

Porsche 356 Registry



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Porsche 356 Registry



Volume 41, Number 3 • September / October 2017



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Cover: Gregg Blue on the road during The Great Race.

This page: "Out for an evening drive with my family in our 1960 coupe, in the hills above Edwards, Colorado." Doug Alrick

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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 in this magazine, or you can easily join or renew online at 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.

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Credit where credit is due

Last issue's story about Heinz Werner Bade brought quite a bit of response from our readers. Heinz had been around a long time and had made many friends in the Porsche world. He was something of an institution in the Baltimore area, and was well liked and respected. For years, many of his friends had encouraged him to put his life story on paper. In 2011, Bob Gutjahr and his wife Ellen Beck interviewed Heinz at length, and the resulting story never quite met with Heinz' approval. Heinz, as many of those of us who knew him well, was a perfectionist and could be difficult. Bob subsequently solicited the help of his friend and noted author Lee Raskin, who provided additional detail to the story, and others in a series of attempts to persuade HWB to go with the article. But Heinz did not relent, and the story languished- a file on Bob Gutjahr's computer.

Despite his recalcitrance, Heinz' friends were persistent in capturing his remarkable life, which was so much a part of Porsche's early motorsports success in North America. Bob Rassa had taped interviews with him, and Uwe Biegner had spent a lot of time discussing details of his past with him during Heinz' frequent trips to Europe. When Heinz passed away



Bob Gutjahr and Ellen Beck

on Easter Day of this year, I felt I had the basis of a great story on him based on Bob Rassa's and Uwe's work, along with an unattributed, comprehensive background manuscript Uwe had included along with his notes and photographs. I used that manuscript as the center piece of the article, interweaving Bob Rassa's interview nuggets and Uwe's notes. Author/publisher/racer Michael Keyser, who had the fortune of having HWB work on his engines when he was racing in the early 1970s, generously supplied

several key photos. The end result was the article you saw in the last issue. So you can imagine Bob Gutjahr's surprise when he opened the last issue of the Registry and saw his article in print. When Bob G. contacted me about it, I soon determined that Heinz had at some point sent Bob G's manuscript to Uwe without attributing the work to Bob. It turns out HWB must have liked Bob's work after all. Of course, Uwe had no idea who had written it, and passed it along to me with no indication of its source.

All of this is my fault. I failed to do my job as your editor and did not adequately vet the source of the manuscript or give Bob G proper due for writing the preponderance of the article. I have apologized to Bob G. and have explained the situation to Bob Rassa and Uwe, both of whom were very generous in helping put it together. Their bylines were deserved but Bob Gutjahr's name should be added at the top. My sincere thanks to Bob Gutjahr for his excellent manuscript, and for understanding that I made an unintentional, but boneheaded move.

Heinz Werner Bade's life and connections to the 356 and Porsche world ran deep. HWB's family held a well-attended memorial service for him in June in Maryland, and all of these outstanding men who contributed to the article were there to honor him. My thanks to all- especially Bob G for documenting his life so well. **Gordon Maltby**

Bob and Ellen are also chairing the 2018 East Coast Holiday in Ocean City, NJ. See more info on page 12.

Not in a Speedster, but still rolling

Curt Dansby was in Indianapolis in August and visited Mike Robbins at the senior living complex where he lives. Mike is still swapping Porsche stories and would like to hear from old friends. He can be reached at:

8505 Woodfield Crossing Blvd, Apt. 412

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A new program for old cars, young people

James Madison University in Harrisonburg, Virginia is home to a new program adjacent to the university featuring space for an automotive workshop, to prepare and educate students and promote learning with aptitude in Engineering, Non-Profit Management, Economic Development, Grant Writing, Automotive History, Communications, Social Marketing, Event and Project Management.

Madison Automotive Apprentices (MAAP) is a non-profit that exists to share the love of the automobile with the next generation, to provide educational and bridging opportunities for automotive restoration/preservation, and motorsport experiences. Registry member Cole Scrogam is spearheading the project and invites 356ers to the open house on October 14-15 (see opposite page). Visit their facebook page for updates.

Robin Hansen laid to rest at Arlington



John Harvey photo

Robin Hansen, whose work in getting the Registry website and Talk List up and running in the 1990s was crucial to the club's continued success, was given a full military honors burial August 3rd. A P-38 fighter pilot during WWII, Robin served for many more years and retired from the USAF as a full colonel. His ashes were interred at Arlington with a band, caisson and horses, honor guard, firing party and bugler. Members of the Potomac Owner's Group attended with their 356s, joining Robin's family and grandson, Chris Speirs, who is now the owner of his grandfather's 356 B cab.

Upcoming

September 8-10 Watkins Glen, NY

The U.S. Vintage Grand Prix presented by Jaguar, one of the largest vintage racing events in the nation, featuring historic SVRA (Sportscar Vintage Racing Association) race cars from nearly every era, as Watkins Glen International celebrates its legendary history. www.theglen.com.

September 14-17 Atlanta, Georgia

HSR returns to Road Atlanta in September for the Atlanta Fall Historics. An action packed weekend featuring the WeatherTech Sprint Series and the BRM Chronographes Endurance Challenge! Info at roadatlanta.com.

September 16 Lewisberry, PA

The Ski Roundtop Air Cooled Vintage VW and Porsche Swap Meet. Vendor Fees: Single space: \$35, Double: \$45, 4 spaces: \$80. (3 axle vehicles will require 4 spaces) Each space is 9' by 20. More Info, Mike at 717-502-8820 before 9 pm. Visit <http://vintagegermanswapmeet.com>.

September 17 Everywhere

Drive Your Porsche 356 Day. Get that tub out and about to a scenic, historic or romantic spot and send us a high resolution photo. Email to membership@porsche356registry.org

September 24 Cincinnati, Ohio

VW/Porsche Reunion presented by the Cincinnati VW Club at Germania Park. Registration for each car, including 2 passengers is \$20. General admission per person is \$5. Swap spaces are \$20 for a 10' x 10' area. Camping on the Saturday night before is welcomed. Gates open at 7 pm. Join us for an Open House at Metalkraft Coachwerks from 4-7 pm on Saturday. www.cintivwclub.com.

October 6-8 Sedona, Arizona

Arizona Outlaws present their annual Javelina Tour on October 6-8. Starts on Friday morning. Great food, drink and scenic roads. More info at <http://az356outlaws.org/javelina-sedona-tour>.

October 14-15 Harrisonburg, Virginia

You're invited to Shenandoah Region PCA's Fall Fling, featuring an Open House to celebrate the opening of the Madison Automotive Apprentices non-profit, a "show 'n shine" concours and several tours of the beautiful Shenandoah Valley. Saturday evening will combine a catered meal, silent auction to benefit the non-profit and a

program held at the MAAP workshop. More information will be coming soon regarding restaurant and hotel suggestions, maps and a more detailed schedule.

November 8-12 Daytona, Florida

HSR's Classic 24 Hour, and Daytona Historics. With both events running the entire weekend, there will not be a moment to be missed. On tap for the extended weekend of racing, practice and qualifying sessions, Sprint Races, Enduros, Night Races and of course an open paddock! Want more...then you can reserve a camping spot and make a party of it all! Tent and RV Camping sites are available.

September 12-16 2018 Bend, Oregon

356 Registry West Coast Holiday. Lots of great activities in this central Oregon town. Get a taste of what's in store on page 13 and watch for details in the next issue.

October 17-20 2018 Ocean City, NJ

356 Registry East Coast Holiday. Host hotel, The Flanders. The concours will be on the Boardwalk. See more info on page 12 and watch for website updates.

Rennsport Reunion returns to Monterey and Mazda Raceway Laguna Seca in September, 2018

The world's largest gathering of Porsche race cars and drivers to return to the Monterey Peninsula.

Porsche Cars North America (PCNA) and Mazda Raceway Laguna Seca announced the next Porsche Rennsport Reunion will take place at the famed California racetrack in 2018. The upcoming Family Reunion has been expanded to four days and will be held **September 27-30, 2018**.

In what has become a tradition, Rennsport Reunion VI will bring together an extraordinary gathering of significant Porsche racecars, as well as those who have designed, engineered, and driven them to victory in the world's most famous sports car races. Hosted by PCNA, the four-day program of on-track competition will be complemented by a Concours d'Elegance, which is open to invited race participants.



With the inaugural Rennsport at Lime Rock Park in 2001, followed by two events at Daytona, Florida in 2004 and 2007, Rennsport Reunion IV moved west in 2011, tapping into a vast array of West Coast car aficionados and Porsche enthusiasts. Returning to a three-year interval, this incomparable event has turned into a world-wide happening. Klaus Zellmer, President and CEO of Porsche Cars North America notes, "We had close to 60,000 fans, enthusiasts and owners come through the gates of Mazda Raceway Laguna Seca to celebrate with us in 2015, and California's picturesque central coast provides an ideal backdrop. The Golden State as a whole has always been like a second home to Porsche."

During Porsche Rennsport Reunion V in 2015, over 1,300 Porsche Club of America (PCA) member-owned Porsche models helped fill the show fields, race classes, and parking lots of Mazda Raceway Laguna Seca to overflow capacity. For the upcoming sixth rendition, PCA will once again play an integral role in the festivities.

Additional details and ticket information will be published on Mazda Raceway Laguna Seca's website (www.mazdaraceway.com), as they become available.

Miscellany



Gordon
Maltby

OJT times 25

September of 1992 was a pivotal time for our club. It saw the transition from its founder and original magazine editor to a new guy - me. There had been some upheaval in the boardroom and the club's president, Vic Skirmants was going to make sure the trains ran on time. That is, that magazine production delivery would be consistent and reliable. In those pre-internet days the magazine pretty much *was* the club; not only did members get their reading fix, but that's where the classified ads were! The fact that during the previous two years several bi-monthly issues had just never happened was not acceptable and Vic was going to do something about it.

I had been a member for about five years and Brett Johnson let me know the club was looking for a new editor/publisher. I wrote to Vic with my CV, offering my services. Getting a positive response, I followed up with a proposal that was accepted on a one-issue temporary basis. Vic was not taking any chances; he wanted to see results. There was even a clause in the contract that called for a 50% discount if the magazine did not mail on the first of the month. I was sweating bullets.

Added to my anxiety was the fact that somehow, mysteriously, all the art for ads, standing heads and logos went missing. It was "start from scratch" but thankfully, the advertisers were all very understanding. Then as now, they were interested in helping the club.

Most of the contributors came through, too, although at least three of the regulars took their ball and went home. We were able to fill the pages, however, and I don't recall many letters asking about those absent columnists. In my first issue, Vic's *Technical* column, Brett Johnson's *Restoration* and Ron Roland's *Nut and Bolts* were the mainstays, along with *The Maestro*, Harry Pellow's alter ego, Bill Block's *Book Reviews* and Cole Scrogam's *Of Special Interest*, rounding out the columnists, plus Roger Ender who did *Vintage Racing*.

That none of these features are still part of our lineup is too bad, but it reflects the fact that we are always evolving as a club and a magazine. In the 25 years since that first "Maltby" issue, we've been fortunate to enjoy the talent and knowledge of so many members who have shared their expertise in these pages. Of course, a ringer or two has appeared; the trustees long ago decided that professional writers and photographers would add to the experience for members and they have been willing to pay for them when appropriate. The vast majority of material in this magazine, however, has come from our own rank and file. For that I am truly grateful.

