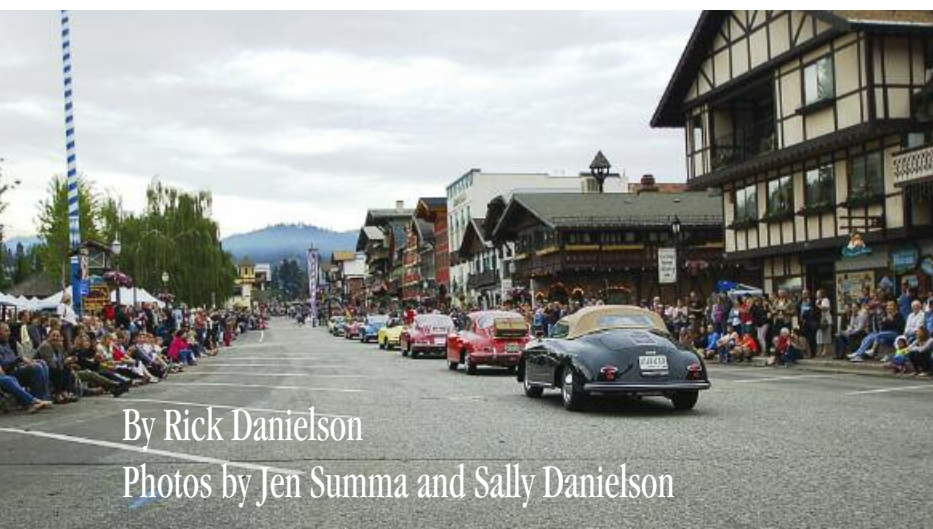
One week after I got the car back was the Space Coast Region's annual Turbo Mayhem event. The organizers asked me if I wanted it to be one of the featured cars. It is not a Turbo, but if not for the 356, there wouldn't be a Porsche Turbo. It was quite a coming out party and it received high praise from everyone in attendance. Two of the attendees were Kim and Mark Doty. It was the first time they had seen the car since they sold it almost 10 years ago. They were immediately taken back to their youth, and shared many stories about their dad's other baby. Pictures were taken, tears were shed and they finally got to drive Dad's car. Reunited after all these years!



A restoration on a good solid car is always satisfying, but having the history and original accessories like a tool kit, owners manual and service book with case is especially nice. The fact that it came from Vasek Polak's dealership and carries a license frame, along with business cards is pretty cool.

# Maifest

## 356s join the fun in Leavenworth, Washington



By Rick Danielson  
Photos by Jen Summa and Sally Danielson



Sally and Rick Danielson in costume and in the spirit for a German celebration of spring. Left: Bob and Anne King looked the part as well.

**M**aifest is a German tradition dating back to the 10th century when villagers would gather to celebrate the arrival of spring by planting flowers, playing music and games, and raising a “maipole” in the local square. The pole would be decorated with sausages, cakes, flowers and ribbons, and villagers believed that dancing around it would bring good luck and wealth to the village.

Just east of the Cascade Range in Washington, Leavenworth is a Bavarian-themed town nestled among surrounding peaks. Each year (2016 being the 45th annual), a three-day Maifest celebration takes place, complete with Tirolean dancers, Bavarian brass musicians, alpenhorns, the Maipole dance and of course, the Festzug (Bavarian march) down the main street and ending in the town square.

For the last three years, a special invitation has been extended by the Chamber of Commerce to our 356 Group NW to join in the Festzug with as many vintage Porsches as we could gather. We were encouraged to dress in traditional Bavarian garb, and the Chamber willingly loaned us the celebratory attire from their extensive inventory. It’s about a 150 mile drive from Seattle, and often wet this time of year, but we managed to garner ten cars for the parade. Bob and Anne King went the “extra mile” and drove their stunning C cabriolet over 1,000 miles to join in the fun. And what fun it was to put on traditional dress and follow the equestrian riders, horse drawn carriages and bier wagon into town in the Festzug! Traditional dancers, Alpenhorns, the local high school band and a huge contingency of Bernese mountain dogs also joined the march. So much fun to see hundreds of folks of all ages lining the parade route and waving enthusiastically as we proceeded to the town square for special display parking where all could admire the cars for the remainder of the afternoon.

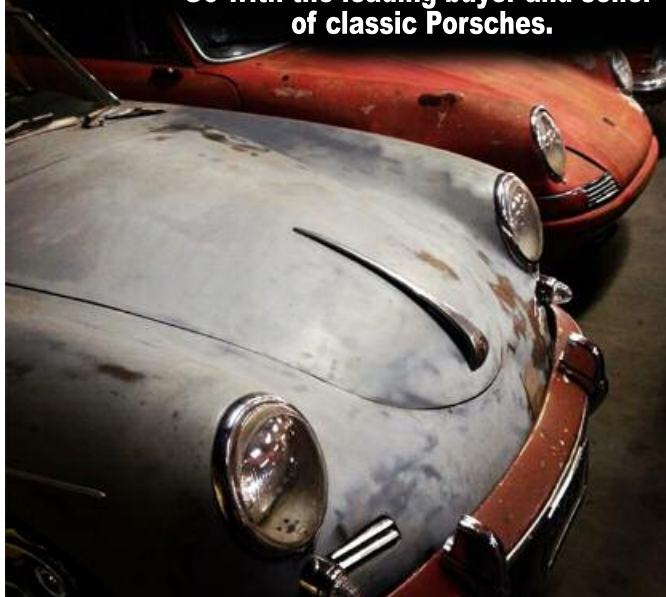
A special feature this year was the raising of a new ninety-five foot Maipole and PBS filming the various festivities for their “Towns Across America” series. We will be looking forward to that airing on PBS. But, best of all, what we really enjoyed was driving our cars for the hundreds who were enthusiastically gathered and greeted us cheerily along the parade route. It is truly wonderful to have the opportunity to share these cars with the public of all ages who surrounded us as we parked the cars. Questions abounded about the A, B and C models we drove.

Thanks to all who made the 356 drive to enjoy this festive event: Bob and Anne King, Jim and Cami Johnson, John and Bob Brooks, Tom Olson, David Berner, Mike and Ruth Grabowski, Rick and Linda Carns, Rod, Rose and Nicole Cederblom, Rick and Sally Danielson, and Mick and Jeanette Summa. Most of all, thanks to the Leavenworth Chamber of Commerce and PBS for giving us the opportunity to introduce our cars to the many gathered celebrants.



# SELLING A CLASSIC PORSCHE?

Go with the leading buyer and seller of classic Porsches.



Call Alex Manos | 1-877-912-0007 | alex@beverlyhillscarclub.com

Any condition | Top dollar paid | Pick-up anywhere in USA  
Speedster 356, 356 Pre-A, 356A, 356B, 356C, 356SC,  
Early 911, 911T, 911E, 911S, 912, 930, 964, 993



## 356 Upholstery For the Perfectionist

- From seat rebuild to complete interiors.
- Shipped worldwide from our new state of the art facility in Palm Springs, CA. Visitors welcome!
- All products unconditionally guaranteed correct to the highest correct show standards.
- CAD cut for perfect fit with unrivaled workmanship.
- All factory correct German materials and colors.
- Complimentary sample package available.



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

Palm Springs, CA USA 360 332 3022  
Vancouver, BC Canada 604 990 0346

Visit our website to see photos and our new informative VIDEO productions.

A must see for anyone planning a 356 interior replacement.

Heritage Motor Research Inc  
(727) 623-9997



Heritage Motorcar Restoration LLC  
(727) 623-9993

3220 38th Ave South Saint Petersburg, FL 33312  
[www.heritagemotorcar.com](http://www.heritagemotorcar.com)



Double Winner 2008 Porsche Parade  
1958 speedster full restoration by HMR

All work done in-house. One stop Porsche specialty shop for:

- Show winning restoration
- Daily driver preservation
- Racecar preparation
- Rust repairs
- Custom outlaws
- Routine maintenance for your 356 and other Porsches

- Dyna tuning: optimize ignition timing and air-fuel ratio
- Fine tune drivability of your 356
- Carburetor & fuel injection specialist
- Concours winning engine and race engine design
- 356 Motec fuel injection conversion
- 356 a/c conversion



Dyna tuning, direct axle coupling, coolant fans, engine data logging



In-House advanced CNC engine machining and blue printing

- On site full engine machine shop, latest CNC technology to blueprint 356 and all Porsche engines
- 356: case linebore, head work, flowbench testing, cylinders boring and honing, spidger deck and boring crank repair, nitriding, polishing and much more
- HMR advanced alloy valve guides for longevity in 356 and all Porsches

## Believe it. There really is Life after Rust.



Hard-to-find sheet metal is no longer, well, hard to find. We make collision and restoration sheetmetal for all 356s, 1950-65. Outer body panels, all body styles. Also, body bumpers, A bumpers, n.l.a inner structures. Back seats, wheel well panels, firewalls, tunnels, Speedster seats, doors, hoods, engine lids, door tops and more, in steel and aluminum.

Trevor's Hammerworks, Inc.

[www.356panels.com](http://www.356panels.com)

440-953-0501 440-602-9885 Fax



## McPherson College Automotive Restoration Program

By Sean Reardon

At the show, one 356 was on display but it got more attention than several 911s. Above: Students showed their skills in a demo. Inside the facility, the upholstery, woodworking and transmission areas are just some of the “classrooms” in the program.



**“Hey kid, put down your iPhone and check out that cool car!”**

**G**ood luck with that, right? Remember the days as a kid waiting by the mailbox for the latest issue of *Road & Track* or riding thirty minutes on your bicycle to the local hobby shop for your next Revell car model? Many of us in the collector car realm agree we’re scared to death that the next generation(s) could care less about cars and more about iPhones and online gaming. Thankfully one small college you’ve never heard of, located in the dead center of the country, has been doing its part since 1976 to teach kids more about classic cars than most of us dream to learn. And they also have a nifty car show, but more about that later.

The McPherson College Automotive Restoration program, in McPherson Kansas, enrolls approximately one hundred and fifty students, millennials who love cool old cars, and are proud to show it. This program, unique in the country, provides a four year degree in Restoration Technology. Transcending your typical trade school curriculum, students spend hours in the classroom learning the history and theories behind automobile design and production techniques up to the 1970s muscle car era. Hands-on activities are divided into labs including casting and machining, body and paint, chassis, drivetrain, upholstery, engines, woodworking, metal working, and final assembly. Students can take advanced classes for many of the labs, with senior projects ranging from tailoring a complete convertible top, building a '49 Mercury Flathead V8, or hand forming an aluminum 1/2 scale vintage Ferrari body. Representing the Registry's Younger Member Advisory Committee (YMAC), I was treated to a personal tour last December with Director Brian Martin and engines professor Curt Goodwin. I quickly concluded this was no ordinary school when I saw college kids talking excitedly about their academics. Even better, Brian and Curt invited me, and any other 356 owner to take part in their April C.A.R.S. Club (College Automotive Restoration Students) car show.

What a show it was! Organized entirely by the students, with the college and high school jazz bands playing in the background, this was not your typical dusty fairgrounds car show. In addition to an incredibly random and very proud student vehicle display, nearly 300 show cars covered the campus quad. They ranged from brass era prewar, 1950s Manta Ray concept car, military vehicles, ubiquitous gargantuan American iron, hot rods, Lamborghinis, modern and classic Ferraris, and previously unloved American cars now considered “cool”. And despite some early rain, several British sports cars managed to arrive under their own power. Sadly that rain scared away all but one very lovely green '55 Continental cabriolet, joined by my 3.2 Carrera “356”. Remember that part about the kids’ enthusiasm for their academics? I could sense an even greater level of excitement among the students that day while enjoying the show.

True to the YMAC’s mission, that green 356 and the Registry made an impact on the young spectators and students. The Registry promo posters, magazines and postcards quickly disappeared, plus there was always a crowd to chat about the 356 and learn about the Registry. And rest assured there is hope for our youth: those kids voted that 356 first place of all foreign cars! 🚗

**S**unday May 8th (Mother's Day) found Lynda and I heading out in our 1964 C Coupe from Cincinnati at 9 am to meet up with trip organizer Fred Uhlmann in Indianapolis. Joining us were John and Carole McConnell in their outlaw coupe. The first leg was uneventful coming through St. Louis and we overnighted just west in Fenton.

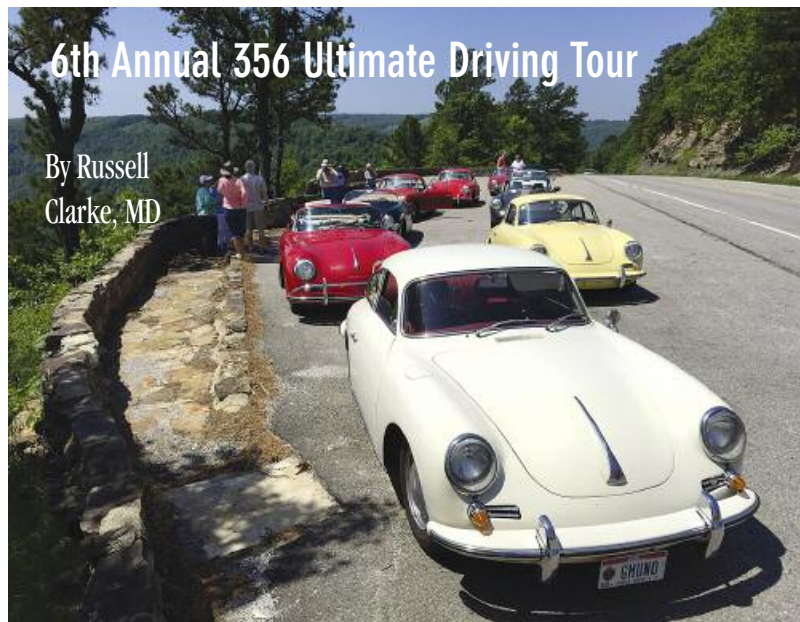
On Monday we traveled to Eureka Springs, Arkansas by way of Branson, Missouri. We picked up John and Judy Dunham in a red cabriolet along the way. The sky poured rain on us, but all four cars ran flawlessly to the final destination, Best Western Inn of the Ozarks.

We were joined there by about 16 other 356s from Ohio, Kansas, Texas, Florida, Oklahoma, Missouri, Indiana, Wisconsin and Michigan. The accommodations were quite adequate and we met at 5 pm to discuss plans for the week. Over the next three days we met about 8 am for a beautiful drive. Each day we averaged about 250 miles over winding, twisty, well-paved roads through Arkansas. Normally we had two groups of cars, one of 10-13 cars and another of 4 cars. Our drives took us through Harrison, Huntsville, Swain, Jasper, Berryville and Ozark. Attractions included traveling on the "Pig Trail" scenic byway, having lunch at the Cliff House Inn near Jasper and the Buffalo, America's first National River. Dinners were enjoyed at Bubba's Barbecue, Emilio's, the Grotto, La Familia, and other fine establishments. We were blessed on drive days by lack of rain, although the weather at night was extreme.

The town of Eureka Springs was a wonderful setting with many shops, restaurants and art galleries. Lots of side streets presented opportunities for exploring quiet neighborhoods with restored old homes.

Our return trip was again two days to Cincinnati. We had cool weather with 20 mph tailwinds and no rain. We clocked 748 miles each way with a total of 2200 miles and 70 mph on the freeway returned about 30 mpg. We had no car mechanical issues, nor did anyone else in our group.

The week was a spectacular success, thanks to Fred Uhlmann. There is a rumor that next year the Ultimate Drive will be in the mountains of West Virginia. 🚗



## 6th Annual 356 Ultimate Driving Tour

By Russell  
Clarke, MD



Fred Uhlmann's white coupe is in the lead as the group stops at a scenic overlook in the Ozarks. All cars came through unscathed in spite of a constant threat from Armadillos on the road.

Left: Fred and the ladies of the group pose on the balcony at the Cliff House.

# DO NOT LOOK DIRECTLY AT THIS AD.

**\$279/pair**  
FREE SHIPPING



**They are that bright.** Introducing the Classico Phosphor-based SMD headlight. Twice the light of a traditional H4  
• Draws 20% of the current • Works with 6 or 12 volt systems • Produces no heat • Plug and play with factory wiring. Contact us to order today: [ClassicoWheels.com](http://ClassicoWheels.com)

What a difference a day makes.



Lease a vintage Porsche with Premier and take delivery in 24 hours.

Simply select your Porsche, then contact Premier for the most transparent lease terms in the industry. Nearly all deliveries can be facilitated in as little as 24 hours.

Some call it the Premier Advantage. We call it a day's work.

Experience the Premier Advantage

Call us today toll free at 877-973-7700 • [premierfinancialservices.com](http://premierfinancialservices.com)



**Premier Financial Services**  
Vintage and Exotic Motorcar Leasing



1950 coupe #5047.  
It was for sale at €1,500,000.

A look back at the future in 1974: A 924 Prototype from the Porsche Museum anchored their celebration of 40 years of transaxles.



Twenty years later the 968 looked much better; last and best of the series.

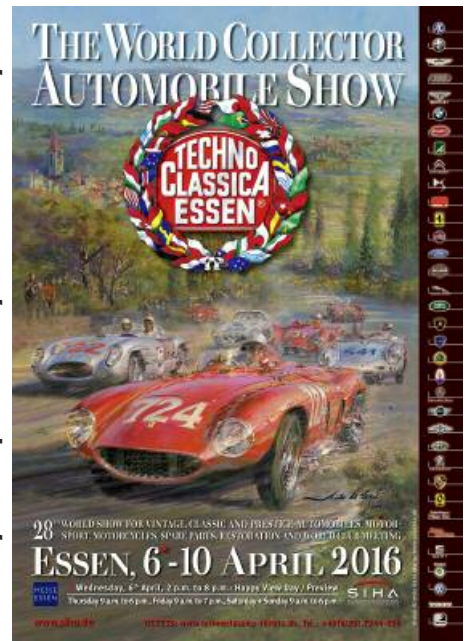


Audi looked back to 1991 and the Avus concept, while VW's GTI Roadster with a twin-turbo V6 of 503 hp looked far ahead.



# ESSEN

Story and photos by Prescott Kelly



## Perhaps the largest automobile event in the world,

Essen's Techno-Classica brings together all the disparate elements of the car hobby in one huge fairground for people from all over the world. The Messe is about 1.4 million square feet spread across 21 buildings and four outdoor car lots. For this 28th annual edition of the event the organizers reported 1,250 exhibitors from 30 countries, including 220 car clubs recruiting members and showing off their members' cars and memorabilia. Visitors numbered over 200,000 from 200 countries. You get it. It's huge. If you're a fan of any German marque, it also is a large dose of nirvana.