One thing that continues to amaze me after all this time is how interesting the people in our club are. Admittedly, we all enjoy a car story, but so many of the tales we've shared here also have a human interest element, a fascinating historical connection or some crazy twist that makes you think, "Now, *that's* something!"

To me, it's all about the story. I often receive material (mostly unsolicited) that is not only a good read, but well-written. Other items come across my desk that make me wonder if the author might be better at writing hold-up notes. In either case, my job is to make the story readable, understandable, enjoyable (or at least informative) without too many typos, and presented in a pleasing format.

That last bit is always a challenge, but to gauge my success at presentation, I constantly compare other magazines to the *Registry*. Over the last several years I think we have reached a happy medium of not-too-glitz but not dull. I don't believe in change just for change's sake, and the feedback I get indicates we're doing all right.

That wasn't always the case, though. I look back on some of my early issues and wonder, "What was I thinking?" Typefaces are an important element of a page's look and someone would have been right in telling me, "Don't drink and design." Those, of course, were the stone age days of graphic production where you'd actually have to get out of your chair once in a while. Experimentation meant driving across town to pick up typeset galleys and then discover that the font just sucked.

There was more driving even after the layout was done. Delivery to the printer was on boards and film or later, on a big clunky memory disk. There was never enough time to mail it. Then, a day after the printer's truck dumped the finished mags at the mailhouse, I would load my pickup with tagged mailbags and deliver them all to the post office. Many snowy evenings at 5:05 I would be banging on the loading dock door pleading with them to get my skids of magazines mailed. If you think the post office is a pain from the front counter, try the back door.



My first trustee meeting, 1992. From left, Vic, Brett, Tom Oerther and Joe Johnson. Yes, Joe has been working for the club a while!

These days the processes and logistics are much easier. Our printing and mailing is done at a large, state-of-the-art plant in Kentucky, but before the finished pages are digitally transferred there (without leaving my chair, I might add) we still have to create those pages. Taking ideas and text, photos and art, and turning it all into a magazine every two months has been fun and satisfying, and it's been a team effort: me and my staff of 7,000. I couldn't begin to name all the contributors to those 150 issues over 25 years, but I believe a large percentage of our club membership has been directly involved, providing stories, photos, ideas, suggestions and support. What can I say but, Thank You!

I do appreciate the compliments that occasionally come my way, but I have no illusions that things can always be done better. When I started doing this, there was no "manual" on how to keep an entire club of disparate characters happy, so I'm relieved that I have been kept on for so long. It's been a learning experience and I hope it will continue to be. Where else could I get on-the-job-training for 25 years? 🚗



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President's Letter



Curt Dansby

Finishing Well

I recently had the great fortune to be included on a vacation trip orchestrated at the behest of a very generous and benevolent man. The group was comprised of about thirty very successful and highly functioning individuals (I think I made the list simply because they did not want Nancy to miss me over the weekend). Part of the schedule included group sessions: one for the women, one for the men and another with everyone together. These sessions were run by a married couple who are nationally prominent and well-published psychologists. Admittedly I was initially unenthused at the prospect of these meetings but afterwards I found they prompted a fair amount of introspection. Upon deeper reflection I recognized not only demographic age parallels between this group and that of the Registry membership but also the potential for translatable lessons. I was not the youngest person in the room, but there were far fewer younger than older. So with a nod of gratitude to my host and the facilitators, and at the risk of playing shade tree psychologist, I would like to convey some of what I took from this exercise on “finishing well.”

This title—while sounding a bit morose if applied to the frailty of existence—is not specifically pinned to an age or end point. Rather, it is more focused on coming to terms that you could have fewer days ahead than you have behind you which should allow greater focus on what you can do to achieve personal peace.

A statement made several times was: “Heroes are people who create safe spaces for others.” This major theme of creating a “safe space” for yourself among people that you respect and trust is what prompted me to write about this experience. I have shared before that I have accumulated a wealth of friends in this club. Many of these people I trust explicitly and I would not hesitate to ask for help under nearly any circumstance; knowing fully that they would respond as I would do in return. In surrounding myself with “heroes” I hope in turn, that I have become

one myself. I believe that this club is populated predominately with kind and honest people. If you have been a member for any period of time and have not fostered these kinds of relationships, you are either not attending enough Registry events or are painfully shy. Because of the friendships I have nurtured and my relationship with Nancy, I think I have pretty much entered my safe space.

A second major focus was isolating yourself from any “toxic” people in your life. As the old adage goes, “life is short,” so we should vigorously attempt to prevent others with sour dispositions to negatively affect our own outlook. Certainly this could be a difficult task if this is someone from work or even a family member as you may be unable to make a clean break. However, it is critical to remember that your mental health is more important than wasting precious energy on those who would drive you off the path toward inner peace. As daunting as it may be, do what you can to reduce any negative influence within your space.

My final thought relates to acceptance and is something that I have considered often even prior to this most recent experience. I am fortunate in the fact that I am still healthy and agile enough to get out in the garage (when I can find time) and can do the things I want to do. I know a day will come when this is no longer a possibility. As I make plans to visit a Registry member who has done more than most, but is no longer able to live unassisted, I wonder how well I will face this kind of challenge but I hope that I can live within these tenets. If the day should come when you can no longer do, seek satisfaction in what you have done and find comfort in your safe space.

“The purpose of life is not to be happy. It is to be useful, to be honorable, to be compassionate, to have it make some difference that you have lived and lived well.”

- R.W. Emerson

Please, KTF. **Curt** 🚗

Call for Nominations

356 Registry trustee election 2017

In a few months we will begin our annual trustee election. This year, three positions will be open for election, those currently held by Bob Campbell, Frank Hood and Jim Liberty. Any member in good standing with a minimum of three years of uninterrupted membership may nominate themselves or another member to run for trustee. To do so, please state your intent to our secretary, Jeannie Macaluso to be received by Monday, October 2nd. You may email or send a postal letter. Included should be a candidate statement and a photo. These will be published in the November / December issue of our magazine.

Trustees are elected for three-year terms. Please consider the length of this commitment when making a nomination. For any questions about trustee positions, elections or other club business, please refer to the by-laws on our website under “About us”.

Specific questions about the process can be directed to Jeannie Macaluso.

Voting changes for 2017

Voting will again be offered through a secure electronic service. As last year, all members with an email address on file with the club will receive an invitation to vote online. This invitation will be sent out on November 15th. Online voting will be open until December 1st; you must vote within two weeks of receiving the email invitation. (Tracking of voting last year showed that the vast majority voted within a day or two.) This schedule should allow every member to have received their magazine and read the candidates' statements (which will also be posted online at the website).

Members without email access or who prefer to mail a ballot can request an original paper ballot by writing or by calling the membership office. We will mail one to you to be filled out and returned to our accounting firm by December 15th. Note we are accelerating the schedule (from December 31st) so that we can inform our members and plan for new trustee arrangements by the beginning of the new year. **GM**



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Welcome to the 2018 East Coast Holiday at Ocean City, New Jersey!



October 17-21, 2018

So what can you expect for an East Coast Holiday at America's Family Resort? Although the city has hosted Corvette, Hot Rod and Jeep events over the years, the prospects of the Registry deluging the town with bathtubs has brought a fresh wave of excitement to the city's Chamber of Commerce and merchants' associations. They're all in; even the mayor has taken a personal interest in this event to ensure it goes well and that we come back again. In giving us the keys to their city, we have their full cooperation in staging a **Parade of Porsches on the 2.3 mile Boardwalk** on Friday night followed by a stunning Concours d'Elegance on Saturday morning. Bring your camera, because the sight of over 200 356s aligned in a row on the Boardwalk with the Atlantic Ocean as a backdrop will be a photo opportunity to savor for years afterwards. Registry Member Ron Gordon, who has run his fair share of Concours at Werks Reunions, will be in charge and promises to bring a great event.



Venturing forth is what the Registry membership does best, and Ed and Darlene Tobolski have some **great tours planned around Ocean, Cape May and Atlantic Counties**. Picture your car on winding roads in the pine barrens or running down a bay shore road under azure October skies framed by all of that amazing fall foliage. **The Simeone Museum**, arguably one of the most unique and interesting vintage sports car museums in the country, is just 80 minutes to the west in Philadelphia, and our tour there on Thursday should sell out quickly. The Chamber of Commerce has made Ocean City's local airport (less than two miles from the hotel) available for our **Gymkhana or Autocross** - whatever Tom Tate, Jeff Leeds and their merry band of men decide!



For decades, Ocean City has been one of New Jersey's premier resort destinations, having been voted the state's best beach town in any number of polls and surveys. Whether you're a kid or a kid at heart, you'll quickly discover that Ocean City is designed with everyone's "inner child" in mind. With a population of less than 12,000, Ocean City is like a breath of fresh sea air, providing a welcome change of pace from congested vacation resorts. **Eight miles of beaches** make exploring, wandering, or simply finding a peaceful spot to watch the tide roll in an adventure. It's been that way since the town's incorporation in the late 19th century, and a Registry visit to this fabulous place is long overdue. 2018's East Coast Holiday will run in the middle of October, the time of year 'down the shore' when the crowds are gone, the weather is gorgeous, and off-season rates make any weekend get-away very attractive.



Our host hotel, the historic and iconic Flanders, is mere steps from the beach and only a few blocks from the City's famous Music Pier, the site of our Taste of the Boardwalk Celebration on Friday night as well as our Headquarters for the Concours on Saturday and Sunday's Swap Meet. The Flanders will also be the location for our Goodie Store, the Lit Meet on Friday morning, and a series of **Tech presentations on Friday** that will tempt you to stay indoors as opposed to venturing forth in your 356 to take in the beautiful fall weather in southern New Jersey. Rainer Cooney of Meister Restorations, John Paterek of the famous Paterek Brothers and Lewis Hauser of Karosserie Limited have all signed on to provide some super Tech.

Registration Opens March 1

If you just want to stay on the island, you will have plenty to do. Sight-seeing and biking around are great ways to unwind and get in a little exercise. There are excellent shopping opportunities along the two mile long Boardwalk as well as downtown, just a few blocks away from the hotel.

Our banquets will be whimsical and fun. The Flanders will host Hospitality, the **Beach Party on Thursday night**, as well as the **Concours Banquet on Saturday** evening. Ocean City is a "dry" town, but alcohol MAY be served by the hotel at their functions, and we will have plentiful adult beverages provided at hospitality and our hotel banquets throughout the weekend.

At the end of the day, this Holiday is about getting our 356s out on the boardwalk in front of a city that can't wait to see our cars, talk to us about them, and maybe sign up and join us on the journey. And most importantly, it is about the lure of ocean – there is something magical about this place, with the sounds, smells and beauty right on our doorsteps on the Boardwalk. **Bob Gutjahr and Ellen Beck, Chairs.**

Stay tuned. **Official Registration opens on 1 March 2018.**

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Steve Klein's Soul



By Sean Cridland

Steve Klein and his son Samuel at the "Snake", a series of cool turns on Mulholland Highway above Agoura. The 550 wears the number 12 from Eldon Beagle's days of racing in SCCA F Modified class. The red and green stripes are, Steve says with a smile, "Port and starboard, of course. That way people can tell if it's coming or going!"

Everyone has their heart, their love, and their soul. For Steve Klein, his Porsche 1956 550 Spyder is family. And, has been...for close to fifty years.

As a Klein kid, growing up in the Silverlake neighborhood of Los Angeles, Klein says his dad was always a car and motorcycle enthusiast. Dad started his sports-car habit with an MG before moving on to a pre-owned 1955 normal Speedster in 1957. Dad would attend all the California races and knew several of the racers of the day, including Jack McAfee and D.D. Michelmore, both of whom often raced Speedsters and Spydors during their careers. As the Spyder became his dad's favorite race car, it became Steve's, too.

Though Dad never raced, there was a route around the reservoir near their home in Silverlake that became a family favorite for "spirited" driving. It was around that same reservoir that Klein had some of his first driving lessons in the family's VW Squareback and their 1968 BMW 1600.

Live every teen, Klein yearned for the day he would buy his first car. Because Dad's fantasy car was a Porsche 550 Spyder, that was Steve's too. How could it not? Nearing the age of eighteen, Klein started looking through the ads in *Road & Track*, eventually finding Spyder #25 in Florida. Serious negotiations ensued and he and Dad made plans to go by Greyhound to get the car and do an epic drive cross-country back to Los Angeles. Then, a family friend suggested they check with their insurance agent before committing. Somehow, an 18-year-old buying a lightweight, high-performance vintage sports car in Florida, sight unseen, then driving it all the way back across the country



Photos courtesy of
The Andrew Hosking
Archive,
The Beagle Family Archive,
Klein Family Archive,
Ruth Levy Archive,
Thomas Falkenberg,
Sean Cridland.

The Klein family in their 1955 Speedster in 1959.

didn't sound especially appealing to their local Allstate agency. So much for that idea.

Not to be deterred, Klein kept looking. In 1974, he found Spyder #88 advertised in the LA Times for \$5000. Though it had a roller-crank Super motor in place of its original Carrera four-cam, at the age of 21, there was nothing the insurance agent could say. Still there was a little bump. When they met to purchase the car, the owner wanted an extra \$500. After bargaining down to \$400, Klein handed over the cash and drove home in his and Dad's dream-car. It has remained his dream-car for the last 43 years.

"The Spyder had a POC decal on the windshield when I bought it," Steve recalls. "Dad was also a POC member with his Speedster. He was also a nuclear physicist and WWII submarine radar officer. His favorite movie was "On the Beach" with Gregory Peck as a sub skipper and Fred Astaire as a nuclear physicist who races sports cars. Dad was all of those."

Though he still used his parents' BMW or VW as daily drivers, on the weekend, Klein remembers he and his buddies had a lot of fun with the car. One story involves Klein and three of his friends, all of whom were large in stature, packed in like sardines and driving around Whittier, drawing lots of stares.

"Nobody could quite figure out how we could fit," Klein remembers, "and everyone wanted to see how we could get in and out. Believe it or not, we figured it out and managed it quite gracefully." It made a trip up to San Francisco for a fraternity gathering. "Going up was fine," says Klein, "But we came back down on Highway 1 and froze our butts off!" Another time they got caught in a horrendous rain-storm, so used the car's removable bucket seats as rain hats. Other times, the "rain hats" were used as beach chairs. There were several Christmases when young Klein would take off early Christmas morning for long solo drives to the Mojave airport and back.

"With the push-rod engine, it didn't have neck-snap-



The 550 came to Steve with the set of chrome 1962 KPZ 15" wheels with Continental Record tires. The original wheels were 16s and long gone. The blue California license plate "5 FIFTY" was ordered by Klein shortly after he bought the car.

Left: Steve today, still enthusiastic about a car he's owned for almost five decades.



550-0088 took part in the 2011 Race Car Classic in Carmel Valley, California, where it was among possibly the largest group of Spyders ever assembled. There and at Rennsport Reunion, many famous drivers from the 1950s and '60s signed the hood and the cowl behind the seats.



Just like a member of the family, the Spyder appears in Holiday greeting cards.

Below: Roy Lock's hurried shot on Highway 101 as Steve was returning from Monterey and Rennsport Reunion, 2011.



ping acceleration, as light as it was. With such a low center of gravity, it was really fun, easy to drive, nicely balanced. And, with the swing axles, you really had to keep your foot in it through the corners to keep it squatted down. That's what was so fun; you had to really *drive* it. I regularly drove it up to Laguna Seca to watch the races. We'd go up 101 at night. Driving that thing on 101 with the stars over your head... it was like a dream."

And life goes on

In the meantime, Klein kept himself busy applying his math and engineering degrees working on various projects such as the J2X rocket engine, the Mars Science Lab flight program, the Space Shuttle Main Engine program and as a structural analyst for the International Space Station. In his down-time from being a rocket scientist, he's worked on modernizing Iowa-Class battleships, and providing R&D technical support at the Odense Steel Shipyard in Denmark. If you ask Klein what he does for work, there's a strong chance you won't understand much of what he tells you.

Though he's spent most of his life in Los Angeles basin, he met his Danish wife, Ruth, while living on a kibbutz in Israel. As if it would be possible to have a paragraph without the Spyder, Klein did propose to Ruth in the car. "I asked her into the garage," he says, "And she wanted to know why. When I asked her to sit in the car, she still wanted to know why. 'So I can propose to you. Now, shut up and get in the car!'" Quite the romantic, that Steve Klein!

They also moved to Ruth's homeland for several years, taking all Klein's cars and motorcycles with them. They needed her entire family to help drive them all to their new domicile.

Over the years, Steven and Ruth have had a lot of fun with the car, including more "spirited" drives up the coast to Monterey Car Week or Rennsport Reunion. And many drives closer to home. "When my son was about a year old he had his first driving lesson in the Spyder," Steve says. "I wanted to take him for a ride but the kiddie seat interfered with the gearshift (the cockpit is only 1.5 people wide). So I did the unthinkable (to say nothing of the illegal) and drove up to Mulholland with him on my lap. We putted along Mulholland at 20 mph and I let him put his hands on the wheel. Afterwards, on the way home, we hit a red light next to a fire truck. He waved, grinned and giggled at the firemen and they waved back. I think he got a bigger charge out of the fire truck than the Spyder." And the firemen apparently didn't radio to the police!

The car has starred in several family Christmas cards and sparks tons of waves and questions every time he drives it. A high-point was displaying the car at the Quail Lodge for the Race Car Classic, held concurrently with Rennsport Reunion IV in 2011. There, its front lid was signed by many of the great Porsche racing drivers who attended, including Jochen Maas, Hans Hermann, Denise McCluggage and Ruth Levy.

Steven was surely unique among the many Spyder owners displaying at the Quail that year who drove his rare racer 300 miles to the event - and back. "We were the only race car in that show (I think) that met the theme poster of the show: a 550 driving up Hwy 1 with the Bixby Bridge in the background." He also recalls of that drive, "We blew past a line of Porsches on the way up who were stuck be-

hind a garbage truck and were too chicken to pass.”

The late Roy Lock sent an email to his friends after seeing Steve on Highway 101 heading home to L.A.

“After a long weekend where Frank and I ran from one event to the next, we could barely hold our heads up on the long drive home,” Roy wrote. “We came across many Porsches on the drive south, then just north of San Luis Obispo, we saw what looked like a plastic Spyder in the right lane. As we got closer, we realized it was the real thing. My camera was in the trunk! I grabbed my cell phone and took this picture. That precious moment refreshed us and gave us another memory to reflect on.”

Such is the effect this car has on appreciative enthusiasts: an unrestored, mostly original car with a long time owner - who actually drives it!

Research and archeology

Over the years he had gotten to know the 550 pretty well physically. “I had torn the whole car down to the bare frame and body back in '80 and rebuilt it,” he explains. “Busch built me a 912 engine. I had the gearbox rebuilt but it failed just after Ruth Levy’s memorial (we drove it up to Solvang for that), with only 15K miles after 30 years. That’s why the whole car is apart now.”

“I had stripped the front half of the car when I took it to Laguna Seca in 2009,” he continues, “and finished stripping the outside for Rennsport IV and the Quail Race Car Classic show. I discovered that it got a few good smacks and some re-straightening, but it’s still all the original sheet metal.”

“I’ve been through the whole car twice now. We uncovered some boogered bodywork along the back edge and left rear fender, but only straightened it. I didn’t want to replace any metal. Fortunately some of my buddies are sheet metal wizards. One of them is Greg Bates, who helps work on Seinfeld’s cars for Joe Caviglieri.”

It wasn’t until about a year after Rennsport IV that Klein really took interest in the car’s history, however. In the fall of 2012, Klein was reading an article in *356 Registry* magazine on “Spyders versus Oscas” by Phil Carney and saw a familiar looking car, being raced by Eldon Beagle. Just like his car, it had the gill-slits in the rear fender and the odd-shaped aerodynamic head-rest, though it was painted white and running number 12. Besides the similar body features, Klein had always wondered why various portions of his car’s underbody were painted white.

Once his interest was piqued, Klein started digging. He contacted the article’s author, Phil Carney. From there, he got in touch with Andrew Hosking, who runs the website www.type550.com, which functions as a sort of community center for 550 history. Hosking knew the Beagle family and put Klein touch with them.

Their personal connection to Ruth Levy also played a role. “My wife Ruth met Ruth Levy at the Quail and said ‘you have to meet her!’ so I did,” Steve recalls. “We got along famously and eventually visited her home and studio. When we did, we saw a photo there of Ruth at Nassau, with my car in the background, as Eldon Beagle raced it! She made us a copy and we stayed in touch with her all the way to her passing. She was an amazing woman.”

It turns out that Spyder 0088 was Beagle’s second Spyder, having previously bought, raced, and sold Spyder 0053. Both cars had been purchased from John von Neu-



Left: Ruth Levy at the Race Car Classic, signing the rear firewall. **Below:** The photo she gave to the Kleins, from a race at Nassau in December, 1957. She was to drive Stan Sugarman’s 550 but its engine was blown in practice. Her dog had chewed her shoelaces, so in this photo she was taping her shoe. In the background, Eldon Beagle’s #112 which had mid-pack finishes in each of the five races during that week.

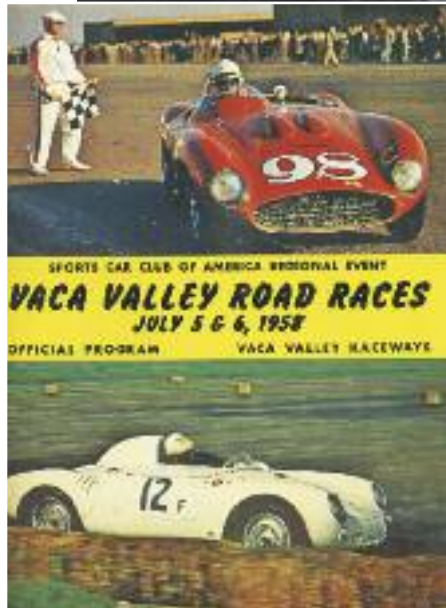


The Porsche Race Car Classic’s whimsical poster showing a 550 on Highway 1. Klein’s Spyder is the only one that actually drove that route.