Like any gathering of Porsche aficionados, the event is at least 50% social. Thanks to a good buddy who is a vendor, your reporter obtained a "worker" pass and was able to gain entry on Tuesday, vendor set-up day. That's the very best day to be there. On Tuesday, the Messe is still under full-scale production with cranes, pallet carriers, and electric conduits everywhere. There is no way US insurance companies would let people wander freely around such a venue in our country. Thankfully in Germany, they count on you to protect your own health. The surprise was that on Tuesday, almost everyone we knew was already on hand. We spent four hours doing just two and a half aisles in the Porsche-centric Halle 3, stopping for at least 20 conversations – just like at the LA Lit Meet.

That social aspect is a huge attraction. Either before you arrive or early that week, you set large lunches and dinners. Hugelot in Halle 3 is the best lunch place, and you make all your reservations on Wednesday morning or you eat at really off-hours. For dinners, Essen – even though an industrial center in northern Germany – is blessed with some good restaurants that do not suffer from the stigma of low prices, but are worth the money.

Wednesday is press day, with entry restricted in the morning but open to the public as of 1pm. By your second day, you are straining to get around to see the cars for sale and the vendors of Porsche toys and literature. Voila, there are lots of people you know from the LA Lit Meet like Thomas Anderson, Walter Traxler, Claus von Schmeling, and Romano Schmidt. The literature and toy prices are high by our standards, but some of these pieces are unobtainium in the US. One toy dealer has been promising us for years that he will bring the elusive pink Distler 356 tin toy to complete our collection. That has not happened yet, but hope is eternal. Your reporter did load up on Porsche Factory literature – 964 RS 3.6 and 3.8, 964 Turbo S Leichtbau and Flachtbau, 993 RS, 993 GT2, and Carrera GT owner manual supplements, technical books, and press kits to go in our cars and those of buddies.





Centrum Westberg had this desirable green US-spec 964 Speedster. It sold quickly.



There were probably more Porsches than any other marque, representing almost every year and model. Above, a 1951 Glaser-bodied cabriolet, with some significant examples like a Carrera 2 Cabriolet and several well known race cars. Not to forget the aisle after aisle of parts and accessories; these vendors do a brisk business over the weekend. Below is just one of 20 halls and areas filled with displays from 1250 exhibitors, who come from 30 different countries.

The stars of the event, however, definitely are the cars. Major Porsche purveyors, both Factory-authorized and independent classic Porsche dealers, dominate Halle 3. Noteworthy for their fine Porsches were Thomas Schmitz, Jan B. Luehn, Netherlands Porsche Centrum and Classic dealer Mark Wegh, original 356 guru Ande Voettler, Porsche Zentrum Bensberg, Frank Jacobs' Springbok Sportswagen, Early 911 and Serge Heitz. These dealers work all year to have ready and present their most desirable cars at Essen. Private single-car sellers have one upstairs hall all to themselves plus several outdoor lots.

Sales this year were almost as good as in the halcyon years of 2013-2014 when "black money" (untaxed cash or foreign-banked funds) poured into physical assets – gold, diamonds, and cars too. In 2016 as always, the best cars sold quickly, lots of them on Tuesday and Wednesday, the remainder on Thursday. Dealers all say that their week is made or busted by Thursday night. Friday, Saturday and breakdown day Sunday get the general public, who look but do not buy cars.

Porsche Classic, Audi, and VW had large, attractive and hospitable displays in Halle 7, next door just north of Halle 3. Porsche Classic showed their latest parts for 356s and early 911s, had some inventory, and took orders for delivery after the show. This year the Porsche display celebrated the water-cooled transaxle 924-944-968 and 928 variants with show car prototypes and cut-aways. To keep 911 fans happy, Porsche Classic also showed their fresh restoration of a 1972 2.5-liter 911 S/T that Jürgen Barth raced at the major FIA races including Daytona, Sebring, Le Mans, and Nürburgring.

Elsewhere, Audi showed off two show cars, the 25-year old Avus Quattro and Quattro Spyder. BMW presented a huge display of cars behind their 100th Anniversary. Ford celebrated the 50th anniversary of its GT40's victory at Le Mans in 1966.

The cognoscenti are either gone by Friday night or staying for the Coys auction on Saturday. This auction is small but there are always several very interesting cars to consider. This year the prices were strong in the halls but soft at the auction. Some good buys definitely were had.

At 2016 Essen, a large number of very desirable cars were available for purchase. Please see the photographs. We'd recommend that your bucket list have Essen on it – maybe not for every year like we do, but at least once. Next year Techno-Classica is scheduled for April 5th to 9th, with that desirable vendors-only day being Tuesday, April 4th. We hope to see you there for a chat. **Prescott Kelly** 🚗

The 1972 911 S/T campaigned by Michael Keyser and Jürgen Barth was restored from meager beginnings by the Porsche Classic Center in Ludwigsburg.



Courtesy SIHA

# Mille California Style

**B**ig Sur and the Central California coast is perhaps one of the world's most beautiful places for a scenic drive - bar none. However, add to this the experience of driving in a classic Porsche and for icing on the cake, driving with 70 other classic sports cars of all makes from the 1950s in a well-organized and wonderfully paced journey and you have this year's California Mille. For those unfamiliar with this event, it is a uniquely Californian version of the Italian Mille Miglia road race which ran from 1927 to 1957. The California Mille was founded in 1991 by Martin Swig and Ken Shaff with the goal to reproduce the driving experience through the Italian countryside by traversing some of the similar rural and scenic roads in California. Martin and Ken are now gone but the tradition is carried on by Martin's sons, David and Howard Swig with Dan Radowicz doing much of the organizational groundwork. The route is carefully planned each year and the organizers somehow manage to find great driving roads which even locals are unaware exist. This year's event started in San Francisco, as it does every year, and meandered down the coast to Carmel, Big Sur, Morro Bay and inland along the golden, oak spotted hills of the Central California coast. It was a magnificent drive and I was most fortunate to attend.



Chuck House at the wheel of his 1959 D. Dodging cable cars on San Francisco's hills soon gave way to open sweeping roads and four days of scenic motoring.

By Chuck House

Photos by Eric Simpson, courtesy Porsche, Roland Löwisch and the author.

Less than a week before the event, I was in my garage starting a little maintenance on my motorcycle before my annual 1500 mile trip with my brother and some friends, when Paul Gregor at PCNA called. He explained that the Porsche Museum had entered this year's California Mille and planned to send two 356s to the event. Unfortunately, US customs had delayed the cars. Would I be willing to bring one of my 356s and drive with a German journalist that Porsche was bringing to the event? I asked when, and Paul's somewhat apologetic response was, "It starts this Sunday". My initial reaction was to decline since it conflicted with my trip plans and I told Paul I would get back to him. However, after thinking about how much fun it might be—in addition to wanting to help the guys at Porsche out of a jam—sanity prevailed. I took one for the (356 Registry) team and canceled my plans. I told Paul I was in (which turned out to be a wise decision as you will see).

First of all, I had to quickly switch from maintenance on the motorcycle to the '59 Convertible D, which had just done 700 miles round trip to "North meets South" in San Luis Obispo the week before. Along with an oil change I decided to change the plugs, as they were about due. No big deal, I thought - until I took out #2 spark plug, along with an unwound helicoil. As I stared at the distorted, coiled mess that normally keeps the spark plug firmly in the head, I started hearing the sound of that goat screaming in the Super Bowl commercial - and then realized it was me! I immediately had agonizing visions of dropping the engine, stripping it and maybe even having to take the right side head off to repair it - all in the next day and a half before the car had to be in San Francisco! To make a long story short, after scurrying to a few auto parts stores to find a proper threaded insert, which I had to re-tap the head to accept (luckily #2 cylinder is just accessible enough that I didn't have to drop the engine), I was back in business and didn't have to call Porsche back and bow out in disgrace. There were, however, a few late night tense moments in the House garage!

The official start of the California Mille begins at the historic Fairmont Hotel on the top of Nob Hill in San Francisco with an afternoon show and all the participating cars lined up in a stunning setting along the front of the hotel entrance. Of course, there were Alfas, Ferraris, Maseratis, Lancias and others from Italy but also 300SLs (both Gullwing and Roadster), Porsche 356s and a good representation of British classics such as pre-war Bentleys, Jaguar SS-100 and XKs, including a D type, along with Morgans, Bristols and Healeys. There were even a few American classics like the C1 Corvette, Ford Thunderbird, Buick Super and Studebaker Golden Hawk... and yes, even a French Citroen ID-19P, which surprisingly was driven quite spiritedly and was fascinating to watch bobbing and gliding through the curves.

One of the more interesting cars at the event, as evidenced by the crowds usually milling around it, was the 1956 Maserati A6G2000 Frua from the Baillon French barn-find collection which was in a record breaking auction last year. The car has great lines, along with great patina and owners Jonathan and Wendy Segal braved the 1,000 mile event with flair. During the Fairmont show, I met up with the Porsche contingent which included our old friend, Alexander Klein, whom some of you may remember from previous 356 Registry Holidays when he was with the Club Coordination team at Porsche AG before moving to manage Porsche AG's "rolling museum". In addition was Achim Stejskal, Director of the Porsche AG Museum and Historic Public Relations and Klaus Zellmer, President and CEO of PCNA. Also coming from PCNA was Cristina Cheever, Public Relations, and accompanying the Porsche group were Roland Löwisch, a distinguished German automotive journalist (who was teamed with me in the Convertible D) and Deborah Frank, Managing Editor for *Departures* magazine, who rotated with several of the group from Porsche in Steve Serio's '57 Speedster. A final addition by Porsche, joining at the latter portion of the event, was legendary race car driver Hurley Haywood, arguably one of the greatest American endurance drivers in history with three wins at Le Mans, five at Daytona and countless other victories.

The driving portion of the Mille commenced the morning after the show and wound through San Francisco, through the historic Presidio fort overlooking the Golden Gate Bridge and down the Pacific coastline towards Half Moon Bay. The Convertible D was more than happy to escape the clutch eating hills of the City by the Bay as the original owner had amateur raced the car and installed an “Isky” race cam and lightened flywheel back in 1961 and this makes stop and go traffic on hills simply tortuous. The drive along the coast, however, was stupendous and the car performed flawlessly, especially when keeping the rpm up.

Stopping for lunch in Woodside, we wound our way through Big Basin Redwoods State Park, passing giant redwoods and found ourselves on some roads which might have been characterized as more suitable for a Land Rover (there was no babying these classic cars). Emerging from the wind-



ing hills, we found our way to the Quail Lodge in Carmel the first night for a lovely evening and dinner gathering. After Monday’s “appetizer”, we started the main course the following morning as we drove down the majestic California coast along Highway 1 and Big Sur which was surreal. Even if you’ve driven this highway before, as I have many times, it still takes your breath away and driving it in a 356 while in a caravan of classic ‘50s sports cars made the rocky coastline and crashing waves all seem fresh and new again. We passed the lighthouse at Piedras Blancas where a colony of elephant seals was stretched along the sands like so many thousands of logs, and continued further down the coast, passing below Hearst Castle sitting high on its exclusive hill overlooking San Simeon. We had





lunch in Cambria before turning inland towards Paso Robles and stopped by the historic California Mission San Miguel for a photo shoot and continued on back roads which took us to the small crossroads stop at Cholame, near the junction of California Highways 41 and 46 and the James Dean memorial. The evening was spent in Morro Bay with a tranquil view of the harbor and Morro Rock.

Day three found us back inland on rural roads with almost no traffic. We drove for what seemed like hours with only event cars on the road. Roland was completely astonished at this, coming from Germany where there simply are not remote areas like there are in the western US. We took turns driving the D and I don't think a smile ever left Roland's face all the time he was behind the wheel. Crossing over the Santa Lucia Mountains we veered north along the foothills of the Diablo Range and along curving roads with gold colored hills littered with large oak trees. The lunch stop was at the marvelous Leal Vineyards in Hollister where they really rolled out the carpet, arriving just as the first rain drops of the event forced the convertible top up for the first time. Luckily, it was a short shower and the top remained down for the rest of the event. After lunch, it was a relatively short drive back to Carmel Valley where we stayed the final two nights.

As mentioned, the Mille covers approximately 1,000 miles and with a good majority of those miles going through very twisty roads, the cars actually get quite a workout. I am not sure the D has seen that many gear changes in such a short span for quite some time. In fact, on the third day I had to do a quick clutch cable adjustment to keep the car shifting smoothly. However, for the most part, all the cars did extremely well with only a few problems here and there. The cars survived, as did the participants - some a little worse for wear than others.

For the final day of the Mille, we made our way through coastal mountain roads which had us again taking the road less travelled. Lunch was at Harris Ranch at the edge of the San Joaquin Valley and while the rest of the entrants stayed a bit longer to enjoy their lunch, the contingent from Porsche had to get back early as they needed to catch a flight back to Germany and finish preparation for the Targa Florio in Italy a week later. Because of this, there were just a few of us on the trip back; a Cayenne which was used for photography for the event and a new 991 along with Steve Serio's '57 Speedster driven by Hurley Haywood with Roland and me following in the Convertible D.



Roland Löwisch and Chuck at Mission San Miguel.

Left: Ready to begin the event, from left, journalist Roland, along with Alexander Klein and Achim Stejskal of Porsche AG.



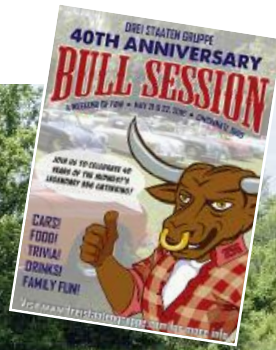
Saving one of the best experiences of the event for last, I was fortunate enough to be able to tail Hurley Haywood in a Speedster for an hour and a half through scenic, windy roads as we made our way back to Carmel Valley, smiling the entire way! Let's just say I was working rather hard trying to keep up with him while I'm sure he was about as relaxed and going easy as he could be so as not to excite the journalist with him. As we finally pulled into the parking lot at Carmel Valley Lodge he looked over at me and said, "I'm running on fumes, doesn't this thing have a reserve?" It had been a while since Hurley went any distance in an old Speedster. As event conclusions go, it just doesn't get much better than that! 🚗

**Above from top left:** James Demmert's cabriolet and Steve Schmidt's coupe were among several 356s entered, seen here during a stop at the Mountain Terrace in Woodside. Top down in a 300SL is not a bad way to see the Central California coastline. At the James Dean Memorial near Paso Robles, Porsche Cars North America CEO Klaus Zellmer takes a turn at the wheel of Steve Serio's Speedster. Steve had just taken part in the Copperstate 1000 and shipped his Speedster back to Massachusetts from Arizona, when the call came from Porsche: Can we borrow the car? Off it went to California where it performed flawlessly, and will be featured in an article in *Departures* magazine. **Left:** Max Jamiesson's GT coupe. **Below:** Returning to the Bay Area with Hurley Haywood driving.



Journalist Roland Löwisch's story appeared in the German magazine *Träume Wagen*, noting that Chuck's ten Porsches under one garage roof indeed constitute a "House Party".

# Drei Staaten Gruppe Family Picnic and 40th Bull Session Anniversary weekend



By Stan Yarrish

The Cincinnati, Ohio based Drei Staaten Gruppe, started by a small group of local Porsche 356 owners in 1976, celebrated the 40th Anniversary of its Bull Session on May 21 & 22. This special anniversary weekend included a Saturday drive and visit to the United States Air Force Museum in nearby Dayton, Ohio and a stop at the America's Packard Museum on the way back to Cincinnati. Saturday night was capped off with a dinner cruise on the Ohio River, which drew 25 DSG guests.

Sunday, the main event, was held again at Sharon Woods County Park in Cincinnati with a private shelter and room for over 75 cars if needed on the spacious flat lawn. Sunday provided gorgeous weather and brought out about 75 guests and eighteen 356s and another eighteen 911s, a restored VW, a Singer Porsche 911, a new Cayman GT-4, and the ultimate technology wagon, a Porsche 918 Spyder owned by Mike Valentine.

After lunch, the activities included a small 356 parts swap meet, a photo gallery of past events compiled by Steve Smith, a very difficult Porsche 356 Trivia Quiz, and then the People's Choice top five car balloting. The Long Distance trophy went to John Harvey of Columbia, Maryland, driving his well-travelled coupe over 500 miles each way to enjoy the events of the weekend. John experienced a bit of a mechanical dilemma when the ignition switch decided to come apart. Luckily he was already in Cincinnati and our resident 356 parts house, Dick Weiss came to the rescue by installing a spare switch to keep John moving.

We will do this again on May 21st, 2017 at the same Lone Oak Pavilion in Sharon Woods. Save the date! For additional info about the Drei Staaten Gruppe, visit our website at [www.dreistaatengruppe.com](http://www.dreistaatengruppe.com).



DSG Bull Ad created by DSG member Brian Schroeder



Classic cars, boats and airplanes were all part of the weekend. The Cincinnati Red's Great American Ballpark was aglow as the dinner cruise boat went by.



Porsche supplied the trophies which were customized for the People's Choice Top 5 vote getters and the Long Distance Award. **Right:** Prize table for Porsche Trivia Quiz, with donations from Stoddard's, Zim's and Porsche of the Village. A 918 represented the modern end of the Porsche continuum.



**Award-Winning Tops and Interiors for Porsches**



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

**760-737-3565**

[www.autosintl.net](http://www.autosintl.net)



- Carpet sets.
- Seat cover kits.
- Seat upholstery and repair.
- 356 Cabriolet top & frame repair and restoration.
- Targa top rebuilding / re-cover.
- Complete upholstery service

**1236 Simpson Way  
Escondido, CA 92029**

Stock Replacement. Big Bore. Track and Street. No Substitute.



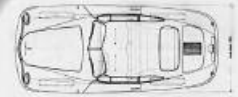
**NICKIES**  
TM  
PERFORMANCE AIR-COOLED CYLINDERS AND SLEEVES



PRECISION PERFORMANCE SINCE 2002

[WWW.LNENGINEERING.COM](http://WWW.LNENGINEERING.COM)

**ROBERT BROCKER**



**Original Muffler used from 1950-1953**



1100-1300cc



1500

We have cut two original Mufflers open and had them duplicated. Only one series is being made. Finished in heat resistant black color. Price: **585,- Euro** or **795,- USD**



- Other parts also available are;
- Sunvisors for model '50-'53, PreA '53-'55 and T1'56-'57 (picture)
  - Turborings for PreA (picture)
  - PreA rearseat replacement panel
  - Gastank '50-'51

Contact me at [r.brocker@planet.nl](mailto:r.brocker@planet.nl) for reservations or other splitwindow parts/ cars.