The car was loaned to the Beagle family for the wedding of Eldon’s granddaughter. She had hoped for a VW bus for the wedding party and asked if Steve could help find one. He couldn’t, but he offered 0088 instead and they were flabbergasted.





Above: Eldon Beagle at some of the typical airfield races in northern California. **Left:** Beagle's 550 was used on the cover of the Vacaville 1958 program even though it was now driven by Erv Lehr. Vacaville was a flat track built as an oval in 1958 but with a road course option partly outside the oval. **Below:** Leon Robertson, probably at Pomona just after buying the Spyder. He also raced at Vaca Valley, Stockton and Palm Springs.



mann, the Porsche West Coast distributor. Then, Klein started chasing down anomalies in Spyder history. Many accounts had Beagle racing chassis 0033. When Klein started researching that car, he found that 0033 had spent its active racing years in Europe, not California. So why was Beagle associated with 0033? As best as he can figure, someone who was writing about it was using a typewriter with a bad 8 key, making 88 look like 33. As time went by, the wrong number became a matter of record. Once Klein got verification from the Beagle family that – in fact – Eldon Beagle's car was 550-0088, not 33, he was sure: his was the car in the picture. Though he had painted the number 88 on his car as a tribute to its chassis number and to his dad's friend Jack McAfee, he repainted the numbers to the more Beagle-period-correct number 12. The circle closed a few years later when Klein lent the car to the Beagle family to use in a wedding. "A real nice bunch, the Beagles," says Steve. "I met Eldon's wife Virginia, and had them all autograph the firewall behind the driver's seat."

More digging revealed almost all of the car's California history. Eldon Beagle raced Spyderys beginning in October of 1955, graduating from a Hillman Special. In 1956 he raced at least 17 times, with 8 of those being podium finishes, although there were no wins. Carrying the number 12, two of his races that year were in Salt Lake City, with the most being in northern California, plus three in Nassau in December. In 1957 he campaigned the car in nine California races and again at the Nassau Speed Weeks. The Nassau racers were ferried from the mainland to the island, but the Beagles drove the car across country from California to Florida on top of a pickup truck bed.

The Spyder was then sold to Erv Lehr, who raced the car from March to November 1958 with the numbers 212, 2 and 21. Lehr sold it to Leon Robertson, who raced during the 1959 season and in March of 1960 in California. His numbers were 227 for two races, then 127. From that point, there's a gap of about five years during which Klein can't trace the car, though he knows it was licensed in Sacramento. It's likely its racing career was over by then.

From there, Loren Patrick owned it, followed by Robert Oliver before selling to the O'Hares. From then on, it's been Klein the whole time.

Though he had always appreciated its "cool factor," finally knowing the car's history gave Klein an entirely different appreciation of it and its place in the Porsche world. Because the car carries several of its racing "imperfections," rather than being perfectly restored, Klein says he's endured many turned-up noses. "But, once I learned its history," laughs Klein, "I returned the nose-up attitude back to a few of them." Of course, now, many collectors are more interested in the original cars than they are the restored cars. What's that about "he who laughs last..."

Like everyone who's seen the steep rise of Spyder values in the last couple of decades, Klein is a little shocked. Though his car came with a pushrod engine, he always aspired to putting a 4-cam back in it, but found the prices out of reach. Eventually, he and a friend partnered on a 547/1 Carrera motor, though it has yet to find its way into the car. Along the way, the original roller-cam Super gave up (don't worry, he kept it) and the car has been motivated by a 912 motor for the last several years. Eventually, he bought his partner out, and hopes to rebuild and install the four-cam once he retires. ➡



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Because it's so valuable, people think he's nuts to drive it. Klein has the best answer: "Every drive in the car feels like the good old days. So, I have to drive it."

Despite having several very large offers tendered his way, he has no intention of selling. "It's a family heirloom and was Dad's favorite car. It's my soul. If I sold my soul, what would I replace it with?"

Good point. 🚗



The battle scars from SCCA racing are real, the decals on its flank are repros that Steve had custom made. The Nassau plate is an original given to Klein by the Beagles in gratitude for loaning the car for their wedding. Under the skin, many of the car's original components are as original; even the trailing arm brushes are intact. The original belly pan wouldn't fit a pushrod engine and was gone when Steve got the car. The early Carrera 547/1 engine that needs a full rebuild. A blocked oil galley to one of the intake cams makes it too risky to try to run. The steering box was replaced with a ZF unit because the original had a tight spot. The original front 60mm drums were also swapped for 40mm because the 60s won't fit inside the 15" rims that were on the car.



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A visit with Dick Pike

Long-time readers of *356 Registry* will recognize the name Dick Pike as the author of an irregular series of technical articles named "Case Drips." Dick, a self described "cheap Yankee," was very creative at fashioning 356 tools from common garage and hardware pieces. And because he was a master at sharing his ideas and tips, the average non-mechanical 356 owner could learn to fashion these tools also.

Interspersed with his technical articles, over the years Dick also shared his efforts to restore his 1958 Speedster 84620. A summary of this odyssey was retold in volume 35-6.

Dick and I have been friends since meeting in college in 1960. Through our shared passion for sports cars, we became regular dinning friends on almost a daily basis at the college cafeteria. After graduation our paths diverged but we always remained in touch. Whenever Dick returned to his New England family, or my travels took me to the west, we made a point of reconnecting.



Dick got bitten with the 356 disease in the early '70s and when I made the 356 plunge in 1977, Dick was the first person I called to share the news. The first words out of his mouth on that phone call was to tell me to be sure that I join the Registry.



It had been three years since our previous visit and during July, I had the opportunity to make one more visit with Dick. Unfortunately, Dick's story telling and humor has now been stolen by the onset and progression of Alzheimer's, first suspected in 2011.

Never-the-less Dick was able to remind us to KTF. **Jeff Leeds** 🚗

Kings Head Klassic



The second annual Porsche meeting at Bradwell-on-Sea, Essex, UK. organised by the proprietors of Karmann Konnection, our supplier of 356 parts and local Stoddard stockist, was blessed with ideal weather.

We had quite a good turn out of 356s, with drivers arriving from the Midlands, up the East Coast and several from Sussex/Kent as the venue is only forty five minutes from the Dartford River Crossing. The Faithful, as is their nature, took the opportunity to chew fat and kick tyres, of course. The event itself is purposely kept low key, with no concourse or gymkhana features, but the catering and background music were spot on and the mixture of classic models of all years was just right.

We must thank Angie And Richie King with their willing crew for a lovely day out, and for welcoming especially those members of our Spring Drive "riseau" who made it there.

Richard East 🚗



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Mix and Match

A Carrera GT emerges after 46 years, and long lost engines find their original homes

Stored in a leaky garage for a half century, this Carrera coupe is now back on the road. Here's its story told by the key players.

Right: Parked on the street in the late 1960s. Alan Ribner recalls, "A lady had backed into the front of the car while trying to park when my dad left it for a moment as he ran into a store. He was so upset he immediately added the vertical bumpers front and back to the car as a defense to New York City ownership."



The owner

Below: Alan describes the Carrera's storage space: "The Brooklyn garage was packed floor to ceiling with all kinds of automotive treasures and junk. It was like the famous old radio program, Fibber McGee and Molly's closet... except it was all car stuff. There was a 1908 Aero-car, a 1966 Triumph Bonneville, and a whole bunch of car parts and engines. There were even doors to a '60s-something Peugeot 404. My dad never threw anything away. But he always said the Porsche was his favorite car."

My dad, Daniel Ribner, was a total car nut. But as a father of four, he had little time for non-family stuff. He bought the 356 from a guy who did some racing at Bridgehampton Raceway on Long Island. My dad lived in Brooklyn and had a store in Manhattan. He got great joy from setting his stopwatch and pretending to race to his place of work. The car had racing slick tires and an open exhaust at the time. It was crazy loud! The neighbors would get mad when he would get back home around 11 pm at night. When they started calling the police on him he would shut the ignition off a block away and coast in.

I have great memories of being in the car for my Sunday morning ride as a six-year-old. I remember one time when he rolled up to a traffic light next to a family in a giant car of the day. They were probably on their way to church. Since the car would foul plugs if the revs dropped, he sat at the light next to them rewing the hell out of the engine. Those people looked horrified! They probably thought this sicko wanted to race them.

Sometime around 1969 he heard a sound that he thought might be the roller bearing crank starting to fail. Not wanting to hurt the motor, he parked it. Upon inspection it turned out to be a clutch noise, but it never left that garage again. Until now, of course.

Alan Ribner

The restorer

This story starts in 2013 when I became aware of a GT Speedster that was purchased by David Foster in the USA, who then exported it to London for restoration. The car was in very poor shape and David stopped the work on it and offered sell it to me. I flew to London and inspected the car and its non-matching 4-cam engine.

I bought the car and shipped it back to our shop (European Collectibles) and restored the car.

Fast forward a few years and David emails me that he's been contacted by Alan Ribner who owns a 1958 GT Coupe. Alan had inherited the coupe from his father and researched the 4-cam engine number which he believed was original to his car.

It turned out that it was the engine from David's GT Speedster that I had bought and restored. David gave me Alan's number and I let him know that I had sold the GT to a good client of mine. Alan told me that the Speedster had raced at Bridgehampton New York and was involved in a serious accident on the track. Hodge Brush was driving the car and lost his life in the accident. He had been a very successful driver in his previous, first year of racing.

Alan's father's GT coupe was also raced at Bridgehampton at the time, and we think that after Hodge crashed, the Speedster engine was removed and later installed in the GT Coupe. Alan had no intention of selling the coupe and was trying to find its original engine. I let him know that I would help him try to find the original engine, and we agreed on a possible trade if we were lucky enough to do so.

Fast forward a few months and Alan decided to sell the car. When the word got out, he was contacted by many brokers and buyers for the coupe. I was lucky to have had a good relationship with him and purchased the GT with its non-matching 4-cam engine. I sold that engine to the owner of the GT Speedster which made it a matching-numbers car. Now all I had to do was find the matching engine to the GT coupe.

We cleaned up the GT coupe and took it to Monterey. Michael Doyle—who helped write the book on 4-cams—saw the car and couldn't believe it; it was a true reference piece, original paint/interior Carrera GT. Michael has two GT's he's restoring and he proceeded to take photos of every part of the car. When he went home that night and looked up the VIN he realized that he had the original engine to the GT coupe. The puzzle was now complete.

I was actually offered the GT coupe that Michael had a few years ago and turned it down; too much of a project. If I'd bought it I would have had the engine to what is now Gregg Blue's 1958 GT Coupe. Wonders never cease.

Nick Clemence



The buyer

How did I end up with what is possibly the only unrestored 1958 GT Carrera coupe on the planet? My story begins about 20 years ago when I met Nick Clemence from European Collectibles on Maui. I was the president of our local community association and Nick had bought a few acres of land and was planning to do a subdivision. He needed to come before the community and explain what he was going to do. We met and realized that we both surfed and loved 356 Porsches.