**"California" Used 356 Parts**

**EASY**

**European Auto Salvage Yard**

4060 Harlan Street  
Emeryville, CA 94608

**(510) 653-EASY**

Fax (510) 653-3178

email: [easypor@sbcglobal.net](mailto:easypor@sbcglobal.net)

**Autosports** EXCLUSIVE

RESTORATION SPECIALISTS SINCE 1986 • PROJECT BUYER



650-212-3561

[WWW.AUTOSPORTSEXCLUSIVE.COM](http://WWW.AUTOSPORTSEXCLUSIVE.COM)

## Registry business, financial information

**Accountants' Compilation Report** Our treasurer Fred Nielsen received annual reports from our accounting firm in Colorado on June 7th. These reports are shown here, along with the accountant's compilation report. The original report is available for any member to review. Please contact the Membership Office at membership@porsche356registry.org for information, or call 651-342-1524.

**Fiscal Year 2016 Budget** A budget for the current fiscal year was approved by the trustees at their board meeting in September. It is published in October on our website under "latest news" (on front page).

**Club Financial Records** As ever, specific records of the club's financial transactions are also available for review by any member who requests them. These include Cash receipts, Cash in bank (list of accounts and balances), Expenditures, Check Register, and a Recap of Expenditures (by category). Please contact the membership office for more information.

**Registry Contracts** The club contracts for Magazine Publishing, Membership Services and the Goodie Store. Current contracts expire on 12/31/16. Interested qualified parties can submit a proposal for each of these services to any trustee. Job descriptions are available.

### 356 Registry, Inc. Statement Of Receipts, Disbursements And Changes In Net Assets - Modified Cash Basis For the Years Ended August 31, See Accountant's Report

	2015		2014	
	Amount	%	Amount	%
<b>Receipts:</b>				
Membership dues	\$335,616	72.67	\$335,830	72.43%
Advertising	87,589	18.96%	83,952	18.11%
East Coast Holiday	19,292	4.18%	0	0.00%
Porsche support	9,400	2.04%	23,427	5.05%
West Coast Holiday (Reunion)	7,451	1.61%	19,107	4.12%
Other income	1,375	0.30%	0	0.00%
Interest	950	0.21%	1,036	0.22%
Royalties	188	0.04%	314	0.07%
<b>Total Receipts</b>	<b>461,861</b>	<b>100.00%</b>	<b>463,666</b>	<b>100.00%</b>
<b>Disbursements:</b>				
Magazine pub. costs	260,083	56.31%	256,645	55.35%
Membership expenses	28,306	6.13%	27,563	5.94%
Insurance	26,271	5.69%	22,403	4.83%
Advertising agent fee	22,730	4.92%	22,850	4.93%
Holidays, events, meetings	20,718	4.49%	21,753	4.69%
Depreciation	12,815	2.77%	5,380	1.16%
Board meeting expenses	11,976	2.59%	14,410	3.11%
Bank and merchant fees	9,575	2.07%	9,746	2.10%
Web costs	8,126	1.76%	9,273	2.00%
Legal and accounting	7,121	1.54%	11,843	2.55%
Advertising expense	2,773	0.60%	2,844	0.61%
Dues	140	0.03%	60	0.01%
Supplies and postage	67	0.01%	116	0.03%
<b>Total Disbursements</b>	<b>410,701</b>	<b>88.92%</b>	<b>404,886</b>	<b>87.32%</b>
<b>Excess of Receipts Over Disbursements</b>	<b>51,160</b>	<b>11.08%</b>	<b>58,780</b>	<b>12.68%</b>
<b>Net Assets - Beginning of year</b>	<b>426,940</b>		<b>368,160</b>	
<b>Net Assets - End of Year</b>	<b>\$478,100</b>		<b>\$426,940</b>	

## Accountants' Compilation Report

To the Officers and Trustees of Porsche 356 Registry, Inc. Bend, Oregon.

We have compiled the accompanying statement of assets, liabilities and net assets – modified cash basis of 356 Registry, Inc. (a nonprofit organization) as of August 31, 2015 and 2014, and the related statement of receipts, disbursements and changes in net assets – modified cash basis for the years then ended. We have not audited or reviewed the accompanying financial statements and, accordingly, do not express an opinion or provide any assurance about whether the financial statements are in accordance with accounting principles generally accepted in the United States of America.

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America and for designing, implementing, and maintaining internal control relevant to the preparation and fair presentation of the financial statements.

Our responsibility is to conduct the compilation in accordance with Statements on Standards for Accounting and Review Services issued by the American Institute of Certified Public Accountants. The objective of a compilation is to assist management in presenting financial information in the form of financial statements without undertaking to obtain or provide any assurance that there are no material modifications that should be made to the financial statements.

Management has elected to omit substantially all of the disclosures required by accounting principles generally accepted in the United States of America. If the omitted disclosures were included in the financial statements, they might influence the user's conclusions about the Organization's financial position, changes in net assets, and cash flows. Accordingly, these financial statements are not designed for those who are not informed about such matters.

*Lotspeich & Collins, P.C.*

### Porsche 356 Registry, Inc. Statement Of Assets, Liabilities And Net Assets - Modified Cash Basis August 31, See Accountant's Report **ASSETS**

	2015	2014
<b>Current Assets:</b>		
Cash and cash equivalents	\$457,277.	\$393,302.
Prepaid taxes	500.	500.
<b>Total Current Assets</b>	<b>457,777.</b>	<b>393,802.</b>
<b>Property and Equipment:</b>		
Equipment	60,773.	60,773.
Furniture and fixtures	900.	900.
	61,673.	61,673.
<b>Less, accumulated depreciation</b>	<b>41,350.</b>	<b>28,535.</b>
<b>Net Property and Equipment</b>	<b>20,323.</b>	<b>33,138.</b>
<b>Total Assets</b>	<b>478,100.</b>	<b>426,940.</b>
<b>LIABILITIES AND NET ASSETS</b>		
<b>Total Liabilities</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Net Assets</b>	<b>478,100.</b>	<b>426,940.</b>
<b>Total Liabilities and Net Assets</b>	<b>\$478,100.</b>	<b>\$426,940.</b>



Buying, Selling, Cars, Parts? Log in at  
[www.porsche356registry.org](http://www.porsche356registry.org)



**RANCHO**  
 PERFORMANCE-TRANSAXLES

Porsche transaxle specialists since 1985

Complete remanufacturing and repair service. In house machine shop, parts dept and magnaflux testing

Phone: 714-680-6737  
[ranchostransaxles.com](http://ranchostransaxles.com)

**Selling Made Simple.**  
 We buy all Porsche 356s.



Top dollar paid for every vehicle & Finder's fees gladly rewarded! - Sell your European and American classic sports cars today.



WWW.DRIVERSOURCE.COM  
**281.497.1000**  
[sales@driversource.com](mailto:sales@driversource.com)

**PANELWERKS**  
 A COMPLETE SPORTS CAR REPAIR FACILITY

Offering Professional Service for your Vintage or Performance 356 and 911  
 From Metal and Paint to Ground-Up Restorations  
 INCLUDING: INTERIORS, CARPETS & TOPS, ENGINE, DRIVETRAIN



**BILL KEMPER**  
 9460 Hamilton Drive  
 Mentor, Ohio 44060  
 (440) 639-1556  
 (440) 639-1779 FAX



**356 UNLIMITED LLC**

- Specializing in "ground up" 356 restorations
- Over 30 years experience
- From paint & body repair, metal work, rust repair to total award winning restorations
- We do it all!

**Exclusive 356 Restoration Services**

356unlimited@gmail.com • 239-280-7016 • 2495 Jen Drive, #14 • Melbourne, FL 32940

## Carburetors



- Zenith • Solex
- Bosch Distributors
- Pierburg Fuel Pumps

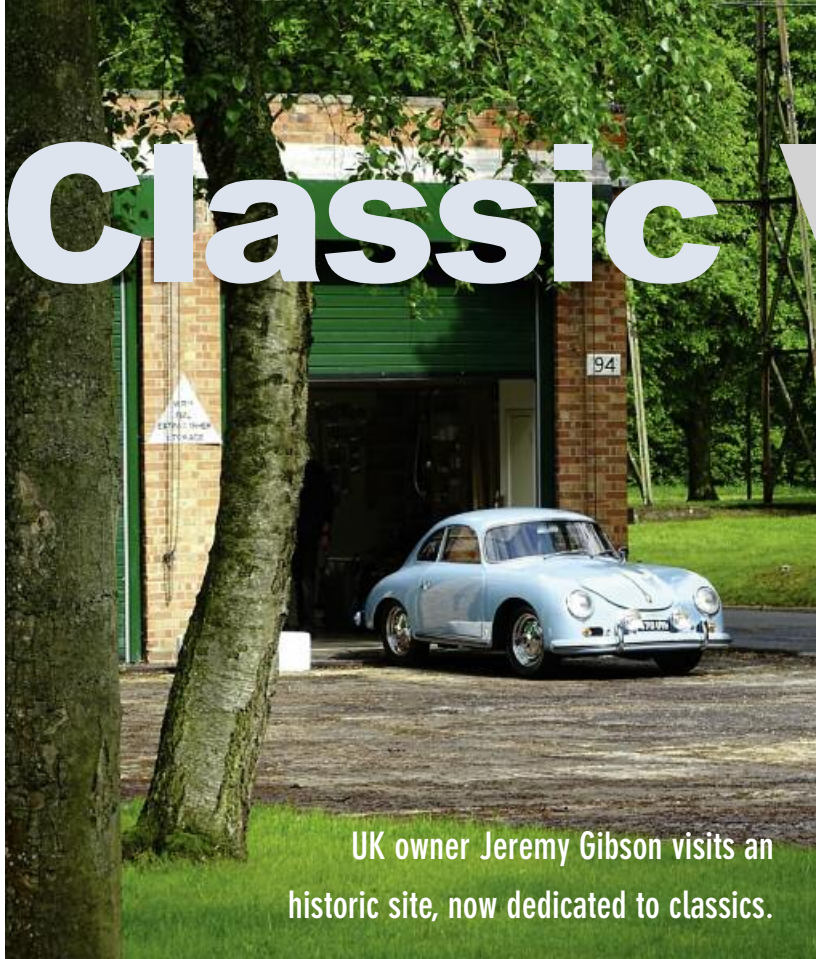


**356**  
**912**  
**911**

**928-204-0507**  
[356carburetorrescue.com](http://356carburetorrescue.com)

*We make your car run better!*

# Classic Venue



UK owner Jeremy Gibson visits an historic site, now dedicated to classics.



Above: Interesting 356s are to be found behind the doors of these old brick buildings.

Right: Sarah Williams, with her son and daughter who also love their 356.

Far right: PCGB was out in force but no 356s made the journey.



This may not be the best way to start an article for the 356 Registry, but I have to admit when I got up at early dawn to drive to a rather intriguing new event, I decided to leave my 59 356A snug at home.

Ironic really, because I always travel in hope of seeing these little wonders, to confirm their growing prominence on the UK classic scene, and to meet people as passionate as I am about them. But I'd heard a forecast of rain, and as it's largely a boring motorway drive, I figured the wipers on my 1981 911 SC Targa would better help tired eyes peer into the murky grey distance.

This event is just one of scores held every weekend all over the country, as the UK's burgeoning classic car scene develops new ways of serving owners' passions. But I'm hoping this will be a rather special outing, as this event is putting something special into the packed calendar.

My petrol-head neighbour Mike is my passenger, and wouldn't you know it, we arrive at our destination, near Oxford, in beautiful sunlight. We follow signs to the 9th Bicester Sunday Scramble, and drive across the remains of an airfield runway.

A marshal signals us to join a parade of Porsches parked on open ground in front of rather austere industrial buildings. It's a group of enthusiasts from the Porsche Club of Great Britain (PCGB). But from this side of the trees and buildings, there's little sign of action. I'd hoped for 356s. I see none.

But cars of all makes are streaming in, and on foot we follow the growing crowd, into what opens out into a rather startling location. What hits us first is the serene beauty of the place. It looks freshly sown with the greenest grass imaginable. Many of the buildings lie derelict, patiently waiting to be restored, while others, many of them red brick, have been transformed into new workshops and businesses.

RAF Bicester is a World War II airbase preserved in aspic. Thanks to the protective legal power of the UK conservation body, English Heritage, it's been stopped from becoming new houses or a shopping mall. And thanks too to the foresight of a developer with a love of classic cars and aircraft, the new owner of the base, Bicester Heritage, has now created the UK's first park for the restoration, storage and enjoyment of classic cars and planes.



I'm thrilled as virtually my first sight is of a Meissen blue 356A outside workshop Number 94, housing "Harry Fraser, Vehicle Upholsterer". Harry tells me he was one of the first businesses to set up on the base. He started from scratch and business has grown exponentially in just 3 years. The 356 is in for upholstery work. I'm anxious to know more, but Harry rightly protects the privacy of the owner, but says he will tell him I'd like to speak to him. So will UK 356 camaraderie win through?

It does. In just a matter of hours I'm talking to the owner, international banker Pascal Maeter. He says his car collection used to be all Italian, now it's all English, apart from this little Porsche. He has it because it reminds him of his father's passion for the marque. This 356 was originally a US car. It was imported to the UK in 2014, and Pascal bought it from a dealer. He lives in England, yet has dual Belgian and US nationality. But business is now taking him, and his car collection, back to Philadelphia, so the 356 is returning "home". We muse together on how admiration for the 356 is now a truly global phenomenon.

We move on. If that's the only 356 I see all day, I suppose I'm happy. It's not a Porsche event, after all. We find more beautifully preserved buildings, and peer inside vintage Bentley workshops, racing engine specialists and classic oil suppliers.

Then in Building 90—which used to be The Main Stores—we find Classic Performance Engineering. Here there are two more unexpected delights. Sitting on display by the open doors is a beautiful race-prepared Speedster. Manager Martin Greaves tells me it was a race car in America, but he's rebuilt it to European regulations so it can be raced by its new owner in the UK. Martin says his main Porsche experience until now has been with running and race-preparing 904s.

In the corner of the workshop is an intriguing 356A that Martin rally-preps and stores for its owner. He reveals that it's an ex-Betty Haig car. She's the famous British race and rally driver. In a long career she won the Paris-Saint Raphael rally and the Coupe des Dames at Le Mans in 1951. If it is, it's something really special. In the Motor Sport archives I later find that Betty's first Porsche was a 1956, 1600 Normal, which she called "a motoring landmark – the most comfortable car I've ever driven – a delightful car". She later had a 1958 356A 1600 Super (is this really it?) which she called her "favourite Porsche – the best they built; later ones are rather spoilt." Personally I couldn't agree more, Betty!

This Sunday Scramble is turning out to be a really successful outing. There's exotic machinery at every corner, and then just as we think it's given its best, we arrive back at the parked Porsches to find they've been joined by a '61 B T6.

You just know the owner is someone special when you realize it has a small model of the same car, painted in the same racing stripes, sitting on the front of its roof. I find the owner, Sarah Williams, who came to the UK, just for a couple of years, from New Zealand – and she's still here 19 years later. She's with her daughter and her son (the owner of the model car). Whenever they park it up at a show, he places it on the roof. Sarah tells me that her B was originally a Texas car, just like my 356A. It spent some time in Hawaii, and eventually a dealer exported it to New Zealand.

It had always been her dream to own a 356. She told her husband that she'd love one for her 40th birthday, and when they found this runner, her dream was both affordable and achievable, as they could take their time working on it. She imported it to the UK, and she loves it and uses it regularly.

What this trip to historic Bicester brought home to me is that the 356 is a true global commodity, and across the world today, 356 passion and camaraderie transcends borders and oceans.

Satisfied at a good day's outing, we got back into the 911, and you know what – it wouldn't start, a first time ever for me. But if you're with the PCGB, there's always help at hand. With some words of wisdom and know-how, we got going pretty quick. No specific reason for the problem it seems. Should have been in the 356. 🚗

## Preserving history, preserving a trade

First used in 1916, the airfield at Bicester in Oxfordshire became a training and bomber base for the Royal Flying Corps. During the 1930s, bombers were stationed there for training, and the first Birstol Blenheim bomber was assembled and flown from its grass field. During WWII the RAF Bomber Command continued to train there, and later fighters were stationed there for pilot training. In the 1950s, gliding took over as the main occupation, and continues to this day.



A Blenheim medium bomber at Bicester in 1938

In 2013 Bicester Airfield was acquired by Bicester Heritage, whose aim is to bring together the UK's cottage industry of specialists to promote not just the preservation but, specifically, the use of vintage airplanes and motor cars.

One of the companies which located in the park was Chiltern Classic Flight, providing training programs for flying and maintaining classic aircraft, including formation flying. They prepare aircraft for and participate in air shows and fly-pasts. In the 2014 movie "The Imitation Game" starring Benedict Cumberbatch, the former Power House was used as the building where WWII codebreaker Alan Turing's huge computer was built.



## A new generation of restoration experts in training

In May it was announced that the UK's first accredited historic vehicle restoration apprenticeship scheme is moving to Bicester Heritage.

The course, run by Activate Learning and Banbury and Bicester College, equips students with the skills for a career in the historic motoring industry. At Bicester Heritage they will be able to study in a supportive environment surrounded by businesses and experts practising the skills that they are looking to emulate. Students will be based in the former RAF Engine Test house at Bicester Heritage.

Many of the buildings at Bicester Heritage are now being reused for their original purposes, with vintage Bentley specialist Kingsbury Racing Shop fitting engines to Bentleys in the former Engine Fitting Shop and Classic Oils, Aylesbury & Bicester storing and selling heritage oils from the RAF's Lubricant store.



SEBASTIAN GAETA

### Buying and selling Porsche parts online

has always had its critics, dating back to the early 2000s and especially in recent years with the ever-increasing fees that eBay levies on its sellers. The buyers have not been spared either, many times being described as having more money than brains for the prices paid for 356 items when they are much less expensive at swap meets.

That debate will rage on for the foreseeable future, but the first weekend in June of this year I conducted a little experiment at the Stoddard swap meet. I decided to track as many actual sale prices of 356 items while there and compare them to recent prices paid for similar items on eBay. The items shown below were all sold on eBay between April and June of 2016 and will be compared to items sold or purchased at the Stoddard swap meet either by me or by friends of mine so I could verify the sale prices. The results were not unexpected, but there are other things to consider besides just the purchase price and I will get to that later.

None of the following items would be considered rare or terribly hard to find, let's just call them normal everyday items that can be had without long term searching. This would rule out any real price aberrations as the result of extreme rarity. Here we go:



#### B/C Bumper Guards

eBay Auction Bids: 4 Sold for \$102.50  
Stoddard Swap Meet \$80

A friend called me over to the booth where a set of these were being sold. They were reproductions and in similar condition to the set sold here. He paid the asking price of \$80 which I thought it was a pretty good deal. Price difference was \$20 better in person vs online.



#### 356A/B T-5 Oil Filler

eBay BIN \$275  
Stoddard Swap Meet \$50

This one's really not a fair comparison because while the one sold at Stoddard was good, the one sold here on eBay appears to be in excellent condition. That said, the one sold at Stoddard could be brought up to the same standard for the cost of some scuff pads, black paint and zinc plating of the latches, probably around \$50.

#### Bilstein Jack

eBay BIN \$249.99  
Stoddard Swap \$100

Jacks can be funny on eBay as big prices are paid for fairly common jacks while ones that are hard to find can languish. I attribute this to the fact that there are so many different variations of them plus you are going by pictures which do not always tell the whole story. That said, this jack brought exactly 2 1/2 times what I sold the same jack for in similar condition. Another win for the swap meet.



#### 356 B/C Pierburg Fuel Pump

eBay Auction Bids: 1 Sold for \$60  
Stoddard Swap Meet \$100

Oftentimes the more mundane stuff will not sell for much on eBay, but at the swap meet it will go for more. Probably out of urgency for the swap meet buyer and the fact that they found exactly what they needed right in front of them.



#### PORSCHE 356A REAR BRAKE DRUM

eBay BIN \$350  
Stoddard Swap Meet \$150

Brake drums can be tough, you really want to hold them in your hands and get a good look at everything. If it's good, get it. If it's not, it may not be worth buying at all but here we have a brake drum in similar condition selling for much, much less than one online.



**Blaupunkt White Dial Frankfurt Radio**  
 eBay BIN \$499  
 Stoddard Swap Meet \$175

That same friend was looking at a very nice V code Blaupunkt Köln signal seeker I had for sale for \$500. He just wanted something that was correct for his C coupe and gave decent sound. I showed him a pretty nice V code Frankfurt at another table that a fellow was selling for \$175. Like my Koln, it was complete with correct wiring, hanger, mounting plate and chrome gauge trim. I told him to buy the Frankfurt from the other guy as mine was something that should go to a buyer looking for that very radio, not just something that looks right, plus he saved \$325 in the process. I also said that whichever radio he bought he should send off to get it restored and modern electronics installed for better sound. After sending the radio out for refurbishment (and better sound than stock) he will have about as much in it as the one sold online on eBay. I'd call it a win for the swap meet radio because even though the price is similar, the swap radio will have modern sound.



**Double Flapper Heater Boxes**  
 eBay BIN \$250  
 Stoddard Swap Meet \$100

The only difference between these is that the online versions had been stripped and painted, otherwise they were in similar condition. As with the oil filler above, it would not take much to get the swap meet versions looking much the same.



**356A T-2 - 356C Ignition Switch**  
 eBay BIN \$325  
 Stoddard Swap Meet \$200

While the switch sold on eBay was in excellent condition and came with two keys, the swap meet switch looked to be NOS and also came with two keys. Great find at a great price, purchased by a long time 356 pal o' mine.

I doubt anyone reading this far expected a different result, but what we rarely take into consideration are the other factors: time and the money spent on getting you to and from the swap meet. With online buying you find what you need virtually right away. With swap meets you have to wait until they come around on the calendar. In my case I go to two every year, Hershey and Stoddard. If it's November and I need a part, I love the fact that I can search our own classifieds or eBay and find it right away instead of waiting 5 to 7 months. Yes, I pay more for the part online but does it really cost me less at the swap meet? If you include the ancillary expenses to get to these swap meets, perhaps it does not.

The trip to Stoddard this year cost me gasoline, food and hotel totaling a couple of hundred dollars. If you are looking at it from a purely financial standpoint, the \$150 brake drum and \$25 engine lid grill really weren't that cheap. But, what you get at the swap meet is a social experience like no other. When you get your car buddies together and swap tall tales, there is nothing better. So, as the debate rages on about swap meets vs online parts buying, what we are really doing is comparing apples to oranges. They both serve their purpose and I am glad that both avenues are available and thriving.



**356A/T-5 B Metal Dash Top**  
 eBay BIN \$365  
 Stoddard Swap Meet \$125

These are very hard to find in solid condition. After all, if it's no longer in a car, that means the car was pretty bad and they usually like to rust right around where these sit. This was an exceptional deal at the swap meet.

Questions, comments and criticism are always welcome by email [spg356@sbcglobal.net](mailto:spg356@sbcglobal.net).



**Engine Cover Grill**  
 eBay Auction Bids: 2 Sold for \$60  
 Stoddard Swap Meet \$25  
 Similar condition, very dissimilar price.



**Porsche 912 -356 Dated 01/66 Oil Cooler - No Leaks - Pressure Checked**  
 eBay BIN \$85  
 Stoddard Swap Meet \$25

The oil cooler sold at the swap meet was not pressure tested but was in very nice condition, apparently worth the chance at \$25.



**Jim Perrin**  
Club Historian

**10 YEARS AGO**

Volume 30-2 had a terrific cover color photo. It showed Lou Fageol standing next to his yellow twin-356 engined racer at the Akron Airport Races, circa 1955. Jerry McDermott and Gordon Maltby wrote about both the car and Lou Fageol's many other projects and adventures. The racer was a low, sleek coupe with a removable hardtop that was hinged in the back. To get into the car, you simply rotated the top to the rear, opened a small door, and stepped in. Built on a box channel frame, the body was constructed from two aluminum airplane drop tanks obtained from Fletcher Aviation. One Porsche Super engine was mounted in the rear, and a second one was mounted in the front. The car had a relatively short racing career as it was soon destroyed in an accident at the Pebble Beach races.

Fageol had previously modified a 356 coupe with twin engines, racing it in 1953. The car was shown at the Pebble Beach Concours, the first Porsche to ever appear there.

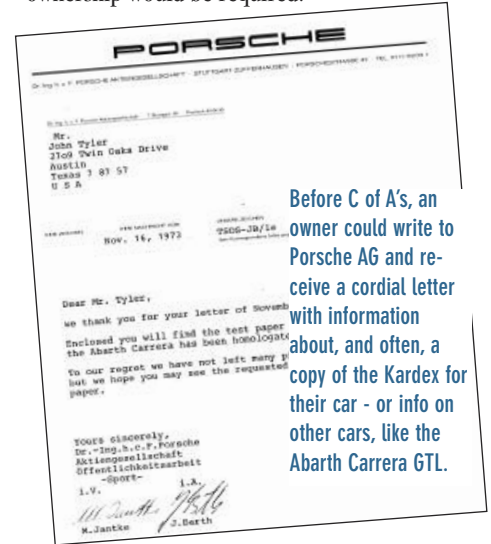
Fageol had previously modified a 356 coupe with twin engines, racing it in 1953. The car was shown at the Pebble Beach Concours, the first Porsche to ever appear there. Jim Schragger wrote an article on Nardi wood steering wheels. He discussed both the original real wheel, the new genuine Nardi wheel, and reproduction Nardi wheels that have been created. Jim's article discussed differences in the wheels, and included excellent color photos showing the differences. I don't know when the first Nardi was reproduced, but I have previously written that Paul Rettig was reproducing wood Carrera 2 VDM wheels as early as the 1980-1981 time period. That's now 35 years ago, so reproduction wood wheels have been around for a long time!

"In the Mail" included a photo of Art Bunker's extra-long single cab VW pickup with a 550 or 550A Spyder in back (hard to tell which under a tarp). Craig Stevenson wrote that he had run down the owner of that Spyder, Art Bunker of Kansas City. Bunker's comment about these early Porsche race cars was that "I raced them, crashed them, and threw them away to the scrap yards". I imagine these Spyders are just as gone as John Kelly's 550A which ended up in an East Coast landfill after he crashed it and removed all the mechanical parts!

Gordon Maltby had a visit with the late Richard Miller of San Diego, who took him to Autos International in nearby Escondido, California. Richard was the Speedster top frame restoration consultant for the company. Gordon was given a tour of the facility by general manager Agustin Vidaurre. Autos was started in the later 1970s by Roy Nielsen and has specialized in Porsche interiors ever since. It has an excellent reputation, and has been a loyal *Registry* advertiser. At the time of the article, 356 interiors were about 65% of their Porsche business, and 40% of their overall business.

**25 YEARS AGO**

This issue of the *Registry* announced that the Porsche factory would no longer be processing requests for information about our 356s. The new official source was named as being PCNA in Reno, and that in the future proof of ownership would be required.



Before C of A's, an owner could write to Porsche AG and receive a cordial letter with information about, and often, a copy of the Kardex for their car - or info on other cars, like the Abarth Carrera GTL.


A new name appeared in the magazine this issue. On the cover was a photo of Hank Godfredsen's Carrera coupe by Gordon Maltby, the same photo that appeared on the cover of his new book, *Porsche 356 and RS Spyders*. Gordon also contributed a letter about a 356B coupe that was installed via crane into the lobby of Fallon McElligot advertising agency in Minneapolis, on the 32nd floor! (Gordon later ran a story about the removal of this car - by cutting it up to fit in an elevator - and the subsequent rebuilding, in a later issue.)

Vic Skirmants wrote about Solex 40-PH float levels in his column, and gave tips on how to properly set them. He also gave highlights of his recent racing activities in G-production and E-production.

Brett Johnson's column was a treatise on how to wax your 356. Brett also mentioned that Tom Niedernhofer had sent him a copy of the bill of sale from 1973 for Tom's 1951 cabriolet, with the sale price being \$125! Finally, Brett included an updated list of Porsche chassis numbers with corresponding technical details.

Mark Turczyn continued to write about early 356s. In this issue he discussed bumpers at length.

This writer presented an article about the Abarth Carrera with technical specifications as issued in a factory data sheet. I also reported on a car which appeared to be a 356B roadster with C brakes, except that it also had a Speedster windshield and a Speedster top.

Ron Roland discussed several topics in his "Nuts and Bolts". One was restoration costs, including suggestions on a written agreement about work to be done by the restorer. 

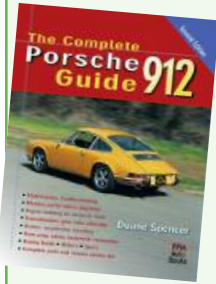


July / August 2006.  
Lou Fageol and his twin-356-engined racer.

Below: June / July 1991. Hank Godfredson's Carrera coupe in Minneapolis, MN.



**It's  
BACK!**



Duane Spencer's  
The Complete  
Porsche 912 Guide.

We have reprinted  
this popular tech  
guide once more,  
and it's now available  
on **Amazon.com**  
from Turn 1 Books.

Softbound, 8.5 x 11,  
168 pages, \$29.95

**WE BUY  
and Sell**

Porsche 911, 356 A, B, C & SC, Speedster,  
Coupes & Convertibles

Looking For 1973 and Older 911 & 912

**ANY CONDITION**



**GULLWING MOTOR CARS**  
**1-800-452-9910**

Call Peter Kumar



**PeterKumar@GullwingMotorCars.com**  
**www.GullwingMotorCars.com**



**Specializing in:**

**Porsche Service and Restoration**

- Mechanical repairs
- Body restorations:
  - Painting
  - Welding, floor pan replacements
  - Understructure repairs
- Engine & Transmission Rebuilds
- Brake System Repair & Rebuilding
- Interior work
- Window Repair and Installation
- Electrical System Repair
- Fuel System Repair and Maintenance

**40 Years  
Experience**

**Chris Radbill's Automotive Repair  
and Restoration**

906 Old Fernhill Road, Unit 6  
West Chester, PA 19380  
610-701-9401

Email: [radbillauto@gmail.com](mailto:radbillauto@gmail.com)  
[www.radbillautomotive.com](http://www.radbillautomotive.com)



Your  
1 Stop  
For All Your  
Porsche Needs  
- Old Or New -

Service & Repair Of German Cars  
Porsche • BMW • Mercedes • Audi • VW



German Tech, Inc.  
10881 75<sup>th</sup> St. N. • Largo, FL 33777 • (727) 547-0818 or (800) 200-1231 • [info@germantech.com](mailto:info@germantech.com)



**PERSONALIZED AUTOHAUS**

**356 • 911 • Four-Cam**



- Quality 356 Repair and Restoration
- 356 Tall 4th Gear Available - 28/21 ratio
- Vintage Race Preparation

Wayne Baker, Owner

**858-586-7771**

Fax 858-586-1669

[www.PersonalizedAutoHaus.com](http://www.PersonalizedAutoHaus.com)  
[www.WayneLBakerRacing.com](http://www.WayneLBakerRacing.com)  
email: [WayneBaker@earthlink.net](mailto:WayneBaker@earthlink.net)

8645 Commerce Ave.  
San Diego, CA 92121

**VDO**

Your 356 & 911 Instruments  
Service & Concours Restoration  
Shop since 1955



**NORTH HOLLYWOOD  
SPEEDOMETER  
& CLOCK CO.**

6111 Lankershim Blvd.,  
North Hollywood, CA 91606

Phone: **818-761-5136**

Fax: **818-761-4857**

Email: [info@nhspeedometer.com](mailto:info@nhspeedometer.com)  
[www.nhspeedometer.com](http://www.nhspeedometer.com)

OVER 50 YEARS OF SERVICE  
AND SATISFACTION

Quartz clock conversions  
6 to 12 Volt conversions



# POSTERS

Everett Anton Singer



Porsche, besides putting more ink on paper than any other car company its size, was early to the game of “branding” via a curious group of items called “Advertising Articles”.

The yellow folder at left, item # w2992e and printed in May of 1959, lists 32 different items that utilized their name, logo, and/or crest. By October, 1963, this expanded to 57 items, with photos, shown in the white multi-page brochure, item # w297.

In the early 356 era they offered a beautiful silk scarf showing the evolution of Porsche designs; this existed in a number of color combinations (blue / pink here). They also had the famous ceramic ash tray, cigarette box and lighter made for them by Ulmer. The breezy outline logo of the 356, 550 Spyder, the wind and the roof of Zuffenhausen, was also portrayed in gold-toned metal on a teak wall hanging.

As the line expanded, they added the all-time greatest book on Porsche, *Liebe Zu Ihm*; the famous placemats and napkin set - which matched the corresponding design in plates and a service platter; the second kiosk showing mini posters (I'd love to find the “A” earlier version - hint!); the “kassette” (a lovely gray folder of about 18 prints showing the history of Porsche vehicle designs); the walking stick/ umbrella; a man's scarf (here framed); and a lovely ice bucket with glasses, done by Rosenthal.

Like their revolutionary use of posters and design, Porsche expanded their reach through branding of usable objects to remind us of our mutual affection and connection.

Questions or comments always welcome: [tony@singer356.com](mailto:tony@singer356.com). 🚗





## Ultra High Quality 100% Stainless Steel

Abarth style (four tip), twin and single tip available



16"  
3.25" Replica 365 Wheels  
High Strength Steel  
Available in silver and chrome  
3.5" coming soon!

North America: [www.concept1.ca](http://www.concept1.ca)  
Europe: [www.gentlemendriversparts.com](http://www.gentlemendriversparts.com)

**GOP**  
QUALITY PORSCHE PARTS

### BOSCH Distributors

Repair, Restoration, Advance Correction

*Vintage Werks*

Solex and Pierburg Fuel Pumps  
Repair, Rebuild, Restoration



REPAIR, REBUILDING,  
RESTORATION  
of BOSCH Distributors  
for  
PORSCHE 356, 912, 911

Advance curve reset to  
factory specifications on all  
distributor rebuilds.

REPAIR, REBUILDING,  
RESTORATION  
of SOLEX and PIERBURG  
Mechanical Fuel Pumps  
for  
PORSCHE 356, 912, 911



*Vintage Werks*

Ed Fall - Salt Lake City, Utah

PHONE: 801-355-0266 (MST)

EMAIL: [edfall@vintagewerks.com](mailto:edfall@vintagewerks.com)

WEBSITE: <http://www.vintagewerks.com>



### Restoration Products & Services For the 356 GT

- Louvered Aluminum Deck Lid Skins
- GT Louvers Installed In Your Steel Deck Lid
- Roll Bar with Stub Ends • Gas Filler Neck and Tray
- Full Support Wheel Spacers for Drum Brakes
- Aluminum GT Mirror Covers, Right & Left Sides
- Gas Cap w/Fin • Brake Backing Plate Scoops
- Oil Tank Screen & Bracket

- GT Bumper Deco, polished
- GT Fender Mirror
- GT Leather Window Straps  
with Hardware

- "A" Front Tow Hooks
- 8' Pre-A Bumper Deco

- Replica GT Tank - FIA approved

GT Products by Urs Gretener



Visit us at [www.GTwerk.com](http://www.GTwerk.com)

Robert Kann, 3841 Catalina St., Unit G  
Los Alamitos, CA 90720

Catalog & Order Form Available Online!

email: [GTwerk@aol.com](mailto:GTwerk@aol.com)

Phone / Fax (562) 431-1523

## Race Car For Sale



Yellow '59 A Coupe \$65,000  
Call or email for details



823 trans done to date. Make yours next!

## 356 Enterprises

50 Years Racing Experience

We stock for Immediate Delivery



Phone 810-688-2059

[Skirmants@hughes.net](mailto:Skirmants@hughes.net)

3359 Kings Mill Road, North Branch, MI 48461

[www.356Enterprises.com](http://www.356Enterprises.com)

## Factory Trained Expert Repair & Restoration of:

- Speedometers
- Temp. Gauges
- Tachometers
- VDO & Others

Speed and RPM Changes

Specializing in  
356 Electric Tachometer  
Conversions

## Palo Alto Speedometer

718 Emerson St.  
Palo Alto, CA 94301-2410  
Phone 650-323-0243  
Fax 650-323-4632

Visit our Website at  
[www.paspedo.com](http://www.paspedo.com)



## Euro-Trained Metalshaper



**Extraordinary Metalshaping**  
[extraordinarymetalshaping@yahoo.com](mailto:extraordinarymetalshaping@yahoo.com)

Austin, TX **512.698.6841**

Edward De Vaucorbeil

# Barn Finding

## The Barn Blooper Reel: Digits make a difference

Adam Wright

People ask sometimes what a bad day is like at Unobtanium. Well, like any job there are bad days. The reason for the badness can be anything from horrible weather to crooked deals, or my favorite, the cool car with no VIN. (Before you smart guys start emailing me about how the 356 never had a VIN, only a chassis number, let's just say it is easier to say VIN, because that is what the world understands. I love it when people correct me on something like this, I always answer with the question, "So you didn't know what I was talking about when I said the car's VIN?" Right, they did, they just wanted to be smarter than me, but I digress...)

Cars with no VINs, yes they pop up, but you usually don't know that until you are there looking at them. I will highlight a few examples here.



Matt's face reflects the disappointment in finding that a 1950 coupe wasn't.

Right: Even a truncated cabriolet is worth something, unless there are no chassis numbers.