Over the next few years Nick joined me surfing in Indonesia and I met up with him in Fiji and Mexico. We were surf buddies first. I had put a rental house up for sale in Maui in 2008 and gave Nick a call to ask him if he knew of any Carrera Speedsters for sale. He told me he had just bought Bob Kirby's 1959 GT Speedster from Kirby's former mechanic. I said I was all in and paid him when my house was sold.

Over the next few years I bought and sold quite a few cars from Nick's and Chris Casler's dealership in Costa Mesa. Whenever Nick would find a juicy car he would send me photos and share it with me. Early this year he sent me photos of the GT Coupe being pulled out of a garage in Brooklyn, New York.

The car was put away in 1969 with the owner thinking it had a rod knock in the four cam engine. I was drooling all over that car but knew I'd never be able to afford it. Fast forward to March of this year. I was visiting my brother and we decided to go pay Nick a visit. It was then that I saw the car for the first time in front of me. It was a pretty intense emotional experience to say the least. I told my brother the story about when Nick first sent me the photos and how it was too bad that I really couldn't afford the car. We finished up looking at the other cars for sale and before leaving Nick and Chris Casler walked downstairs with us. I mentioned again what a bummer it was that I was missing this vehicle.

My brother looked at me and said, "Gregg, you've got the assets to buy this, you just don't have the cash." He was right because I did have a couple of more rentals on Maui. He looked me in the eyes and asked me, "Do you want the car?" I looked at Nick and Nick looked at Chris and Chris looked at me and I looked at my brother and I said, "Sure I want the car." So I turned to Nick and asked him how much he wanted for the car without the engine. We agreed on a price and my brother told him he'd have the money there in the morning.

Now I owed my brother all the money for the car so when I got back to Maui I put that other house up for sale, and it's since been sold. Call me Mr. Lucky.

We entered the GT coupe into the Great Race in June and were the only Porsche out of 110 cars. I then got accepted into the Colorado Grand and Chris will be my co-pilot. I'm leaving the car on the mainland at Nick's and plan on doing a couple of events a year. Every time I drive that car I put my foot totally into it and I am amazed at how I can push the limits.

The ultimate bonus of having a car like this is I never have to wash it or worry about getting a door ding, just jump in and take off. All I need to do now is find a GT block and trade Michael Doyle for my GT's original engine. (See engine number note at right.) Stay tuned. 🚗

Gregg Blue

The coupe's engine came from the wrecked Speedster driven by Hodge Brush at Bridgehampton in June of 1958. Brush was a neighbor of Harry Blanchard, who encouraged him to race a Carrera after the young man had a good rookie season in a pushrod Porsche. The wrecked Speedster was at Blanchard's shop for a few years until Blanchard himself died driving an RSK in a race in Argentina. Later its engine found its way into Ribner's coupe.



Considering the conditions and length of its stay in the garage, the Carrera was in decent condition when it was sold to Nick Clemence.

Help Gregg get his original engine back! He needs a GT block or engine to trade for his car's original engine. 547/1 Engine/Case, first 2 numbers are 90, looking for these last three digits: 762 through 899.

The 2017 Great Race



By Gregg Blue

The Great Race route went from Florida to sponsor Hagerty's hometown of Traverse City, Michigan over nine days. There were roads of all kinds and small towns for lunch and dinner stops. In Sault Ste. Marie, Michigan the Soo Theater marquee looks as original as the Carrera. Gregg's 356 was the only Porsche in the event and did our marquee proud.



Daniel Ribner thought he heard a rod knock in his 1958 Carrera GT Coupe, so he put it in his garage. The year was 1969. In 2017 his son Alan decided to take it out of the garage.

The weather in Brooklyn, New York was kind to the car and there was only some surface rust from debris and moisture on the front of the car.

My good friend Nick Clemence from European Collectibles was able to purchase the car from Alan and I was the lucky guy who ended up with it.

What to do with a 60 year old car?

I decided to drive it in this year's *The Great Race* and we prepped the car as best we could. We rebuilt the tranny, cleaned the 80 liter fuel tank, installed new brakes and tires. We made sure all the systems were functioning - or so we thought. I had never run a timed rally before, but there was a set of Heuer rally clocks set into the glove box door from back in the day. This was a good sign as far as I was concerned.

I put in a call to my best high school friend and surfing buddy Loyal Wise in San Diego who is a retired accountant and asked him to be my navigator. We met up in Jacksonville, Florida on June 21. The first scheduled practice run was on the 23rd and we drove out to the starting point and turned off the car.

Two minutes before our starting time I cranked the engine but it wouldn't start. We determined there was no power to the coil so I ran a hot wire from the regulator and headed up the road to a repair shop.

We had to run a wire from the ignition switch out the door and along the rain gutter into the engine compartment to the coil. We were good to go.

The truth about rallying

Following the rally instructions on where to turn and what speed to go takes intense concentration, to say the least. My rally speedometer was mounted right above my steering column and I guessed that I had to look at it every two to three seconds for 8 to 9 hours a day to make sure my speed was correct. Getting the speedometer calibrated correctly is a whole other story as you have to maintain exactly 50 miles an hour for anywhere from 30 to 60 minutes which is a real challenge. We were totally exhausted at the end of every day.

I made an agreement with Loyal that when we made mistakes we would laugh, as it would be a learning experience with no blame or shame. The first day we did really well with most of the times for different legs varying from one second to one minute. I thought we were doing great. Every lunch and dinner time we would pull into a different town where each car would be announced. We would then line up on the streets for about an hour and have lunch or dinner. Hundreds or thousands of people would be on the streets pouring over the cars and talking story with the owners, which was really fun.

The roads we traveled were all rural and in great condition with beautiful scenery. Sometimes when we missed a turn and had to make up time we would be flying through the cornfields at about 65 miles an hour. Making so many mistakes enabled us to have so much fun it was incredible. The only other breakdown we had was in Auburn, Indiana where a leaky rear axle seal was fixed in the RM garage which was open to us that evening for any repairs (good karma). AutoZone had the seal for \$22.



	1	2	3	4
17	8:59:00	10:58:15	10:56:19	11:24:16
18	55:35	55:19	54:16	54:16
19	55:35	55:19	54:16	54:16
20	55:35	55:19	54:16	54:16
21	55:35	55:19	54:16	54:16
22	55:35	55:19	54:16	54:16
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24	55:35	55:19	54:16	54:16
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80	55:35	55:19	54:16	54:16
81	55:35	55:19	54:16	54:16
82	55:35	55:19	54:16	54:16
83	55:35	55:19	54:16	54:16
84	55:35	55:19	54:16	54:16
85	55:3			

A large crowd of people is walking down a street lined with vintage cars and buildings, likely during a parade or festival. The scene is vibrant with many people in casual attire, some wearing hats and sunglasses. The street is filled with classic cars, including a prominent green car in the foreground. The background shows colorful buildings and flags, creating a festive atmosphere.

Photos courtesy Gregg Blue
and The Great Race.

356 Club Concours

By Miles Richardson

Photos by Rex McAfee

Six a.m. on a Saturday in July. Early enough that most folks were still in bed enjoying their rest after a long week of work, but quite a different story for those participating in this year's Annual 356 Club of Southern California Concours. Diehard 356 enthusiasts had been awake for hours handling last minute preparations in anticipation of the day's events. For some, the early morning already consisted of hours of driving from the farthest reaches of the state (and even out of state), finally approaching the starting lineup. One thing was certain: this year's event would not disappoint!

Previously held in Dana Point, 2017's 31st annual concours participants displayed their cars on the picturesque landscaping of Central Park in Huntington Beach. Often referred to as "Surf City USA", in addition to the killer surf, Huntington Beach would be popular for another reason that day: hosting possibly the largest "356-only fully judged concours" in the world.



It was a family affair - the German air-cooled automotive family, that is. VW's 911s, 914s and even replicas were welcome. Here Trevor Gates directs traffic at the entrance to the park.

Although the event is geared towards 356s, the gathering was not solely limited to the earliest of Porsches. All Porsche relatives were invited to grab a spot on the lawn. Several different models from 911s and 912s to 991s and everything in between showed up for display in more colors than that 64-count box of crayons every kid envies, creating one of the most impressive displays of Porsches to assemble at any time!

Excitement grew as the cars lined up by class and the sun rose over the quiet grounds of Central Park. The scheduled events kicked off as in years past with the singing of our national anthem, followed by some quick last minute detailing before judging commenced. No participant would ever think of arriving without their detailing bag of tricks; everything from lint rollers and glass cleaner to cordless handheld vacuums and portable air compressors helped create that spotless showroom shine.

This year's concours included judging of six different classes for 356s: Wash & Shine, Street Concours, Full Concours, Outlaws, Carrera and Unrestored, in addition to four additional special categories for other models including Best 911, Best 912, Best example from the R Gruppe and

Best Overall Display. Participation included Porsche examples in every stage imaginable such as works in progress, daily and weekend drivers, very well preserved originals, all the way up to nut and bolt restorations. Each had its own unique story, and enthusiastic owners willingly shared every little detail of their beloved car's colorful history.

Again for 2017, John Willhoit of Willhoit Restorations assembled an impressive team of concours judges that included some of the most experienced, knowledgeable individuals in the industry who volunteered their time. They worked tirelessly and diligently to ensure every last car was judged, and every owner was given invaluable feedback. Anybody lucky enough to be within earshot of these Porsche gurus as they judged vehicles in each class would have been treated to copious amounts of history, trivia, tips and inspiration to owners in their endless pursuit for perfection.

As the day progressed, attendees were treated to an elegant selection of smooth jazz, inviting them to grab a spot under one of the park's many well-shaded trees for a rest. The relaxed atmosphere offered plenty of opportunities to take in the sights, enjoy the cool beach breeze, and have a picnic with friends and family. Central Park is also a popular scene for locals going for a daily jog or a stroll with the pooch. This Saturday was different though, as an eye-catching display of several rare little coaches caused most to extend their exercise routines to marvel at these unique vehicles and snap a few pictures with their smartphones. I even overheard one passer-by ask a 356 owner, "Are they like a special kind of VW Bug, or are those Karmann, whatever they're called?"

As mid-afternoon grew near, awards were handed out to participants in each category. This year's 356 Club Concours event hosted over 200 356s, and over 300 Porsche cars in all! Central Park proved itself as an excellent host for the 2017 Concours, and the 356 Club of Southern California is already looking forward with plans for its 2018 event. With Huntington Beach being right in the heart of the SoCal car obsession, hopefully events like this will grow in popularity and help spark an interest in the next generation of 356 enthusiasts.

Please plan to join us for next year's event! 🚗



The park had plenty of trees, or you could find some shade under the solar panels at the adjacent Huntington Beach Library. Three winners at left: from top, Wil Mittelbach (unrestored), Alan Surgi (outlaw), and the author (wash & shine).

Class	Results	Entrant	Street Concours		
			Early -1955	1st	TJ Grewal
Best Display		Hal Thoms	Early -1955	2nd	Jim Scrimger
Outlaw	1st	Alan Surgi	1956-59 Open	1st	Kent Newmann
Unrestored	1st	Wil Mittelbach	1956-59 Closed	1st	Mike Benson
Carrera	1st	Chip Perry	1960-61 Closed	1st	Steve Hoskins
Full Concours	1st	William Tripodi	1962-63 - Open	1st	Paul Colony
	2nd	Larry Markham	1962-63 - Closed	1st	Mike Wilson
	3rd	Tom Scott	1964-65 - Open	1st	Chris Casler
Wash & Shine	1st	Miles Richardson	1964-65 - Closed	1st	Victor Triana
	2nd	David Ross	Best 911		Dave Eck
	3rd	Mitch Kussoy	Best R Gruppe		Ray Crawford
	4th	Ted Hirth	Best 912		Fred Nolte

Below left: Willaim Tripodi took first overall in full concours with his gorgeous red roadster.