Some years ago my brother Matt called and said he had a line on a 1950 Coupe. Yes, he had my attention. We hit the road for Ohio and found it was a father and son shop. They shared a fashion accessory, both men wearing matching black berets; it was kind of chic. The father was very nice but we dealt mostly with the son. Their barn was about half full of parts, plus the coupe, and we immediately went for the car to see what we could see. That's when the day got a little darker. Popping the hood I could see it was a 1952 coupe because it had that weird spare tire horn, so already it wasn't the really cool find we had hoped. Then I went to look for the VIN and it was gone, rusted away, and there was nothing else on the car. No date plates, hinge plates and this was before the "secret number". With no documented digits we had what was once a '52 Coupe, but was now yard art.

From there we looked at the parts, which were also a little disappointing. There was some cool stuff like complete Roadster doors, but a lot of the items were just normal parts. Soon, the time came to start talking money and our friend in the beret wasn't very happy with the numbers we gave him. I tried to make him understand the car was not a car, and the parts were not worth a tremendous amount. We made what we felt was a fair offer for the lot of stuff, but the guy seemed to be hoping for a big payout. While we finally agreed on a price he was very grumpy and grumbling about "New York Dollars" and such things.

An important Unobtanium rule was established on this trip, however: the "Take It All Rule". In other words, we bought it, so we load it. ALL of it. The stuff was scattered across the guy's barn and after collecting most of it we were getting pretty tired. I was crawling around for some strange windows and my brother said, "Leave them." I kept crawling and got them. There was also a rough-looking gearbox buried under a table and tricky to get out, so we thought about leaving it, but we didn't and I'm glad. The gearbox was a Speedster BBAB gearbox and those strange little windows were the super rare A accessory bolt-on wind wings, neither of which we knew about at the time, but learned about once we got the stash home. So from that day forward, we load it all, even if half of it ends up in the dumpster once we get home.

In identifying the '52 coupe we were able to narrow it down to three cars based on the last two digits of the VIN on the doors, then cross-referencing against known cars, we narrowed that down to two cars. But close doesn't count, so we sold the car to a friend who needed a Pre-A parts car. The parts went into the collection and we have picked away at them over the years, along with everything else. It turned out to be an OK haul but going home was not as exciting as the ride out.



Then there was the C Cab that wasn't. You may remember the truckload I got from Tennessee several years back. One of those cars was a chopped-up C Cabriolet but as we all know any open car is a restorable car now that the values are well into the six digit territory. The problem with this one was it had been a parts car over the years. That in itself isn't a deal killer; we have bought many an old parts car and breathed new life into them. This car, however, had the front and rear clips chopped off. I didn't think that much of it at the time because C cars had the secret number. Once I got home I went to find said number but it had rusted away. So what would have been the ugliest Cab project ever quickly became more yard art. It sat in the lot for some time until we robbed the suspension off it for another car. The shell now sits in the way, way back of the yard, what we call "Riff Raff Row". Maybe someday

someone will want to make an outlaw or a racer out of it, but a car with no VIN doesn't leave much room to do anything else.

Another story was a classic case of both being in a hurry and being without any tools. I had gotten a call about a rough B Coupe in Florida, but I wasn't sure when I would follow up. As luck would have it I had the opportunity a little while later while vacationing in Orlando where we go every year to visit the in-laws. We also visit the Great Grandparents who are about 3 hours away on the coast and from there, a short detour would bring us by the B Coupe. So on the way home I mentioned very casually to my wife that



we would be taking a detour to look at a car. She gave me a knowing look - this isn't the first time I've mixed business with a pleasure trip. The funny thing about this trip was I had pre-booked the car rental, allowing me to choose any car I wanted when I arrived. As luck would have it, I rented

a black Crown-Victoria, so I kind of looked like a cop all week. This makes for fun on the highway, people just magically get out of your way! Well, the fun ended when we got to the place where the 356 was. It was a very rough neighborhood, so driving a cop car wasn't quite as funny, and we got a lot of dirty looks. When we arrived at the guy's flooring shop I wanted to get in and out as fast as possible. The car was next door, a rough T5 B coupe and I gave it a quick once-over. I tried to get the hood open but couldn't. Normally I have a very large flat head screwdriver that does the trick, but remember I was on vacation. His price was cheap, so I rolled the dice on the car. It arrived on a truck a few weeks later and when I popped the hood with my magic screwdriver the VIN was a little off; it was the VIN number from a Roadster. What? This time, having a wrong VIN number was no better than having none at all. I ended up selling it to a friend who needed a parts car for his restoration.

These stories prove that not every trip is a good one, and there are bad days even in what I consider a dream job. But another Unobtanium rule we have is that you never know what you will find unless you go look, and more often than not it is a pleasant surprise when you get there. Hearing things like, "Oh, you like 911s too," or "Can you find a home for a 4-cam?" are things I like hearing on trips, but those words are not normally spoken over the phone, only in dirty barns or dark basements.

If you have a barn find story please let me know. I much prefer writing about other people than I do about myself. Email me adam@unobtanium-inc.com. 🚗

Left: The vacation B Coupe which turned out to have a Roadster serial number. Even if there are numbers, they have to be the right ones!

**STEVE HOGUE ENTERPRISES**  
**VINTAGE COACH BUILDING AND RECONSTRUCTION**

**CRAFTSMANSHIP OF THE HIGHEST STANDARDS**  
 TORRANCE, CA.USA  
 310-787-1001

[www.stevhogueenterprises.com](http://www.stevhogueenterprises.com) [www.glocklerporsche.com](http://www.glocklerporsche.com)

**356 Service**  
**Udo Scharf**  
 Norrenbergstr. 69  
 42289 Wuppertal  
 Germany  
**Udo.Scharf@t-online.de**  
[www.porsche356service.de](http://www.porsche356service.de)

**Tool Kits for 356 A,B,BT6,C**  
 Using high quality tools and  
**Hazet** wrenches.  
 Questions: please email  
**Price is \$448**  
 Including shipping to the US

**www.KARMANNKONNECTION.com**  
 Europes largest supplier of quality restoration parts for classic Porsches

	356 Dashboard warning lights 50-52. Red, blue green, \$125 each.	<b>ALL THESE PARTS ARE MADE BY US!!</b>	
	356 Map light Fits all 356 cabriolet 50-55, \$550.	<b>SEBRING MUFFLER</b> <b>BANJO STEERING WHEEL</b> <b>VDM WERKS WHEEL</b> <b>VDM GT WOOD RIM</b> <b>LES LESTON WHEELS</b> <b>STEEL ALLOY WHEELS</b> <b>50-54 HOOD HANDLES</b> <b>50-61 HOOD CATCH</b> <b>356 HEADREST SETS</b> <b>SPEEDSTER DOOR TOPS</b> <b>SIDE CURTAIN FERRULES</b> <b>PRE A WINDER HANDLES</b> <b>BULB BOXES</b> <b>50-59 SHIFT KNOBS</b> <b>P11-4 VELOCITY STACKS</b> <b>PRE A SCREWDRIVERS</b>	Turnsignal unit 50-52 cars. \$195 each.
	All 356 dash knobs 1950-65 in stock all colors from \$25		Tail light unit 50-52 cars. \$295 each.
			Starter button for >55 cars. Available in Ivory or beige. \$150.

Tel. +441702 340613 [info@karmannkonnektion.com](mailto:info@karmannkonnektion.com)

# 356 Wiring

## The Charging System

By Greg Bryan

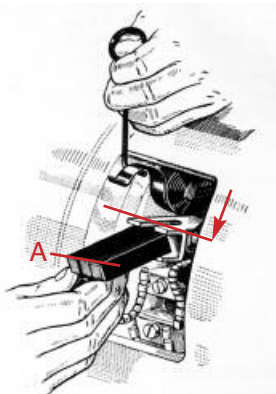
In the last article (March / April), we discussed at length the generator and regulator theory of operation. This article will give you basic charging system maintenance tips and steps for testing the Generator and Voltage Regulator system while installed in your car. Testing the charging system assumes a good battery, so that is always the first step in determining where your problem lies. The battery was discussed in Vol 39-5, January / February – please refer to that article for a full procedure on testing batteries. While the symptom of a charging system that may be underperforming is a dead or low battery, don't try troubleshooting your charging system until you have a known good and fully charged battery.

Another common problem that is sometimes blamed on a bad charging system (or starter) are poor connections. Loose, corroded or high resistance connections must be found and fixed before condemning the charging system. Grounds are equally important as they form part of the charging and starting system circuits and, as such, carry the full current demanded by the various components. Pay close attention to the battery ground connection in the spare tire well, the ground strap between the body and the transmission and all other connections on the starter, voltage regulator and generator, including the battery post clamps.

### Eyeball checks

Once you're satisfied with the connections and grounds, start with a visual inspection of the charging system components. The generator is driven by its belt and pulley – the belt must be in good condition without wear and glaze on the working surfaces and properly tensioned. A good rule of thumb is to grasp the belt in the middle of its longest run and twist it – you should be able to move it 90 degrees before it provides too much resistance to go further. Look at your pulley – it should be free of cracks and the surface should be smooth and not have a build-up of rust on the belt contact area from sitting for 10 years without running. Check shims for the correct number (usually 8, but check the repair manual for your year vehicle), and the shims should be in good condition.

Brushes should be checked every 6,000 miles and the top of the brush (A) should not wear much below the top of the brush holder (red arrow).



New brushes are 19mm long and should not be shorter than slightly below the brush holder fixture. There's a neat little gauge for testing the tension of the spring, but I doubt if many people have them in their toolbox, so use your judgement to feel the spring tension. Generator brushes can be serviced in place. It's not an easy job to get to the lower brush, but it can be done. Brushes that wear beyond their limit will lose proper contact pressure on the armature commutator and the commutator segments will get burned. The mating commutator surface should have a smooth, dull brown appearance. A commutator that is heavily grooved or appears burned should be refurbished.

### Telltale light

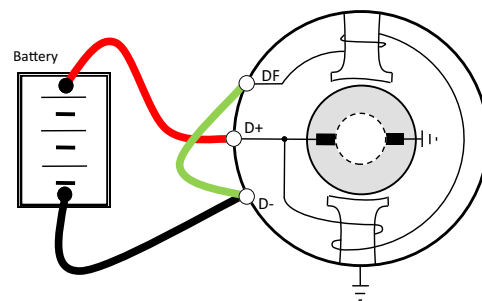
The charge indicator light is about the only feedback you have during normal driving and there are four possible states of operation. First is the desired normal operation – the light comes on with the key and goes off when the engine speed increases to a point where the generator starts charging. It may glow or flicker at a slow idle, but that's normal. All other states of light operation are not normal operation, such as when the light does not come on when the key is turned to the ON position. Possible causes are a dead battery, the bulb is bad, there is no power to the bulb holder in the gauge, the #61 wire between the voltage regulator and the charge lamp has an open, or the generator is faulty – the charge light indicator derives its ground through the generator. The third state is the dreaded light on brightly when driving. Some of the possible problems are: the drive belt has come off or is slipping; loose or poor connections; or most likely a problem with the generator or voltage regulator (or both). Since this is the most common fault, we'll discuss troubleshooting in the next section to narrow down the root cause.

The final indicator light state is rare – the light stays on when the key is off. This occurs when the regulator cut-out contacts stick together. The voltage regulator lid can be removed and the cut-out relay points pried apart. Careful dressing of the points with a file may resolve this issue.

The indicator light can sometimes be seen to glow dimly when driving, usually at night – the low ambient light makes the light noticeable,

and there is typically a higher load on the generator with the lights on. The glowing light is actually indicating that the charging voltage is higher than the battery voltage. See the last article for more on this phenomenon. The repair manual has a chart of the different indicator light scenarios with possible causes and remedies.

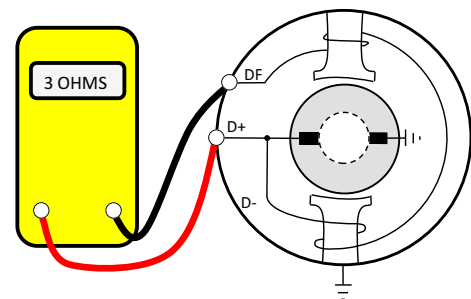
### Troubleshooting the Generator and Regulator



**1) Polarizing the Generator** – if your generator has been just overhauled or has sat for a very long time, it must be polarized, also known as 'flashing the field'. This operation is simple and quick and induces a small amount of residual magnetism in the field coils, which is necessary to get the charging action going.

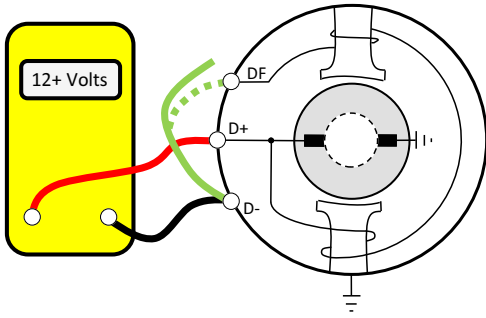
a) With no drive belt installed, jump DF to ground and apply battery voltage to D+ and ground.

b) Generator will motor at a moderate speed in a clockwise direction when viewed from the pulley end if all is well.



### 2) Checking field resistance.

a) Measure the resistance between terminals DF and D+ - reading should be 1 to 3 ohms (spec is 1 ohm but you may have some resistance in your meter hook ups – what you're looking for is an open or grounded field wire – continuity to the case).



**3) No Load Voltage test** – Generator without voltage regulator.

a) Disconnect the D+ and DF wires from the generator to prevent inadvertent damage to your voltage regulator.

b) Connect a voltmeter from D+ to D-

c) Prepare a jumper wire to connect DF to D- but don't connect it yet.

d) Run engine at about 1200 to 3000 rpm, connect DF to D- and observe voltmeter

e) You should see 12 to 18 volts with a 6 volt generator.

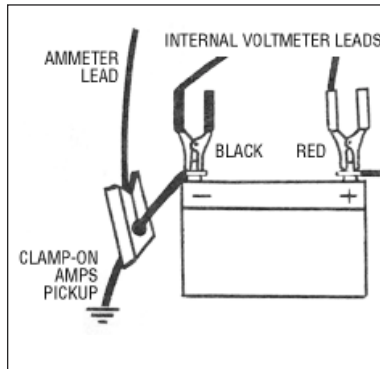
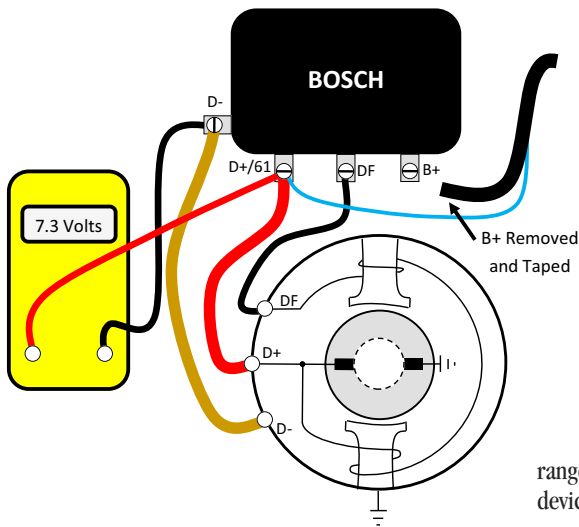
Caution! Only perform this unregulated voltage test for the shortest time necessary to get a reading on your voltmeter to prevent damage to the generator.

f) If voltage is less than 12 volts, repair the generator.

### 5) Testing Charging System Output Current.

a) This test requires a load tester with Volt and Amp meters, or the outcome can be approximated using separate gauges and the car's loads, such as lights and other accessories to put a load on the generator.

b) Using a test device such as a Sun (Snap-On) VAT 40, attach the large load cables to the negative and positive post of the battery. Attach the inductive pickup around the battery negative cable.



c) Turn on ignition but do not start engine.  
d) Note the amp reading – probably in the range of 4 to 5 amps to power ignition and other devices.

e) Start engine and raise to 3000 rpm.

f) Increase the electrical load using the test equipment's carbon pile load knob.

g) Load until output voltage drops to 6 volts.

h) Note amperage output.

i) Add to amperage measured in step d).

j) Amperage should be close to the rated output of the generator/voltage regulator system – 28 amps.

### 4) Testing regulated Voltage

a) Attach voltmeter red lead to the D+ terminal on the Voltage Regulator and black lead to ground.


b) Remove the B+ wire from the voltage regulator and tape the end to prevent a short – this removes all loads from the charging system.

c) Start engine and increase rpm to 2000 - 3000.

d) Regulated output voltage should be 7 to 7.4 volts.

e) Large body Bosch regulators can be adjusted for output voltage; search 356Talk Forum site for threads to perform this operation.

f) Reattach B+ wire when done.

These are the basic tests for your charging system. Most can be conducted with simple tools, a Volt / Ohm meter and some jumper wires. Good luck and always be sure to follow Ohms' Law! 



## Speedster Rubber

### Top Seal

\$75.00 Plus shipping

### Windshield Seals

Upper & Lower  
\$150.00 Plus shipping

### Hood Rubber: 2 Types

Type 1 - fits pre A-T5 Cars

Type 2 - fits T-6 Cars

\$35.00 Plus shipping

*Exact reproductions  
of the original seals*

To order call Tim Goodrich

541-862-2030

PO Box 690, Murphy, OR 97533

murphyfolks@frontier.com

## Third Brake Lights

### Protect Your Investment



27 LEDs, 6 or 12 Volts

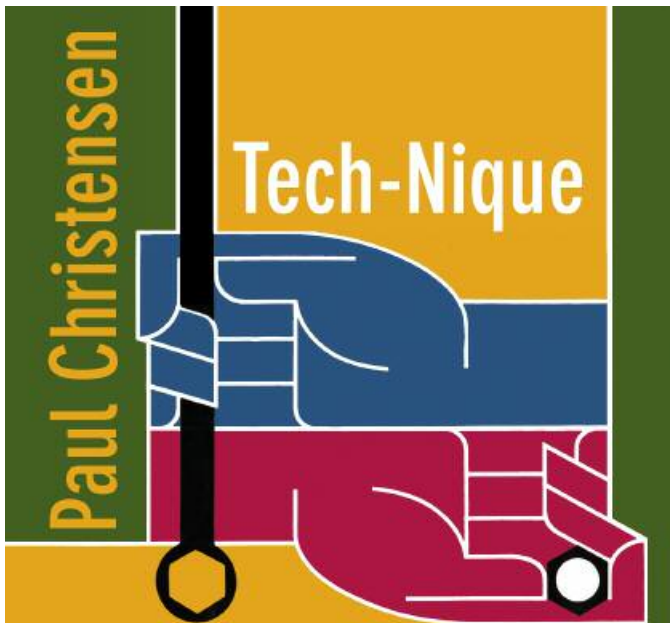


## The Lereyn Company

www.lereyn.blogspot.com

Phone: 831-636-3046

email:lereyn@aol.com



## A Porsche Special Tool Primer Part II (Plus a touch of trivia)

The previous article for the Registry, “Special Tools (and unusual uses for them)” was based on my 2012 356 Club magazine article. However, it was expanded with examples of other uses of the factory tools. Then, for some reason, I went off in the direction of the need to Repurpose Porsche Parts or RPP. This current article will cover more on the tool theme, to include some homemade tools, as well as expanding on the thread of RPP. Finally there will be a follow-up of trivia regarding the San Francisco Maritime Museum (located across the street from the Buena Vista) and a connection to Harolds Club, which was located in Reno. It will be a stretch for a Porsche connection - but there is one.

First, back to the main subject. In the ‘60s and ‘70s, the dealerships were still the place where many of the 356 Porsches were worked on. The dealerships were well equipped with the factory tools, and often the mechanics would personally buy the special tools if they had plans of opening an independent shop. As the years passed and with the introduction of more modern Porsches, the average dealership would be the last place an owner would take a 356. During the later years, as Porsche re-organized the dealerships, many of the old and unused tools were sent back to Porsche for some kind of credit. I remember seeing several pallets of 356 tools destined for disposal when Porsche was headquartered in Reno.

These days, independent shops that are knowledgeable in the 356 are also becoming quite scarce. Many of the mechanics have retired and the knowledge base is becoming smaller. Along that line, the specialty tools they used, which were not glamorous—and not collectible at that time—also disappeared. Now many of these tools are starting to reappear and are near and dear to those of us who use them. The unfortunate part of this scenario is that many of them are ending up on display in glass cases.

In today’s world as back then, enthusiasts and mechanics, who are creative by nature, have made and are now, making their own tools. Additionally, tools and fixtures are being made for those operations where no tools were listed or even available. Mechanics and enthusiasts continue on with a creative mind and produce some of the most ingenious tools. By using the appropriate equipment and materials available, then as well as now, with imagination and “necessity being the mother of invention”, many tools and fixtures have again appeared.

To begin with I submit an example of a fixture I made many years ago to maximize a limited workspace, which lacked a sturdy workbench, or even a vice. This engine stand “tree” fit the bill.



On my engine stand tree, the case was suspended out the front for easy access. An engine, with the heads in place, could be rotated all the way around. The crank was firmly secured off the side, and there was enough room to assemble all the rods. On the other sides, each head could be attached and rotated for easy assembly.

When working on the cylinder heads, it is often difficult to perform all the assembly and disassembly operations chasing the head around on a flat bench. By using a head holding fixture and a vise, it is much easier. Both examples of these holders allow the head to be positioned in a variety of ways to make working on a head so much easier.



On the right is a fabricated head holder made from small contoured metal plate welded to a short length of angle iron. Two holes are drilled in the plate so the head can be held by the exhaust studs. Two wing nuts make mounting quick and easy.

On the left is the holder that was fabricated for the “Tree”. A similar contoured plate is welded to a short piece of pipe. Another piece of larger pipe is welded to the channel iron. A pinch bolt is added. This allows the head to be rotated and held in any position.



If you don’t have the VW # US 310 A crankshaft holder, pictured in the last article, a simpler holder can be made to be secured in a vise.

The one on the left, made for the engine stand tree, is a used gland bolt welded to a piece of channel iron. It also works great when secured in a vise. On the right is a used gland bolt welded to a piece of larger angle iron. Both of these are great to use when secured to a workbench vice.

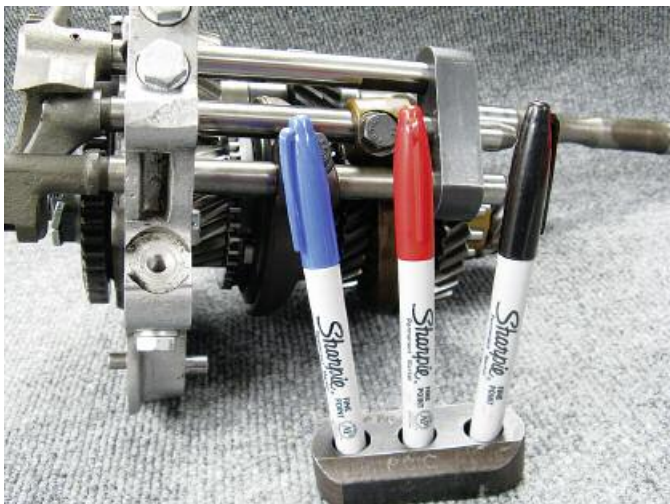


It is always a wise idea to pressure test the oil cooler when rebuilding the engine. The tool on the right is a VW tool #661-2. It does not have a gauge and the stud holes are not large enough for the later coolers. To make it work for all 356 and 912 coolers, it would be simple to drill the mounting holes larger.

The one on the left is made of aluminum. The cooler is mounted and pressurized. The gauge is useful to avoid over-pressurizing, and to monitor the pressure for leaks. Both of these devices can keep pressure in the cooler while the cooler is submerged in water for the bubble test.

### Re-purposing

The following examples of RPP, AKA as Repurposed Porsche Parts are presented for your review. I don't know whether to thank Larry Markham for his many examples of Repurposing Porsche Parts or rue the night when Larry, Joris Koning and I, with ample amounts of imagination fluid, thought this would be a fun topic and mission.



The P68 transmission tool is vital in tightening the shift forks prior to final assembly. When not in use, don't put it in a drawer; put it to good use. This P68 transmission tool is in place prior to spacing and torquing the shift forks. #68 is very handy in making your sharpies more accessible. It could also be a convenient cigar dispenser.

When you have memorable snapshots, why not share them in the pleasing shape of the teardrop taillight lens frame.



Larry Markham apologized for using the inappropriate screw to hold the frame to the wall. In time, this egregious error will be addressed.



Camshaft holding the appropriate gender-specific restroom signs. In today's gender identification confusion wars, one just really needs to close the door and keep their plumbing fixtures preferences to themselves.

(Ed note: The camshaft says "men's room" to me...)

This Baby Moon hubcap makes a great light base once it's inside a gender correct restroom with both a flush toilet and a urinal. As we all know, illumination increases accuracy.



When installing cabinets in your shop, why not use your extra 356 B and C outside door handles instead of some designer antiqued knobs. Oh, and for a lower drawer, the inside door closing handle of the A and T5 B just can't be beat. It folds out of your shin's way when not in use.





Flashlight. What to do with the clear front B and C front turn signal lenses when the tabs are lousy? Well, with a glue gun the lens can be mounted on a flashlight. Hey, if you have the orange lens, you could glue it on and use it for directing traffic or possibly get a job at the airport guiding in planes.

The classic Oil Filter Can Mug. Now this is a work of art! This oilcan is cleaned and the internals removed. All the parts that you see on this mug originated on a 356 or 912 Porsche. The test is to identify each part. The mug pictured is for a 356 A enthusiast. Note the ribbed door handle and the drain plug. The later mugs for later cars would have a different handle. Each one of these mugs is serial numbered and there are a number of them out there. If you have been around on the West Coast, you have probably seen one at an event. They take a lot of work so if you ever want one, it takes time, parts are scarce and they aren't cheap.



In a flashback mode, in the last article I referenced the Buena Vista Restaurant and Bar and their breakfast. Bear with me for this thread in a further effort of relating history with a personal Porsche theme. Across the street from the Buena Vista in San Francisco, is the Aquatic Park Museum. In this museum there is a mosaic created by an artist named Sargent Claude Johnson, who has been recognized for his works of art in past Black History Month celebrations.

Harolds Club in Reno was one of the first big casinos to actively advertise nationally and world wide with 2300 billboards. In the late 1940s they also wanted to stand out from the other nearby casinos. It was decided to have a 38-foot high and 78-foot long picture on the front of the casino. It would depict a campsite, like one just outside of Reno, with pioneers and their wagons circled around a campfire. Above and in the rocks of the cliff and waterfall were Indians observing the pioneers' camp.

Johnson was the artist chosen to create the mural, from a painting, which consisted of two hundred and twenty 40 inch by 48 inch panels of color, porcelainized onto each of the steel panels. The waterfall's cascade and the campfire's flame flickered like the lights in a Rock-Ola jukebox. The mural was created to look proportional from any view. An historical note: Harolds club never used an apostrophe showing possession.

Under the vertical Harolds Club sign was a boxed entry. In this entry, around 6 in the morning year round, the street-seller newspaper boys would gather for a few minutes to warm up before again hitting the streets trying to hawk the morning paper. So there I was, a 12-year-old paperboy, warming up in the Harolds casino entrance, when according to the kardexes, my Speedsters #82471 and #82654 were being made.



Sometimes entire cars can be subjects of RPP. Such was the case with Speedster #82654 prior to the start of its restoration, which is still in progress. I traded a great running 1965 SC coupe for this car from Bill Cathey, who was mentioned in the last issue. Through the years and to the dissatisfaction of many purists, it was used as the "Party Car". A keg fit in the passenger area and a tap fit perfectly through the door handle. Here it is pictured with my former boss, an assistant superintendent of schools, who was also a former pack member of our Cub Scout Pack 103.



In closing, my quest is to find a few non-glamorous but functional tools such as the P 38 (the 356 A, B Brake drum arbor) and the P103 (the carrera oil seal installer for seals # 1 & 4) so I can keep on working on these darn old cars.

PS: The mural existed on the outside of Harolds Club in downtown Reno until the building was torn down to make way for the Harrah's Plaza. The mural was carefully dismantled and can now be seen on display at the Reno Rodeo and Livestock Center.

Keep on Repurposing, **Paul C.**



## ABC PARTSWERKS



We are a family-owned business with over 33 years of **Starter, Generator and Alternator** Sales, Repair and Service. Contact us when your Porsche / VW requires only the best.

**ABCPARTSWERKSLLC.COM**

920-378-5538 - ask for Doug  
email ABCPARTSWERKS@aol.com  
Registry Member

We accept all payment methods

# Jim Gordon's Restoration

- Specializing in 356 and 911 restorations
- Large inventory of parts
- Complete rust repairs
- Complete paint and body service
- Complete electrical service

Phone: 562.531.4643

Fax: 562.531.4457

16230 Minnesota Avenue, Paramount, CA 90723

est. 1978

## CFI

**Carbs-Fuel-Ignition**

Early Porsche 356/912/911 distributors, fuel pumps, and carburetors



Rebuild services and in-stock original replacements. Distributor advance calibration and recuring. Zeniths rebuilt - \$475/pair.

Find us at: [www.cfi-auto.com](http://www.cfi-auto.com)  
or email: [info@cfi-auto.com](mailto:info@cfi-auto.com)

## LED TAILLIGHTS

- Satisfaction Guarantee
- No Permanent Modification
- 72 LEDs per set



See our website for product and ordering details:  
[www.CuLayer.com](http://www.CuLayer.com)

USA - EURO

6V - 12V

## 356 Brake Drums

**Aluminum Drum Relining**

We provide a variety of services for your brake drums. Check us out!

**J&G DRUM RELINING LLC**

815-276-2578 Don Booker  
McHenry, IL [www.jgrelining.com](http://www.jgrelining.com)

## HRBB

1978



[alloyreplicas.com](http://alloyreplicas.com)

WORLD-CLASS REPLICA WHEELS

866.612.2693

## Porsche Books & Posters

World's Largest Selection • New, Used, Collectable

**Toad Hall Motorbooks**  
[www.toadhallbook.com](http://www.toadhallbook.com)  
303-237-0911



# 356



**BRACK  
AUGGARAGE**

Service & Restorations

CH-8902 Urdorf, 0041 44 734 17 07, [www.356.ch](http://www.356.ch)

THROUGH THE 356 YEARS, PORSCHE MOUNTED SEVERAL DIFFERENT TYPES OF CARBURATORS. ON PUSH ROD ENGINES, SOLEX AND ZENITH WERE THE DESIGNATED SUPPLIERS. UP UNTIL THE INTRODUCTION OF THE T2, SINGLE THROAT SOLEXES WERE USED. WITH THE INTRODUCTION OF THE SUPER 90, A LARGER DUAL THROAT SOLEX WAS USED, THE 40 PII. WITH THEIR DUAL 40 MM INTAKES, THEY ALLOWED MORE AIR INTO THE ENGINE ALLOWING IT TO BREATHE BETTER AT HIGHER RPM'S. THE SOLEXES 40 PII'S WERE USED, ALTHOUGH WITH SOME TECHNICAL CHANGES, THROUGH THE FINAL INCARNATION OF THE 912 IN 1969. WHEN DEVELOPED, IT WAS PROBABLY NOT ENVISIONED THAT NOW, SOME 50 YEARS LATER FOR THE FINAL VERSION, THESE CARBURATORS ARE STILL BEING USED AND ARE WORN BEYOND THEIR ABILITY TO HAVE AN ENGINE RUN SMOOTHLY AND RELIABLY. THIS STRIP IS ABOUT WHAT IS TYPICALLY WRONG WITH THEM AND WHAT CAN BE DONE TO REPAIR. THIS REPAIR IS OFFERED BY A FEW PROFESSIONALS IN THE MARKET. I JUST THOUGHT IT WOULD BE FUN UM DIE GROßEN SELBER ANZUFASSEN :-)



# 356 RestoStrip

## Solex Vergaser die Großen



EDWIN SCHWEITZER

SOLEX 40PII. THERE ARE BASICALLY TWO TYPES, SINGLE- AND DUAL SHAFTS. THIS REFERS TO THE SHAFT ON WHICH THE BUTTERFLIES ARE MOUNTED. THE LATTER ALLOWED FOR INDIVIDUAL ADJUSTMENT OF THE BUTTERFLIES PER INTAKE.

THIS STRIP IS ABOUT THE SINGLE SHAFT CARBURATORS. THESE CAME OFF OF A '66 912 ENGINE. SPLIT SHAFTS DEVELOPED SPECIFIC ISSUES WITH THE ADJUSTMENT LINKAGE THAT ARE NOT DISCUSSED.

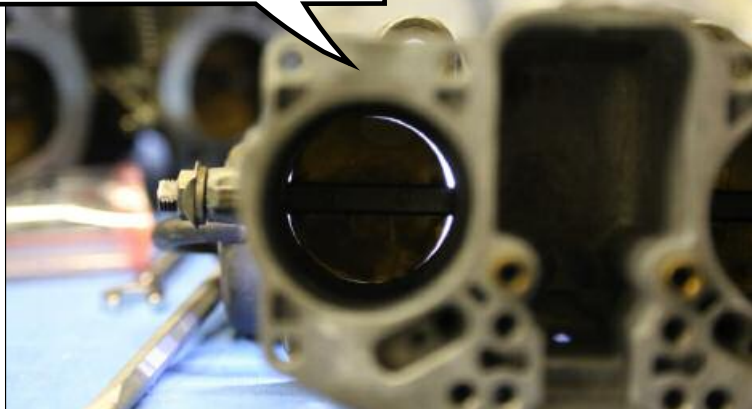


THE SOLEX 40 PII IS A CARBURATOR WITH INDEPENDENT IDLING. THIS MEANS THAT THE IDLE SETTINGS AND ACCELERATION, PART LOAD AND FULL LOAD "CIRCUITS" ARE TO A LARGER EXTEND INDEPENDENT FROM EACH OTHER. ADJUSTING IS THEREFORE MORE PRECISE AND EASIER.



VIEW FROM THE BOTTOM. THE TWO FLANGES WHICH REST ON THE INTAKE MANIFOLD. SEE FURTHER DOWN, FOR PROBLEMS WITH THESE. THE SHAFT THAT HOLDS THE TWO BUTTERFLIES IS CLEARLY VISIBLE. THIS SHAFT IS MADE OF HARDENED STEEL AND PIVOTS IN THE MUCH SOFTER ALUMINUM HOUSING. OVER THE YEARS, THE HOUSING WEARS, THE HOLES BECOME OVAL ALLOWING THE SHAFT WITH BUTTERFLIES TO MOVE "SIDWAYS".

THE WEAR OF THE HOUSING AND THE SUBSEQUENT ADDITIONAL PLAY ALLOWS THE BUTTERFLIES TO MOVE AND CAUSES THEM TO "RIDE" AGAINST THE BORE. THE BUTTERFLIES ARE MADE OF BRASS (MS 63), A MATERIAL THAT IS HARDER THAN THE BORE. AS A RESULT THE BORE IS SCORED AND ALLOWS AIR TO PASS EVEN WHEN THE BUTTERFLIES ARE FULLY CLOSED. THIS, IN TURN, PROHIBITS PROPER IDLE SETTING AND COMPROMISES A SMOOTH CHANGE FROM IDLE TO PART LOAD. LIGHT, CLEARLY VISIBLE AT THE BUTTERFLY PERIMETERS DEMONSTRATES THIS. THESE BUTTERFLIES ARE FULLY CLOSED!



TIME TO TAKE THE CARBS APART AND EXAMINE THEM.



BARE HOUSINGS. THESE WERE NOT OVERLY DIRTY. ULTRASONIC CLEANING CAN THEREFORE TAKE PLACE AFTER EXAMINATION.

ALL JETS, SCREWS, BRACKETS, FLOATS, GASKETS, LEVERS ETC ETC ARE KEPT IN INDIVIDUAL "LEFT" AND "RIGHT" CONTAINERS.



THE TOP SIDE OF THE HOUSING DOES NOT APPEAR TO HAVE MAJOR WARPAGE. THE DARK SPOTS INDICATE WHERE THE GASKET HAS "TRANSPIRED" A LITTLE. (LOWER SPOT)



CHECKING THE TOP WITH A STRAIGHT EDGE. IT IS RELATIVELY FLAT. TO ASSURE ALL MATING SURFACES ARE 100% FLAT, IT WILL BE FLATTENED NEVERTHELESS. THIS CAN BE DONE BY EITHER FLY CUTTING ON A MILLING MACHINE OR SANDING ON A FLAT SURFACE, E.G. A GLASS PLATE.



MEASURING THE WARPAGE ON A GRANITE MEASURING SURFACE. DELTA BETWEEN THE LOWEST AND HIGHEST POINT WAS ALMOST 0,5MM. WARPAGE IS TYPICALLY CAUSED BY OVERTIGHTNING AND MANY HEAT CYCLES.



LOWEST POINT SET AT ZERO.

+0,42MM

+0,47MM

THE BOTTOM REVEALED THE TYPICAL WARPAGE SEEN ON ALMOST ALL SOLEXES. THE LIGHT SHINING "THROUGH" THE STRAIGHT EDGE GIVES A FIRST INDICATION ABOUT THE SEVERITY. MEASUREMENTS WITH A DIAL CALIPER REVEALED THE GAP TO BE AS BIG AS ALMOST HALF A MILLIMETER!