Below right: TJ Grewal took first in Pre-A street concours. Bottom: Plenty of variety on the field.





Kristina Cilia takes us on a visual tour of the 12th annual gathering at Dave Brubeck Park in Concord, California. On August 6th, hundreds of air-cooled VWs and Porsches showed up for a laid-back day of enjoying the cars, the people and the weather.

Norcal Treffpunkt



Far left: Wax and polish is not required to attend this event. Left: Room with a view. The deluxe VW vans from the 1960s offered windows and wide-open spaces. Just about every type of vintage VW was on display. Above: Some of the fun of this low-key event is playing "name that car". This is the Soviet answer to motoring needs, circa 1952. An IFA F9, it was built in East Germany. Behind it is a DKW/Auto Union "Schnellaster" bus from the same period, and precursor to the modern minivan.





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Emory Campout Reunion

Photos: John Hearn and Ken Ito



Gary Emory and his family once again hosted Porsche campers at his place near McMinnville, Oregon where he lives and runs his Parts Obsolete business. On Friday July 14th, enthusiasts from all over the country arrived and "LeMans" was shown in a barn. Saturday saw around 500 people on site to see the cars, sample Kona beer and and enjoy a barbeque.



Camping, 356-style. Right: Steve Terrien's polished 550-0141 got some attention on its arrival.



Ken Ito photo



Ken Ito photo

Larry Markham's famous oil filter beer steins were put to good use by this group. Joining Larry (third from left) were Joris Koning from The Netherlands and two Florida suspects in the middle, Jerry Henning and George Dunn (who with his wife Patricia drove his C cabrio to Oregon and back - 7100 miles).



Joris made margaritas on the gas-powered blender while brats cooked on Larry's 356A tank grill.



Ken Ito photo

Top: All kinds of Porsche were on display Saturday, including a 356 Outlaw that Rod Emory drove to the event from his shop in North Hollywood. The VW-fendered custom trailer carried his bike, which he used to cruise the grounds all weekend. Up from Tucson with his 1953 Porsche-engined aluminum racer was Chuck Croteau and Gary was there to greet him. **Below:** A catered Saturday dinner was enjoyed by hundreds in the shade of a pavilion on the property.

Rod Emory gave rides to the kids in this VW window van, and on Saturday announced the winners of several raffles from its sunroof. Rod noted there were 750 people and over 300 registered Porsches on hand. **Right:** The Speedster carousel was filled with kids of all ages. (See the article on Bata Mataja in volume 40-6, March/April 2017.) **Below:** The nearby Evergreen Air and Space Museum attracted many of the campers. In the museum, Howard Hughes' Spruce Goose dominates the space. Sunday's activities included a swap meet and farewells as hundreds of Porsche fans hit the road for home. There is a strong rumor that the 20th Campout will be held in 2020. 🚗



Ken Ito photo

Hank Kramer



By Gordon Maltby



Hank is a long time member of the Registry. Above, waiting for a turn to run the autocross at the Cleveland Holiday.

I met Hank Kramer at the East Coast Holiday in Cleveland in 2010. He was solo in his B Cabriolet and since I was also on my own and in a newer car, we bombed around in his 356. We did the autocross, tours and open houses—which were spread over quite a large area—so we had plenty of time to talk. Hank had recently starred in a video on IFC called “Welcome to the Family”, a series of short takes on people who owned Porsches on the occasion of the Panamera’s introduction. From that film I already knew he was an avid skier and bicyclist, and that his family was pretty central to his life. What I could only have discovered in person was an incredibly positive attitude toward life and a tendency to punctuate every statement with a toothy smile. You can’t not enjoy talking with Hank.

His wife Pat passed away in 2012 after 49 years of marriage. She was an accomplished musician and had won a Woodrow Wilson National Fellowship Foundation Award to pursue graduate work at the University of California Berkeley, where she met Hank at his drug store. They were partners in both business and in ensuring their children had the best possible education. In each, they were successful and through all the changes over the years there was one consistent element in their life together: a white 356B Cabriolet.

I spoke with Hank at another Ohio Holiday, this time in Akron in 2016. Here’s his story.

I grew up in Oakland and went to the U of C at Berkeley, then the U of C Medical School of Pharmacy in San Francisco. I spoke German (my parents were German-Swiss, but didn’t speak it at home) and I had taken a year of the language at Berkeley. I was working to save money for a trip after graduating, when I met a German me-

chanic. We started a VW repair business together: he was the inside guy doing the mechanical work, and I was the outside guy, distributing flyers on all the Volkswagens in the area from my motor scooter. One of the cars he worked on was a Speedster that was wrecked, and it intrigued me. I was able to save enough money to buy a ticket to Switzerland in 1958, where I visited my grandparents. They took me skiing for the winter season, and then I went to Geneva and bought a Vespa, and used that to travel all around Europe. I just went everywhere for a year and a half.

When I got back to the Bay Area I worked and bought a drug store. In the winter I would go skiing in an old Ford that I had until it blew up. Needing a car, I went to my accountant and said, “Jim, I want to buy a Porsche.”

He told me, “Hank, you can’t afford it.” I kept working and a year later he said, “You can buy a new Volvo.” So I bought a Volvo and I hated it. After a year I explained to him that I hated the car and asked him again if I could buy a new Porsche. He said, “Yeah, you’ve kept your nose to the grindstone, you can afford it.”

I had considered British and Italian cars, but I liked the look of the Porsches. They were beautiful. I ordered a new 356 Cabriolet in October of 1962, and I met my wife in the drugstore a month later. On the second date I proposed to her, and she told me she wanted to think about it. We were both engaged to other people at the time; her fiancé was overseas and she wasn’t very happy with him.

On the third or fourth date, we were in San Francisco dancing. She looked at me and said, “I will.”

I said, “You will what?”

“I will marry you.”

I picked up the car in December and we were married in January. And then we started a family.

Gordon Maltby: Tell us about the car. You ordered a white cabriolet?

Hank Kramer: No, I ordered a red car because I was single and I thought it would attract the chicks. That was the whole idea.

And how did you end up with a white car?

They left my red car on the docks in Hamburg, and mis-shipped the white car.

How did the dealer explain that?

It was... awkward. But I had met the love of my life. I didn't give a damn about the color anymore.

So... you already had the chick, and you didn't need the chick magnet.

Right. I was also going to buy a condominium on the water with a sailboat slip underneath. I was going to live it up, but all those plans changed. My wife was the first woman I met who didn't run when I said I wanted to have six children, and we started a family after a year.

When we first had the 356 she and I would go up to the wine country and buy cases of wine that we liked. A friend had a liquor license and we could buy at his cost. But after the kids came, a case of wine was a pair of shoes, so we changed priorities.

It was very interesting running a business. At one point my help in the drugstore decided they wanted to join the union. I did not want to mess with the union, so my wife came to work in the store and the girls left. She was very bright and it didn't take her long to become my right hand person. Later, we had to relocate our business. Safeway was opening a store on the block I was in, but they didn't want to pay me anything so I told them, "I'll just stay here."

There was a green stamp trading store across the street and finally they gave me enough money to move into this beautiful, larger building, but we also had to take out a sizeable loan to do it.

Did you take a lot of long trips in the 356?

Not after the fourth child. We had five kids in six and half years. The 356 was our only car through three kids. They would all be in the back jump seats with our German Shepard, our suitcases on the luggage rack and later, we had a small trailer. Once we were driving down Highway 1—a really fun road to drive—and I was enjoying myself when our son threw up all over my wife. She looked at me and said, "I've had enough of this togetherness, I'm not going on vacation in this car any more."

So we bought a 12-passenger Dodge window van where every kid had their own window, no fighting and plenty of room for everything. But we kept the 356.

In 1973 during the gas crisis, gas was expensive and hard to find. The van became our gas station, we'd siphon gas out of it for the 356, which we drove. We would take the car skiing, to Squaw Valley, Heavenly Valley, Sugarbowl. After a few years my wife decided white was a bad color to



From top: Skiing the Swiss Alps, spring 1959. On the drive to Bergen, it snowed on Hank's heavily-loaded scooter. With a host family in Sweden where he worked for a week baling hay during the summer of 1959.

Left: Taking photos in the Swiss Alps, February, 1959. Note the custom pants.

Below: Heading for the Adelboden in Switzerland, with his "fahrzeug", skis and a friend, February 1960.





From top: Working in a friend's pharmacy as a student, 1955. Hank's drug store in Oakland. Newlyweds and their new car. Heli-skiing in 1978; waiting for a ride.



have in the snow, so we painted it Audi orange so it would show up (which we changed back again to white, later).

GM: How did you end up on the East Coast?

I'm a ski fanatic. I started helicopter skiing in the middle sixties. I would go to British Columbia and Alberta and ski for a week, and I made a lot of close friends doing that. In about 1972 my wife went on a skiing trip in the Sierras with the kids and she had a lot of time to reflect. When she returned she told me, "I don't like California, I don't feel safe here. I would like to get out of here, but when you go skiing, I want you to talk to your friends and see if you would be willing to leave California." I had just paid off the drugstore. We took an inventory of our lives, debits and credits, and decided that we had too many debits in California. The schools were better in Elmira, in New York. There were enough reasons to leave.

I tried to sell my store and I couldn't, so I made a deal with the pharmacy a half a block away that we would have a going out of business sale and he would buy all my "residue", in exchange for my prescription files. I also found someone to take over the lease of my building, so we were free.

We made plans to move east to Elmira, New York, near where my wife had gone to college and her family lived. We bought a house over the phone, sight unseen. In May of 1974 I drove a U-Haul truck with all our possessions, towing the Porsche. We had lived on two acres on a hill above Oakland in California with lots of room and in New York, the neighbors were just a driveway apart from us. We lived there a while and I got a call from the bank; her family's business was in trouble and not making mortgage payments on their rural property. Would I be interested in taking it over? So, we bought the farm. Literally.

Did you open another drug store?

I also changed careers. We bought a paint and decorating business. My wife asked me, "What do you know about this?" I said, "Nothing." But I was willing to learn. I *had* to learn - I had five kids to support. Part of the business could be contracting to do interior finishing. I had a couple of union carpet installers working for me and I told them I wanted to learn the trade from them. I became a certified union carpet installer and we did a lot of commercial work in the area for school districts, IBM, Cornell and Corning Glass. Profit margins were low but I was able to make enough to support the family because I put my own labor in. I liked what I was doing, it was a complete change. I also learned paint - how to mix, how to match, the quality differences. I would do outside sales, which made me happy because I didn't want to be cooped up all the time. I had a balance between inside and outside, and I pursued that for many years.