NOTE UNROUNDNESS OF BUSHING. \*

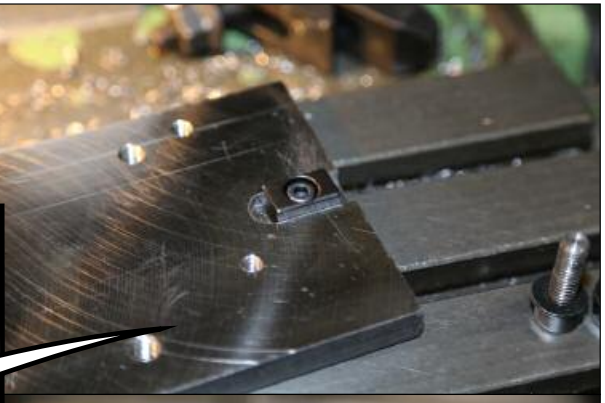
BEHOLD THE SOLEX SYNDROME. EXCESSIVE SCORING OF THE BORE CAUSED BY WEAR IN THE BODY WHERE THE THROTTLE SHAFT PIVOTS. THE ONLY CURE IS TO MILL AN OVERSIZED BORE AND MOUNT MATCHING LARGER BUTTERFLIES.

CHECKING THE SCORING OF THE BORE. THIS CARB, AT SOME POINT IN IT'S LIFE RECEIVED SHAFT BUSHINGS. PLAY, HOWEVER, WAS STILL EXCESSIVE. (WHY BOTHER?) CLOSE UPS BELOW SHOW THE EXTEND OF THE DAMAGE.

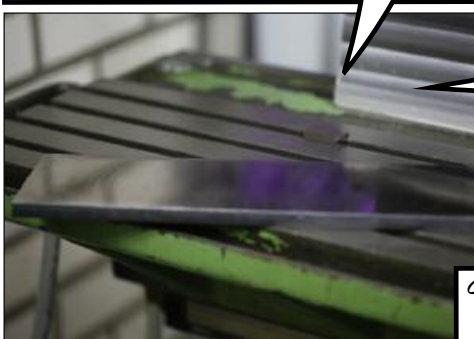


\*THE CARBS IN THIS RESTORATION HAD BEEN "BUSHED" AT SOME TIME IN THE PAST, BE IT BADLY. ALIGNMENT WAS POOR AND THE THROTTLE BORE SCORING WAS NOT ADDRESSED.

THESE SOLEXES REVEALED ALL THE TYPICAL DEFECTS THAT ANY CARB WITH FIFTY YEARS OF AGE AND ABUSE MADE OUT OF ALUMINUM WOULD SHOW. TO FLATTEN, LINE BORE AND BUSH, THEY NEED TO BE MACHINED. THE FIT OF THE BUTTERFLIES NEEDS TO BE WITHIN 0,02MM MAX AND IS DEPENDENT ON THE ALIGNMENT OF THE THROTTLE - AND SHAFT BORES, THEY NEED TO BE EXACTLY PERPENDICULAR. THE SHAFT BORES, ALL FOUR OF THEM NEED TO BE FULLY ALIGNED. TO ACCOMPLISH THIS THE BODIES NEED TO BE FIXED TO THE MILLING MACHINE EXACTLY TRUE. THE BEST WAY TO ASSURE THIS, IS TO CREATE CUSTOM FIXTURES AND TOOLS.



ONTO TOOL MAKING! 12MM FLAT STOCK SERVES AS A BASE PLATE. IT HAS BEEN GROUND FLAT ON BOTH SIDES TO ASSURE PERFECT ALIGNMENT WITH THE MILLING BED AND HEAD.



UNDERNEATH, TWO PRECISION SLIDING BLOCKS ARE MILLED IN. THESE WILL ASSURE A REPETITIVE PARALLEL SET UP OF THE FIXTURE.

CENTER ALIGNMENT TOOL TURNED AT 40MM AND MADE TO FIT IN A 20MM CHUCK. THIS WILL ALLOW TO ALIGN ALL FOUR THROTTLE BORES ON THE MILLING MACHINE.



8MM HARDENED BAR STOCK WITH HANDLE-DRIVING THIS THROUGH THE THROTTLE SHAFT BORES ASSURES ALIGNMENT OF ALL FOUR BORES.



ALIGNING THE THROTTLE BORES. AFTER DOING SO FOR BORE ONE, THE DIGITAL X-AXIS READ OUT IS SET TO ZERO.

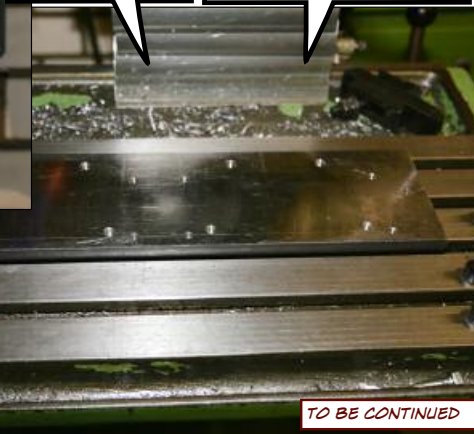
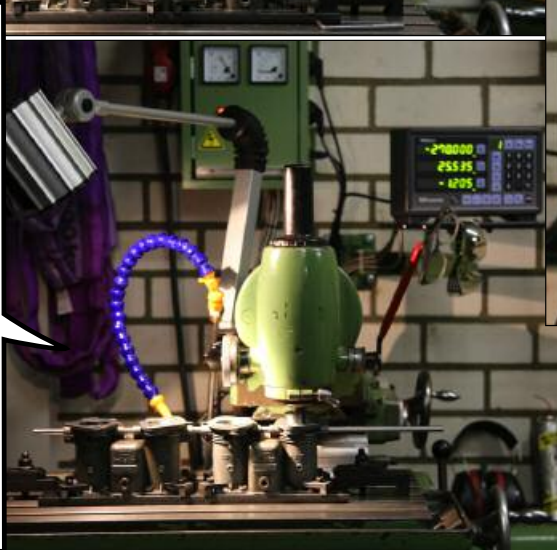


DETAIL OF THE CENTERING TOOL ENTERING THE BORE. TO BETTER FEEL THIS, I USED THE MANUAL DOWNWARD MECHANISM. LATER, AFTER HAVING ALIGNED ALL FOUR BORES, FINAL CHECKS WITH A DIAL CALIPER ARE DONE.

AFTER CHECKING ALIGNMENT, THE HOLES FOR THE FIXTURES ARE DRILLED AND THREADS, M5 AND M8 ARE CUT.

FINALLY, THE BASE FIXTURE IS RE-GROUND (MORE LIKE DUSTING) ON THE CUP GRINDER FOR FINAL FLATTENING. THIS FIXTURE IS NOW READY FOR USE. AT A LATER STAGE IT MAY BE EXPANDED AND DRILLED FOR 32PBIC AND 40 PBIC'S :)

CENTERING THE FOURTH BORE. NOTE THE READ OUT IS NOW AT 270,000MM. THE DISTANCE BETWEEN THE TWO BORES ON THE CARB IS 90MM. THE DISTANCE BETWEEN THE TWO CARBS IS CHOSEN SUCH THAT ALL BORES ARE AT EQUAL DISTANCES. THE BORES MAY NOT BE FULLY ROUND AND ALL THE SAME SIZE. HENCE FINAL CHECKING WITH A MICROMETER MAY BE REQUIRED.



TO BE CONTINUED

**Parts Obsolete**  
**Used Parts for Porsches**  
*We also carry new, repro, NOS and hard-to-find parts for Porsches.*



503.835.2300  
 FAX 503.835.4000

**356shop.com**  
**email gary@partsobsolete.com**  
 13851 SE Eola Village Road • McMinnville, OR 97128



**Hood Straps \$95**  
**Luggage Straps \$135**

all US top grain leather with stainless steel hardware  
 full details - [www.pvsaddleshop.com](http://www.pvsaddleshop.com)  
 2870 West Granite Park Drive, Prescott, AZ 86305  
 Call... 928 515-3029



**WILLHOIT**  
**AUTO RESTORATION**  
**356 Specialists**

- Show quality painting
- Metalwork, rust and collision repairs
- Engine and transmission rebuilding
- Interior installation
- Cars / parts bought and sold
- Large used parts inventory
- Appraisals and pre-purchase inspections

**Same location since 1976**  
**Visitors welcome!**  
 1360 Gladys Avenue  
 Long Beach, CA 90804  
 Tel. (562) 439-3333  
 Fax (562) 439-3956  
[www.WillhoitAutoRestoration.com](http://www.WillhoitAutoRestoration.com)

**Talbot**



**Sport Mirrors**  
 Berlin 300-Chrome Plated Brass SL 300-Brushed Aluminum  
 • Senior - 4.0" Diameter • Junior - 3.5" Diameter  
 • Several Mounting Systems • Flat or Convex Mirrors


**CIBIE**  
 Lighting Systems USA  
**aardvark international**  
 PO Box 509, Whittier, CA 90608  
[www.talbotco.com](http://www.talbotco.com) • Ph. 562-699-8887 • Fax 562-699-2288  
 dealer inquiries invited



**VintageAutoPosters.com**  
 finest selection – guaranteed original  
 International Sales & Purchases ~ Since 1980

**Membership Renewal / Join Form**      Ownership of a 356 is not necessary for membership  
 Membership@Porsche356Registry.org or call 651-342-1524

**Go to [www.Porsche356Registry.org](http://www.Porsche356Registry.org) for fast and easy membership changes!**



**NO INTERNET ACCESS?    PHOTOCOPY** this page and mail to 356 Registry, PO Box 356, Stillwater, MN 55082

This is a (choose one):     New Membership.     Renewal. You may join or renew for up to 3 years.     Gift. Please call 651-342-1524

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State / Province \_\_\_\_\_ Zip / Postal code \_\_\_\_\_

Your EMAIL address \_\_\_\_\_ (Email is the BEST way for us to stay in touch)

USA @ \$45 / year. \_\_\_\_\_ years = \$ \_\_\_\_\_ Country \_\_\_\_\_

Canada / Mexico @ \$55 / year. \_\_\_\_\_ years = \$ \_\_\_\_\_

International @ \$65 / year. \_\_\_\_\_ years = \$ \_\_\_\_\_

Check / Money Order enclosed \_\_\_\_\_ Charge credit card the total amount above: VISA \_\_\_\_\_ MC \_\_\_\_\_ DISCOVER \_\_\_\_\_

Card number \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_ Exp. date \_\_\_\_ / \_\_\_\_

Signature for credit card \_\_\_\_\_ Date \_\_\_\_\_

We do NOT sell or rent our members' private information    All membership applications subject to review per club Bylaws Article IV, Section 3

# Get Your Summer on with Goodies!

View our complete collection at [www.Porsche356Registry.org](http://www.Porsche356Registry.org)

Beautiful fired ceramic Registry Car Badge \$40. Multi-bar \$40.



Black "outline" Tee  
S-XL, \$25. XXL, \$30



"Dry Zone"  
White w/black Polo  
\$45 S-XXL



Blk and Charcoal Polo  
\$45. M-XXL



Registry Ball Caps \$25. each

Great looking ladies' KNIT HAT  
Warm and light! \$25



Denim Long Sleeve  
Shirt w logo \$40.

New! Short sleeve  
dark denim shirt,  
S-XL...\$35 2X ..\$40



Snazzy warm Jacket  
Red/Navy nylon w/logo  
S - XL \$65 XXL \$75

Black Flap  
Knit Hat  
One size, \$25  
Washable



White or Khaki Visor  
w/logo \$15



Ladies Pink Fleece,  
Assorted sizes, \$49



Short Sleeve T  
grey w logo \$20.  
Sizes S-XXL



Sweatshirt  
cozy & cheerful.  
Red, logo \$35.



Long Sleeve  
T-Shirt  
\$25



Logo stickers  
\$1 each  
or \$25 for 12"

Name tags \$14  
with magnet back!



Factory-style  
Key Fob  
Pouch  
w/ Registry  
logo \$20.



Key Fob  
w/ Registry  
medallion \$7.



Insulated  
Cup \$10  
Cup  
Holder  
\$35



DVD "Porsche in the '50s & '60s"  
53 min, German w/ subtitles in English \$15.  
DVD "Made by Hand" \$15



Business Card Holder,  
Hardwood, handmade  
in UK...\$30.

18 x 18" vinyl banner  
w / grommets \$35.



## Ordering Instructions

Call: 831-375-4442 (Pacific time)

Email: [356goodiestore@sbcglobal.net](mailto:356goodiestore@sbcglobal.net)

Add \$7.50 shipping for orders of \$50 or less;

Add \$12.50 for orders between \$51-\$100;

Add \$15.50 for orders over \$100.

Foreign, \$30. Overnight, Special or large orders—please call.

Email: [356goodiestore@sbcglobal.net](mailto:356goodiestore@sbcglobal.net)

Call or Fax 831-375-4442 (Pacific time)

By MAIL: Include check or money order in U.S. funds payable to M & M Enterprises, or charge your order to your Visa, MC, Discover, Paypal, too!  
List items desired with sizes and a day phone number.

To: M & M Enterprises

121 Cypress Lakes Ct  
Marina, CA 93933

NEW ADDRESS

NEW ADDRESS

- "A" Driver's manual, originally printed 9/57, \$70
- "B" Driver's manual, early version (4/60), \$70
- "B" Driver's manual, originally printed 1/63, \$70
- "C" Driver's manual, originally printed 9/63, \$70
- Speedster manual, 45 pages softbound \$45

## Driver's Manual Reproductions

of the originals, done perfectly!

"A" Driver's manual, originally printed 1/56, \$45



\$45



\$40.



\$70

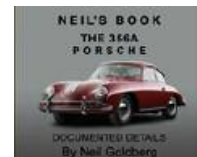
"PORSCHE"  
Black Cal  
Style  
License  
Plate. \$20



Die cast  
metal  
chrome  
license  
frame. \$15



Out of stock  
right now



"Neil's Book" 356A  
original details \$40

## Commercial Vendors

**WANTED PORSCHE 356 A, B, C & SC, 911, Speedster**, Any Condition, Top Price Paid, we will Pickup from Anywhere in the US. Please call **Peter Kumar 1-800-452-9910** email: [gullwingny@aol.com](mailto:gullwingny@aol.com)

### SAM SIPKINS, MECHANIC

**www.samsipkins.com** Extensive knowledge of Type 356. Custom engine and transaxle overhaul. Mechanical / electrical repairs and restoration. Pre-purchase inspection special at my shop - \$240 incl. compression and oil pressure test. Dealer for Pertronix Ignitor transistorized ignition system. Replaces "points". All applications in stock - call for best price. Protect your engine w/ASL Camguard Anti-corrosion oil additive. Proven in aviation engines, preserves engines used infrequently, \$16.95. Shop location: 3427 Magnolia St, Oakland, CA 94608. 510-632-8232.

**SamSipkins.com** or see me on Facebook

### LOCKSMITH SERVICES

Offering a full line of factory, non-factory and high security keys as well as location services for hard-to-find blanks; keys cut by code; key chart available. Perform ten-point quality restoration of locks and door handles. Electrical repair of ign. switches. Key accessories avail., bulbs and batteries for light keys, fobs and pouches, etc. **Tony Euganeo** 610-461-0519. 501 Folcroft Ave. Sharon Hill, PA 19079.

### WOODEN STEERING WHEEL

Restoration and Repair. Complete & correct re-wooding, polishing, machine turning (L.L.), and plating available. Many exotic woods for custom orders. VDM, Nardi, Les Leston, Derrington, Moto-Lita and others. Also B/C type Carrera wheels. AUTOMOTIVE SCULPTURE by **Bruce Crawford**. 805-528-6240. CA. [www.hardwoodclassicsltd.com](http://www.hardwoodclassicsltd.com)

**WANTED: PORSCHE 356, A, B, C, SC, 911**, dead or alive, any condition, barn finds, abandoned projects, anything considered, top dollar paid; serious buyer, will pick up from anywhere in the USA, please call. **Alex Manos, 877-912-0007, CA** email: [continental5000@gmail.com](mailto:continental5000@gmail.com)

**OPTIMA** batteries: Corrosion free/true zero mainte \$152-6v, \$167-12v. \$5 shipping east of Miss./\$10 west. State of the art battery-maintainers 6 or 12v. \$45+\$7 shipping. Cutoff switch \$10. **Chatham Motorsports**, 225 N. Maple, Vinton, VA 24179. 540-981-0356 [chathamms@aol.com](mailto:chathamms@aol.com)

### STARTER, GENERATOR AND ALTERNATOR

Family-owned business with over 33 years of Starter, Generator and Alternator sales and service knowledge in the 356/912/911 Porsche /VW field. Our Speciality is professional rebuilding. Whether it's for a show car or just a solid replacement unit - give us a call. We can keep it looking completely original or offer you a quality remanufactured unit . Working with us you will find we stay true to our roots by always putting the customer first while delivering quality products at a reasonable price. Keep your 356 / 912 / 911Porsche / VW running like it did when it was new. **ABC PARTSWERKS**, Appleton, WI. 920-378-5538 - ask for Doug. [www.abc-partswerks.net](http://www.abc-partswerks.net). [ABCPARTSWERKS@aol.com](mailto:ABCPARTSWERKS@aol.com)

### 356 ORIGINAL LITERATURE, OWNERS / SHOP MANUALS

etc. Fine, in-depth collection also including early/mid-911 series cars. Posters: Factory commemorative, showroom, and event featuring 356, Spyder, and 911/912's...the finest selection anywhere. Also, a few very fine books: Liebe Zu Ihm, Porsche Rennsport, Porsche Posters, etc. **www.VintageAutoPosters.com** or [tony@singer356.com](mailto:tony@singer356.com)

### Advertiser Index

356 Enterprises.....	57	EASY.....	47	Personalized Autohaus.....	55
356 Carburetor Rescue.....	49	Eugeneo, Tony, Locksmith ..	73	Pleasant Vly Saddle Shop.....	69
356 Goodie Store.....	72	Europa Macchina.....	11	Porsche C of A.....	13
356 Services.....	13	European Collectibles.....	19	Precision Matters.....	19
356 Unlimited.....	49	Extraordinary Metalshaping.....	57	Premier Financial Services ..	39
Aardvark International.....	69	German Tech, Inc.....	55	Radbill's Restoration.....	55
ABC Partswerkes.....	65	Grand Prix Classics.....	23	Rancho Transaxles.....	49
Air Power Racing.....	11	GT Werk.....	57	Restoration Design.....	17
Alloy Replicas.....	65	Gullwing Motor Cars.....	55, 71	Robert Brocker.....	47
Autos International.....	47	Heritage Motor Research.....	37	Sam Sipkins.....	71
Automobila Monterey.....	7	Heritage Upholstery.....	37	Sierra Madre Collection.....	75
Better Body's.....	65	International Mercantile.....	29	Steve Hogue Enterprises.....	45
Beverly Hills Car Club.....	37	Jim Gordon Restorations.....	65	Stoddard.....	76
Brack Auto Garage.....	65	J&G Brake Drums.....	65	Tim Goodrich.....	61
Bruce Crawford.....	73	KarmannKonnection.....	55	Toad Hall Motorbooks.....	65
CarQuip.....	71	Klasse 356.....	29	Tom Miller.....	71
CFI.....	65	Lereyn Company.....	61	Trevor's Hammerworks.....	37
Chatham Motorsports.....	73	LN Engineering.....	47	Udo Schaarf.....	55
Classico Wheels.....	39	Neils's 356 Restoration.....	71	Vintage Auto Posters.....	69
Coco Mats.....	23	NLA.....	17	Vintage Werkes.....	57
Concept 1 GDP.....	57	North Hollywood Speedo.....	55	Willhoit.....	69
CULayer.....	65	Neutek Cams / Shasta.....	23	Zims.....	2
Driver's Source.....	49	Palo Alto Speedometer.....	57		
		Panelwerks.....	49		
		Parts Obsolete.....	69		

## I BUY OLD PORSCHES

**WANTED:** 1948-1973 Porsche 356A, B and C and early 911, all conditions, all fees paid, call Tom. **908-693-5723, NJ** [tom@millersportscars.com](mailto:tom@millersportscars.com)

## BETTER BODY'S

### 356-911 Restoration

We offer complete restorations from metal fabrication to collision repair.

Our quality work speaks for itself, more than 30 years experience combined with meticulous German craftsmanship.

References available from many satisfied customers.

**MATT FROELICH**, Owner

706 D West Park Avenue Edgewater, FL 32132

**Phone: (386) 428-BODY (2639)**

email @: [betterbodys@aol.com](mailto:betterbodys@aol.com)

*neils356.com*  
**Neil's 356**  
RESTORATION, LLC

## Neil Goldberg 356 Restoration Specialist

Neil's Book, The 356A Porsche  
call or email to order

**248-321-5501**

[neils356@aol.com](mailto:neils356@aol.com)

1208 E Maple Troy, MI 48083

## PARTS

**NEW•USED•RARE  
BODY•ENGINE•TRANS  
356•CARRERA•911**

**GT LIMITED SLIP DIFFS  
GEARS•SPECIAL RACE PARTS**

**CARQUIP**

7191 E. Arapahoe Rd., Boulder, CO 80303

303-443-1343 Ph. • 303-444-3715 Fax

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

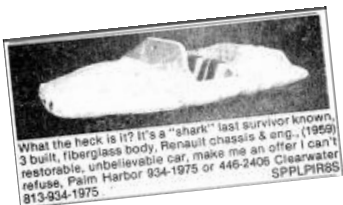
# A Shark from the Future



## Tail Lights



Geoffrey, right, and the restored Shark at a Florida car show, 1982.



### "It's not the destination, it's the journey."

So it's said, and getting there often makes a better story than where you end up. Geoffrey Hacker's journey started in Detroit as a young boy who was car-crazy; one of those kids who could ID a car blocks away. His grandfather, a car salesman, brought home a trade-in when he was 14 - a 1955 Cadillac. It became Geoff's and with guidance from his grandfather and a new friend, collector Paul Terhorst, he restored it while in high school.

After the family moved to Dunedin, Florida, driving to his after-school job took him to Clearwater where he noticed an unusual, futuristic-looking car parked behind a building. "It looked like something from the future came back and crash landed," he later wrote. "Sometimes I would stop on the way to work - or back from work - and just stop and look at the car. It captivated me.

"The car wouldn't leave my mind - and I didn't even know what it was called. I finally got up all the courage a 17-year-old could have and asked about the car and if it was for sale. The man who owned it was nice to me but firm: 'No young man, it's not for sale. I bought it for my daughter Sylvia, and she drove it when she was growing up. I'm keeping it for her.'"

A year later in the local *Autotrader*, Geoff noticed an ad with a familiar picture that read, "*What the heck is it? It's a "Shark", last survivor known. Three built, fiberglass body, Renault chassis and engine (1959). Restorable, unbelievable car, make me an offer I can't refuse. Palm Harbor / Clearwater Florida.*"

He drove immediately to Clearwater to find that the owner was not in, but his son and daughter were. They remembered him and in spite of having another offer for \$500, they sold him the car for all the money he had in the world, \$350. Geoff and his brother Jon rented a trailer, dragged it out of the soil where it had sunk to its belly over the years and brought it home.

Soberly facing a "what now?" moment, Geoff got a call out of the blue from a young man named Rick D'Louhy. He wasn't interested in buying it but he had information and magazine articles about the "Shark", material that was very helpful in understanding just what Geoff had and guiding the restoration. That process took two years and the end result was a restoration "to the satisfaction of a near 20-year-old young man," as Geoff describes it. He contracted for the rebuild of its Renault engine, rebuilt brakes, replaced wiring (with a single huge roll of green wire - he had to label every circuit), created a new floor and special ductwork, plexi windows, "and a thousand other things."

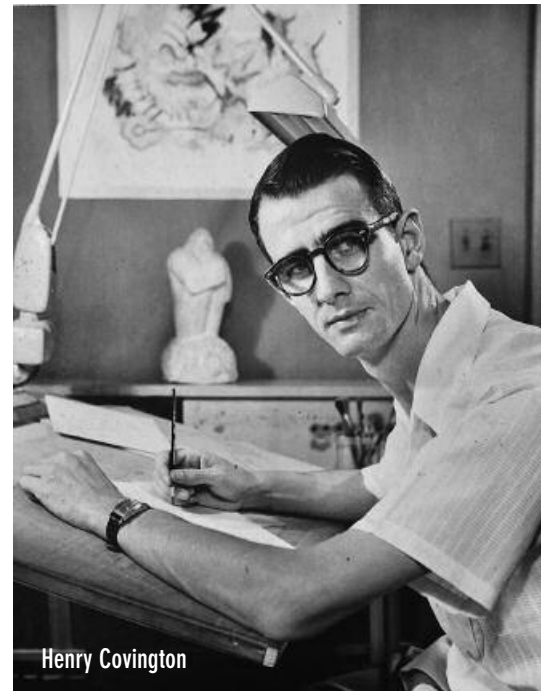
This "Shark" roadster—and a second he later found in California—is still in Geoffrey's ownership today, along with the Tiburon (Spanish for Shark) coupe he bought in 2006. They are part of Rick and Geoff's collection of some 70 hand-built one-off cars made by visionaries in the 1950s and '60s. Geoff has shed light into this little-known corner of automotive history and has brought the cars deserving respect, showing cars at Pebble Beach and Amelia Island. He and Rick maintain a website where their research is shared with the world, at [forgottenfiberglass.com](http://forgottenfiberglass.com). **GM**

# The Tiburon

By Geoffrey Hacker

When I think back on it, it's surprising that I have continued with my passion for cars nearly all of my 54 years. But it's really about the adventure - the quest for knowledge - the passion to share what others have done and masterfully accomplished but has been lost in time. Essentially, that's the story - one of adventure of finding lost cars, lost stories and lost people. And all of this culminates with the most important aspect of what I do - to document, share and celebrate the accomplishments of others. And it all started in 1980 with the Covington Tiburon, also known as "The Shark".

Henry Covington was born in Rockingham, North Carolina in 1923. Always drawn to art, he pursued this interest becoming an industrial designer in the early 1950s and developed renown in watch design and other commercial products. One of his passions was for aircraft design which led to joining the Experimental Aircraft Association and a friendship with accomplished aerodynamicist Dr. August Raspet.



Henry Covington

From this friendship came a desire to build a car like no other - one that focused fully on the principles of aerodynamic design while balancing the artistry of styling and function. Covington had a great appreciation for sports cars and was one of the first to own a Porsche 356 in St. Petersburg, Florida. His wife Olga still remembers an article published in the *St. Petersburg Times* newspaper highlighting the Covingtons and their Porsche 356 when it arrived in town. Inspired by its performance, he designed a new body to fit exactly on a Porsche 356 chassis, and his initial plans were to do just that.

After 1-2 years of design work, his dream was ready to build - but how and where? Fate intervened and a neighbor, Glen Gums, saw fit to help. Glen brought with





him professional experience in the burgeoning plastics industry and they collaborated to build two bodies, one for each of the partners.

So it was that Henry Covington was off and running in late 1958/early 1959 with a body ready to go. But Henry had sold his 356 and had pivoted toward using a similar wheelbase car as his initial test platform – a Renault 4CV. By early 1961 the Shark was complete and debuted with a story in the *St. Petersburg Times* in March, 1961.

Quickly recognized as both an aerodynamic and styling achievement, the car began to appear in magazines across America and the world including *Road & Track* (September, 1961); *Popular Mechanics* (February, 1962) and a cover photo and feature in *Mechanix Illustrated*, (April 1962). Later in 1966, a three-part article on Aerodynamic Drag would herald the Covington Tiburon coupe, “with smooth forebody, ideally tapered afterbody and curvature on the sides to minimize 3-dimensional flow,” as probably “the most completely streamlined body we will ever see on the street.”

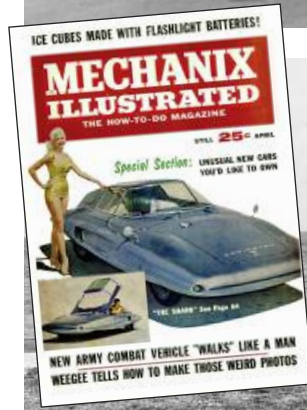
But then in May, 1962 — just after the Shark appeared on the cover of *Popular Mechanics*—tragedy struck. Henry Covington passed away at age 38 from a heart attack working on the plaster model of the roadster version of the same car. All work on production versions of the car and bodies ceased, with six production bodies already being produced by Cacci-Craft of Tampa, Florida. A few still remained unsold at that time (the prototype and the second body initially produced by Glen Gums were not part of the six production bodies).

The history of two of the production bodies is known. One was sold to Les Weber of Sacramento, California who built it into a stunning show car, winning awards across California in the early to mid-1960s. Sadly, this car was destroyed in the early 1970s. But the other body was sold to an optometrist in Modesto, California who was a sports car enthusiast, Dr. Eldon Rosenow.

Eldon embarked on a journey with his two sons, a drive across the country in their VW bus to pick up and retrieve the Shark body from Florida. Once in Florida, they purchased a boat trailer, tied down the body and headed on home. For Eldon Rosenow, two factors combined to help realize Henry Covington’s initial dream. As a sports car enthusiast and a man of means, he both appreciated the Porsche 356 and could afford to acquire one. The other factor was that famed customizer and builder Gene Winfield lived in Rosenow’s same town, Modesto.



From far left:  
Early development of the Tiburon body involved modeling and sanding in Henry Covington’s back yard.  
Henry’s neighbor Glen Gums became a partner and built a body of his own. Here Glen Jr. checks out the interior as dad looks on.  
Early Research and development took place on the street in front of the Covingtons’ home.  
A promotional shot of Henry and the Renault-powered Tiburon.  
The April, 1962 issue of *Mechanix Illustrated* did a cover story on the car.





**Left:** Les Weber's supercharged Corvair-powered Covington coupe was customized, detailed and displayed at the Oakland Roadster show in 1964 where it won a gold award. He later installed a Porsche engine. Originally, headlights were installed manually before driving at night. The roadster version had fixed headlights.



Geoff Hacker's Porsche-powered Tiburon coupe and his first Shark roadster (the white car shown on page 72) have both been displayed at the Amelia Island Concours. The roadster was restored a second time (32 years after 20-year old Geoff first did it), and painted in a befitting color combination of blue, green and off white, looking much like its namesake. Shown below is Geoff (right) with his co-laborator Rick D'Louhy.



Eldon appreciated the elegance and design of the 356, though, and didn't want to sacrifice a good car. Instead, an opportunity presented itself when one of a Porsche dealer's demonstrator cars was totaled – it had been driven into the rear of a tractor-trailer. While the body was damaged significantly, the chassis and all other components were fine; the perfect candidate for the underpinnings of Covington's Tiburon coupe.

Plans moved forward, the 356 was purchased and as Eldon Rosenow's sons report, much time was spent with hacksaws separating the body from its chassis. When finished, the chassis, body with components, and Tiburon body were presented to Gene Winfield for work to begin.

Re-bodying a Porsche 356 isn't easy and to do it right it takes time. Along the way, Gene Winfield added some custom touches of his own with pop-up headlights, the belly pan integrated fully into the body, opening up of the cockpit canopy for greater access, and opening up the rear wheel wells too. In 1964 the car was complete – and that's when things got interesting.

Because the windshield was Plexiglas and not glass, the Shark could not be registered in California. So in 1964 the nearly-finished car was rolled back into Rosenow's garage and there it sat until around the year 2000. A good friend and neighbor of the family persuaded Rosenow to sell the car to him and he would finish the car for all to enjoy – which he did. Fast forward to 2005 when he decided to sell the car on eBay. When it didn't sell, a deal was struck and in 2006 I was able to purchase the car.

Since owning the car, we've shown the Covington Porsche Tiburon at the Amelia Island Concours d'Elegance (twice: 2008 and 2015) and it's been on exhibit at the Petersen Automotive Museum in Los Angeles, California (2010). It has also been seen on numerous TV shows such as Jay Leno's Garage (web), Ray Evernham's AmeriCarna, and Autoweek TV. With each passing year we are honored to share Henry Covington's story and his quest for aerodynamic and styling perfection with the world to enjoy.

As of today the Eldon Rosenow/Gene Winfield Covington Tiburon is the only extant coupe that survives. No history and/or whereabouts has been found on the four remaining Tiburon bodies produced. Sadly, Henry's prototype was destroyed in the 1980s. So what happened to that "second" prototype body owned by Glen Gums? That is a story for a different day.





# SIERRA MADRE COLLECTION

Your main source for Parts & Accessories  
for all Porsche® Automobiles

Info@SMCparts.com • 1055 E Walnut Street • Pasadena, CA 91106 • 888.986.4466 • +1.626.844.4616



**Horn Mount, All 356's (50-65)**  
SMC.000.635 \$44.44



**Exhaust Valve Set, 3048 (34mm)**  
356B/356C/911/912 (60-69)  
616.105.406.50.SET \$147.20



**Oil Pressure Relief Plug Kit**  
356/356A(T1)  
SMC.02.202 \$157.25



**Metal Door Striker, Left,**  
356A/356B/356C  
644.531.701.01 \$84.98



**Horn Support Bracket,**  
Left, 356/356A (50-59)  
644.635.151.00 \$111.11



**Shift Rod Spring Lock Kit,**  
644/716/744 Transmission  
999.065.001.105 \$91.14



**Front Floor Pan, 356 Pre-A (50-55)**  
356.496.12 \$209.75



**356 Quartz Dash Clock,**  
VDO Style (50-65)  
SMC.741.700.01 \$169.95



**Valve Cover Gasket Tool,**  
All 356's/912 (50-69)  
SMC.104.356.00 \$104.95 **\$99.97**



**Turn Signal Switch, 356B/356C**  
644.613.301.05 \$364.85



**Handbrake Lock Repair Kit,**  
356A/B/C (55-65)  
644.242.315 \$84.12



**Window Crank Handle, 356A**  
644.542.470.02



**Synchro Hub Ring**  
519 and 644 Gears  
644.302.411.01 \$467.41



**Speedster Seat, Aluminum**  
SMC.521.002.00 \$1,859.50



**356 Carrera Style**  
Wheel Spacer Set (20mm)  
SMC.68.20 \$92.50



**Oil Pump Shaft,**  
356/356A/356B (50-63)  
539.07.115 \$103.01



**Reutter Coach Builder Maintenance**  
Instructions For Porsche Bodies 356A/B  
PCG.460.520 \$68.50



**Seal & Rubber Restoration Kit,**  
356B Coupe (60-63)  
SMC.000.884 \$815.22  
*Available for all years and models!*



**Dashboard Bezel Tool, All 356's (50-65)**  
SMC.000.356.01 \$44.44 **\$9.97**



**Steel Wheel Refurbishing, Chroming**  
SMC.WHEEL.03 \$395.00



GENUINE • REPRODUCTION • NOS • AFTERMARKET • OEM • ORIGINAL



1055 East Walnut Street • Pasadena, California 91106





## Supporting Your Porsche Passion Since 1957

Not only does our fully stocked warehouse supply a vast majority of the world's Porsche restoration shops, it also helps keep our employee's projects on the road. We use our own cars for product development, test fitting and reliability testing to make sure your car stays as authentic as possible. No one else can match our warehouse full of parts, our experience or our support for your vintage Porsche passion — since 1957



### 356B/C Bumpers

Our exclusive production from Factory blueprints, E-coat finish  
 NLA-505-010-05 front  
 NLA-505-020-05 rear



### New Production Brake Shoes

Made in USA from all-new materials  
 No Core Charge,  
 No Waiting  
 NLA-351-033-00



### Floor Pan Parts

For all 356. We have all required panels from the front trunk and battery box back to the rear floor—including all required mounts.



### Floor Mat Sets

For all 356  
 Includes front, rear and tunnel, as original  
 NLA-551-101-TAN Shown



### Door Trim

For all 356 Coupe, Cabriolet and Roadster  
 NLA-52-803  
 NLA-531-431-02  
 NLA-531-431-21



### Windshields and Glass

Pre-A through 356C  
 Clear and Tinted Available  
 NLA-541-101-11  
 356C Windshield Shown



### Baby Moon Hubcap

Correct for "Normal" 356  
 1950-1963 Drum  
 Brake Wheels  
 NLA-361-002-00



### Ignition Wire Set

Fits all 356-912  
 Original style, short black connectors, Made in USA  
 NLA-109-951-00



### Late 356 Fuel Tank

Our production, proper gray finish  
 NLA-201-001-07



### Door and Window Seals

For 356, 911 and 912  
 Made in USA and Europe with Correct Extrusions.  
 NLA-542-921-20  
 Early Cabriolet Side Window Seal shown



### New Steel Wheels

Disc or Drum Versions  
 Chrome or Paint Available  
 From \$149



### SMD H4 Headlights

Modern Illumination  
 6 or 12 Volt  
 Low Current Draw  
 644-631-106-31-LED

The Source- **Stoddard NLA-LLC** More Authentic parts at: [stoddard.com](http://stoddard.com)

Highland Heights, Ohio 44143 USA 800 342 1414 | Reno, Nevada 89431 USA 800 438 8119