I used to get up early in the morning and play handball with a doctor friend. It was out in the country and one morning I came around a bend in the Porsche and the whole road was covered with deer. I had nowhere to go, so I plowed into them. Prior to that I had a local mechanic work on it and he screwed up the engine. So I had to park the 356 for about sixteen years, I didn't have any money to fix it. I stored it under our store, enclosed, then in friends' garages. It was parked in a lot of places but always under cover.

We moved our operation closer to home because my wife wasn't comfortable with the 20-mile commute, especially in the winter. She put a sign on the store wall that said, "My two daughters and my money go to Cornell." She also told me that when the last kid graduates, "I'm out of here." Our last daughter graduated from college on a Sunday, and on Monday we closed the store. Our five kids all went to college; we had three at one time at Princeton, Cornell and NYU, and then two at Cornell and Ithaca College. We told them, you shoot for the top, we'll make it work somehow.

I was commuting on a bicycle 30 miles and I would get home at 11:30

and 12 at night. I would have to leave at 6 in the morning to get to work at 9. Sometimes my wife would meet me halfway with a bicycle rack on the car. Once, pedaling along I was thinking, wouldn't this be nice on a motorcycle? I came home and said to my wife, "What would you think if I bought a motorcycle?"

She said, "Go ahead."

Sometime later I asked her, "You never really liked motorcycles, so why did you say go ahead?"

"I knew damn well you would get one anyway."

I bought a 1980 Yamaha Maxim 650. I still ride it.

My knees started hurting from laying carpet, so in about 1990 I went back to being a pharmacist, in a chain store. But the business had changed. When we had first moved there, one of my plans was to have a diabetic education school. Now being back in the pharmacy business, I took a curriculum on how to be a diabetic educator, which was grueling, much harder than pharmacy school. I was in the process of converting a building near where I lived into a school, and I was giving away my services free to my drugstore customers. But I saw there was no interest shown by these people, they didn't want to go the extra mile to maintain their health and get better. So that cancelled those plans. I worked in the pharmacy until I was about 76. My wife was diagnosed with Alzheimer's disease and we decided to remodel our farm house for easier care. I hired aides to help care for her, as I realized if I tried to do it myself it would have taken a huge toll.

And the 356 during all this time?

It took four or five years after all the kids graduated (plus a wedding - we had to sell a piece of property to pay for that) that I was able to start saving money and start work on the car. In about 2003 I inquired around about somebody who could undertake the project. Dick Hyland in New Jersey agreed to oversee the process; the painter, the bodyman, the upholstery, the mechanicals. It was finished in about 2008 and Porsche did the video "Welcome to the family". When I got it back it was like a new love affair. I let my son drive it and he was in heaven. He had never driven it but he knew how to drive a stick. He was grinning as hard as he could.

When I realized my wife was withdrawing because of Alzheimers, I looked for ways to socialize her. I joined the Finger Lakes PCA Region and took her to a lot of the different events, including the race track. She loved it. The people were very hospitable and kind, she felt wanted and really enjoyed it. I also got her to ride my motorcycle, something she would never do before.

And you've been driving the 356. You've been to at least three Holidays with your "new" car. But I noticed there was some parking lot engine work going on yesterday here in Akron.

It's been a big problem maintaining the car. That's why I trailered it to Cleveland in 2010, and I just limped here. One of the problems was a simple thing, the points were wearing because the distributor wasn't lubricated, and the return springs were worn. The guys here (Bob Garretson, Curt Dansby) picked up on that right away.

Yes, at any Holiday there are always qualified people ready and willing to help with mechanical problems. I'm glad they were able to get you rolling, and I hope there are a lot of miles ahead for you in the Cabriolet. 🚗



Hank takes a granddaughter on a ride aboard his Yamaha. He still rides and has lately taken up windsurfing.



Vimeo.com

Hank Kramer on the IFC Network at Vimeo.com

"I had five kids. That to me is the greatest success in my life. I'm in heaven now; I have seven grandkids. Absolute heaven."

In 2009 Porsche commissioned a series of short movies to celebrate the introduction of the Panamera to the Porsche family of automobiles. Entitled "Welcome to the Family", they featured Jeff Zwart, Freeman Thomas and Jerry Seinfeld among others. One of those others was Hank Kramer, who tells his story of traveling across Europe as a young man. "I went from Wales to Russia to Lapland, Norway to North Africa. I just wanted to see everything I could see."

The video introduces us to Hank and his family, including his daughter who notes, "He will not tolerate the vanilla life. He wants the challenge." Hank gives us his own take on life as well:

"I never made a lot of money, but I enjoyed what I was doing. The goal was not to get rich, it was to do what I was doing, the best I could do, and enjoy it." Check it out at vimeo.com/7070130.

In May of this year, Hank began a new career as an Innkeeper. He and his friend Gisela are offering an A-frame on his property through AirBnB. Close to Watkins Glen track, it has been very popular. Look up "Kramerhaus" in Montour Falls, NY on AirBnB.com.



The Solitude Revival 2017

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Racing machines return to Porsche's Heimat!

There was anything but "solitude" at the 2017 edition of the Solitude Revival! The roar of racing engines pervaded the scene all the way from the valley where the famous Bosch/Mercedes timing tower presides over the start-finish line, through the nearly 12 kilometre track on closed public roads that climbs and descends through the forests on the edge of Stuttgart over the weekend of 22-23 July.

Looking back, this same track was the scene of major motorcycle and automobile racing from 1903 to 1965, including Formula One in 1964 and 1965 (won by Gurney/Porsche and Clark/Lotus, respectively). Of course there were also many sports car races that tended to be dominated by the local boys with Porsches.

That wonderful history is now commemorated every two years with the Solitude Revival. Over 300 racing cars and motorcycles descended from all over Europe to join in this demonstration, which is presented at real racing speeds. The rule says you can pass any car but the Pace Car (the latest 911 hot rod, so good luck with that) which means you can really let your steed loose and enjoy some dicing with other cars, all to the delight of the crowd of more than 10,000 spectators. (They used to get up to 250,000 spectators which is one reason the racing stopped in 1965 due to safety concerns).

Another plus is the possibility to take passengers with you, which means you can share this exceptional experience with others, a rarity in these types of events.

Naturally, Porsche was well represented through extensive sponsorship and the presence of a delightful selection of Porsche Museum race cars, plus an entertaining group of former factory race drivers to demonstrate them, as most of them live nearby. In addition, ex-Porsche CEO and now VW Group CEO Matthias Mueller was there to drive the Museum's 718 F2 car (and probably any other car he wanted to).

The cars from the Museum included: a 550A Spyder of the type that Hans Hermann used to win the main race here in 1956, a 356B 2000GS Carrera GT, a Gulf 908/3, a Rothmans 962C (the 1987 Le Mans Winner with Bell/Stuck/Holbert), a 928 GT race car, 718 F2 and 804 F1 cars, plus a special group of period Safety/Rescue cars including a 914-6, 944 Turbo, and 928, presented by Recaro. Also on hand were a 917/30 Interseries car, a private 962C, a 910/6 and a 906.

The Porsche Museum cars were driven by such historic figures as Hans Hermann, Herbert Linge, Eberhard Mahle, Kurt Ahrens, Rudi Lins, Dieter Glemser, Hans Stuck Jr., plus current driver Marc Leib.



By Dennis Thalmann

From top:

- The author about to be swallowed by a 911ST and Daytona Cobra replica.

- Mathias Mueller in action with the Porsche Museum's 718 F2.

- L-R, Kurt Ahrens, Herbert Linge, Hans Herrmann reminiscing.

- Uli Bauerle's 904 with the Buzzetta Speedster, Ferrari 512M, Ford GT40.

- Thalmann and Moll 356s at the finish.





Photos by
Eberhard
Strahle and
the Author

The iconic tower at the Solitude start/finish line.

Other impressive entries included a Ferrari 512, Lola T70, 2 Ford GT40s, Cooper Monaco King Cobra, the first Lola- a prototype Mk1, a gaggle of Abarths, etc. The Pre-war grid was particularly impressive and some were incredibly quick, easily passing much newer cars! A strong field of single-seaters provided their own spectacle of speed and sounds.

356 enthusiast Uli Bauerle was there again with his 904 GTS (4-Cam) that he is known to use on the road. He also drove his Bugatti type 37A and his son drove a well prepared BMW 2002tii.

For me the most interesting 356 (apart from my own, of course) was the 1958 356A Speedster that had originally been owned and raced in Germany in 1959 by the then US serviceman Joe Buzzetta, who went on to become an occasional Porsche factory driver. I wasn't sure if it was a replica but the current German owner for the last 21 years insisted that it was THE original car that Buzzetta had owned and raced here, and that he eventually took back to the States with him and raced successfully there.

This was my 4th Revival and I participated again with my trusty 1959 Porsche 356A GT (pushrod). While it struggled a bit up the steep initial climb, it was an absolute delight through the following fast sweepers and the challenging winding descent to the Start-Finish, where I was able to pass some of the more powerful cars. There were a few other 356 race cars entered, including the SC coupe of local boy Michael Moll, whose company provided important sponsorship for the event. He also drove his Westfield Lotus 11 while his son very ably pedaled the 356.

The 2017 Solitude Revival was a big improvement over previous years' efforts. The new organizers have taken note of the feedback from participants and the public. For once, everything ran on time, even with some delays while a few crashed cars were removed. And the communication to drivers about such things was also greatly improved. The life-threatening large hay cylinders at the chicanes were replaced by much more sensible pylons, and amazingly none were knocked over during my sessions! In addition, the Drivers' Lounge and catering by the Targa Florio group was excellent.

This is a must-do or see event if you are anywhere close when it takes place again in July 2019. It's worth a special trip that could also include visits to the nearby Porsche and Mercedes Museums, Schlosses Solitude and Ludwigsburg, etc.

In the meantime "solitude" has returned to this bucolic setting. 🚗



Buzzetta Speedster with current owner Heinz Steber.
Kurt Ahrens in the Museum's 908-3.



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Above: The author makes an announcement to the group. **Right:** The LeMay front entrance. **Below:** 356s on the grass display area with the Tacoma Dome in the background. Looking from the other angle, the metal roof of the LeMay museum can be seen. The facility, opened in 2012, has won numerous architectural awards.



Right: Ruth Grabowski and Sally Danielson handled event registration. **Below:** Renee Crist (holding white hat) led the group on a tour of the museum.



LeMay museum

By Rick Danielson • Photos by Mike Thornton

On August 5, a delightfully warm sunny Saturday in the Northwest, the Gathering of the 356 Faithful converged on the grass show field of LeMay America's Car Museum (ACM) in Tacoma, Washington. It was the 31st annual gathering of the Northwest Bull Session, which has brought many 356 enthusiasts from the Northwest over the past 30 years. In recent years, the 356Group NW has moved the meeting place to various venues in an attempt to accommodate the variety of interests and stimulate more enthusiasts to attend.

This year was special indeed, as we had an opportunity to utilize the popular show field of the ACM. Situated strategically adjacent to the Museum, it gave attendees an opportunity to tour the museum with passes provided to our club from the museum. Thanks to Renee Crist, an avid 356 owner and Collections Manager of ACM, those attending were able to enjoy a unique and informative tour conducted personally by Renee. Our NW group is fortunate to have Renee on our board as our social media chairperson to enthusiastically guide...cajole...persuade...coerce... us into the social media age!

By late morning, thirty four 356s had been proudly positioned on the show field. It was a fine cross section of models and even more encouraging were a 20- and a couple 30-somethings beaming as they drove their recently acquired cars onto the field. Equally impressive was to witness several groups of cars that caravanned from four divergent compass points some 150 miles distant to enjoy the camaraderie. It was refreshing to see some cars at the event that hadn't been seen before or very often: the recently restored B cabriolet of Larry Brooks; the Notchback of Larry Amos; and the low-mileage, original-paint "preserved" C coupe of Denny and Sue Aker.

Thanks to our sponsors European Collectibles, Rillos Restorations of Kent, Washington and Squire's Autowerke of Bellevue for providing a thirst-quenching bier garden. Many door prizes were provided by the club, and two annual memberships to ACM were offered as well. Brown and Brown Insurance brokers, Hagerty Insurance and Griot's Garage generously provided more prizes. Diane Morrill and the Goodie Store donated a unique travel tool bag. Thanks to our club volunteers who so graciously gave of their time to insure fun for everyone! Watch for dates for the 32nd annual NW Bull Session. The event is truly a Gathering of the Faithful! 🚗



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At BBB, Tom Grunnah didn't have to choose between red or blue cars. He brought both. Right: The women there knew how to enjoy the event; relax in the shade.

BB&B



In 1950 road racing in North America started in the small villages of Watkins Glen, NY and Elkhart Lake, Wisconsin. Sport cars racing through and roaring around these two resort lakes and sleepy villages were then and still are iconic to auto sports. It was only fitting then, that for the 14th annual Beer Brats and Bathtubs (BB&B) on July 22nd, the Wisconsin 356 Club return to its roots where we started – downtown Elkhart Lake.

From 4 surrounding states 17 bathtubs rallied to meet and greet one another on a great Wisconsin sunny



Back to roots in Elkhart Lake

summer day with 70° and a blue sky. Combined with cold beer, hot bratwurst, cool tubs and friends what could make for a better regional event?

New this year, Julie Brenny and Marilyn Haroldson had T-shirts made up which sold out in minutes, a big hit.

Red was the color of the day as almost half the tubs were that color, holding somewhat true for the 356 era. Tom Grunnah brought two cars: his ruby red '58 Speedster with black factory hardtop and his mint '59 Meissen Blue Coupe. Dan and Barb Pankratz motored in with their recently restored '63 red coupe; they felt the casual event and liked talking to new members. Bill and Joanne Myers' silver '64 coupe always shows up and this year was no exception. After BB&B a number of 356s drove the Historic Race Circuits around Elkhart Lake on county roads which are now preserved as a national treasure (www.Historicracecircuits.com)

When the tour was done many stayed for the spectacular Saturday night festivity, the street concours. From 5 pm to 9pm this event of 100 vintage sports cars draws of serious spectators, critical judges, and fun seekers. 2017 BB&B was enjoyed by all. **Tom Spiegel, event chair**

Milwaukee Concours d' Elegance

Classic cars converged from around the USA on the lawn next to the beautiful Milwaukee lake-front August 6th, The 13th edition of the Milwaukee Concours d'Elegance was being celebrated by 150 world-class machines of all types to be judged by a corp of 50 trained and experienced judges led by nationally recognized Colin Comer. Classes ranged from Brass Era 1917 Detroit Electric cars and a race Bugatti to Speed Now & Then (a 1914 Stutz Bearcat to 2013 Porsche 918 Spyder). But for me and others, the real eye candy was the ring of 9 vintage Porsches strategically located in front of awards dais. I personally selected and nominated them for judging and competition, therefore recusing myself to judge them. Thank goodness because they were all almost perfect examples of the marque.

For others to judge they ranged from two Speedsters, Curt Cromwell's from Chicago to Mark Eskuche's '58 speedster once raced by Brian Redman. After the judges did their closed evaluations and tallied their points Bob Prince's '68 912 soft window Targa was the class winner with Sean Dicks' '61 Heron Grey roadster next. The roadster was in the family 40 years and prepared by Sean's two teenage daughters!

Crowd favorite though was Chicagoan Rick Gurolnick's 1960 race-prepped roadster that won the Mid-Ohio Enduro three years ago with 17-year-old daughter Robbie his co-driver! Honorary judges this year included TV personality Wayne Carini (Chasing Classic Cars) and author Bert Levy. Co-chairs Carl and Carol conducted an event soon to emerge nationally as they attract cars and generate interest from Pebble Beach to Amelia Island. You will not want to miss it. **Tom Spiegel**



At the Milwaukee Concours, Sean Dick's crew (his daughters) prep the roadster for the concours. Their efforts paid off with a second place in class. Rick Gurolnick's roadster is in the background.

Right: Mark Eskuche and his Speedster.



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A Fifty Five in Fun Faux

It's not a real racer, but it's a really sweet Pre-A. Bernard Moix's 1955 coupe gets lots of attention for what it's not!



By Gordon Maltby



top: The 356 with Bernard at the wheel in Switzerland.

Right: The 356 sees the light of day after 31 years in a garage.

Above: Warson Motors is a clothing line and the 356 makes a great backdrop for models.

Photos:
Alain Sauquet



Delivered in the summer of 1955, 53941 was a looker. It had been ordered with black paint and a red interior, plus a sunroof and chrome wheels. Neither of the latter were common items, but what was really out of the ordinary was the chrome bumper treatment. Knobs and steering wheel were specified in beige and the steering wheel had a 30 cm extension. For its new owner you could say this was the automotive equivalent of a tailored shirt.

After six decades, it's difficult to know all the details of a car's history, but the first owner must have enjoyed driving it, putting on almost 35,000 km in a year's time. By 1957, however, it had a new owner, a new paint color (Meissen blue) a new home in Switzerland, and a new engine of 1600 ccs. Sold again in 1960 to an owner in Geneva, the car was driven (and we assume, enjoyed) for twenty years until being parked in a garage. That gentleman passed away in 2009 and the 356 remained in its quiet slumber for two more years.

In 2011 Bernard Moix, a Sion resident who had a long-standing love affair with Porsches (he had grown up riding in a 356SC - see page 48) heard about the car and diligently tracked down the right people who could arrange for him to see it. With his girlfriend and business partner Marion, they arrived at the old garage and began the process of "unearthing" the car.

The long-closed doors of the concrete

“bunker” were pried open and surprisingly, the Pre-A coupe had weathered a quarter century on the road and 31 more in storage without crumbling to oxide dust. Once into the light, Bernard found that the door gaps were still factory-correct, as were the other panels, with no sign of major body damage. Looking carefully, he could see that under the faded blue paint the 356 was mostly unmolested, with original fasteners and very few items “updated”. Not only physically intact, it seemed one of those time capsules that could be used as a reference for other similar cars.

After purchasing the 356, Bernard was faced with the typical conundrum; what to do now? In order for the car to be driven regularly (this would not be a garage queen) all mechanical systems were gone through—gear box, suspension, steering and brakes—and a 546/2 1500 engine with a serial number close to its original 35398 was found and rebuilt.

For the rest of the car, conventional wisdom would dictate that a complete restoration was in order, back to its original black over red, a lovely combo. But then again, why not have some fun instead? While his business is graphic design, Bernard and Marion also are partners in a clothing line that has an automotive theme at its core. The car was enlisted as a background prop for promoting the brand, Warson Motors. The clothing has a sort of bad boy look with an old-school motorcycle, aviation and auto racing vibe, and what race could be more emblematic of that than the Carrera Panamericana?

“We decided to use it as an attraction on our Warson Motors clothes booth at an international airshow,” Bernard recalls. “We had just put out a line of Carrera Panamericana-inspired t-shirts and polos, and the war paints came naturally. I designed them from original archives, made them my own, and we painted them on the car in less than 4 hours, since they were only intended to last for a weekend anyway.”

Using the nicely patinaed paint as a base, the hand lettering gave it the look of a survivor from the 1954 Carrera. The “Warson Motors” name was subtly incorporated into the signage, along with a little authentic-looking silliness: “Devil Driver Squadron” writ large on its rear flanks. Carrera license plates, hood straps, a big door roundel in Carrera yellow and a few “sponsor” signs like Radio Telefunken and a Mobil Pegasus add to the exterior effect. The driving lights installed long ago add to the look, and all the small imperfections in the body and bumpers make you think, yes, this car could have been flogged hard across Mexico.

Inside, a Mexican flavor comes through with a tattered portrait of Jesus on the dash and a rosary hanging from the mirror. The German Hanhart rally stopwatches are “screwed” to the dash with adhesive and Porsche-branded seat belts with correct 1955 dates have been added.



A mix of original upholstery trim and interior bits, along with authentic period additions like the seat belts dated 1/55, plus a few whimsical pieces like the Jesus portrait and rosary would make any observer smile.



Warson Motors de Mexico never took part in the Carrera Panamericana. Or did they? The graphics are quite convincing.

Instead of drilling holes in the dash, the stopwatch mounting plate is glued on.

The intention was to make no changes that could not be reversed easily, so the possibility of the car being restored some day to original is always there. But not anytime soon.

Bernard says, "The public response was so positive at the airshow that we decided to keep it that way, at least for a few years."

Of course, in the meantime Bernard and Marion have discovered that not only is this rolling billboard an effective marketing tool, but it just makes people smile.

"We use it as often as possible during the summer, putting an average of 2,500 miles on it per year," he notes. "We went to the Goodwood revival in 2015 and the Le Mans Classic last year where everyone loved it."

It has appeared at the European Pre-A Meetings in Italy and England where even these hard-core 356 enthusiasts approve. It will be seen at this year's August Pre-A event in Sion, where Bernard and Marion will be hosting other owners from around Europe and the USA.

On the outside, it may be faux but it certainly is fun. 🚗





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By Bernard Moix



The bearded One and



356s always attract a crowd, and in this case the A coupe in Carrera Panamericana livery drew much attention at a Swiss resort town.

At right, the author at the wheel and his famous passenger.



Every July, ZZ Top crosses the pond to hit the roads of old Europe for their summer tour. I usually join the band for one or more shows depending on their schedule and mine. Lead vocalist and guitarist Billy F. Gibbons and I have been friends for almost 25 years, bound by our passion for guitars, cars and custom designs in general. I designed a guitar for him based on his 1950 Ford "Copperhead" 20 years ago, using actual leftover parts from the original car with the help of the late Pete Chapouris at So-Cal Speed Shop who had built it.

July 2017 was no exception for the boyZz and the band stopped at the Sierre Blues Festival for their only Swiss appearance of the summer on July 8th. Sierre is only 10 miles from my hometown of Sion, so it felt natural to join them in our 1955 Porsche, as Billy had often been asking about it. When the time came to have lunch I proposed to drive to the ski resort of Crans-Montana. Of course Billy chose to go in the Porsche while our wives enjoyed the comfort of our recent BMW. After a 40-minute ride we enjoyed the fresh air at 4600 feet and had lunch at the Lake Moubra where Billy enjoyed a selection of Swiss cheese (which he loves, by the way). Then we took a pedestrian tour of the station and did some shopping before driving back down to the venue – in the pre-A of course!

Billy asked lots of questions about the Porsche history and loved the "Hollywood" (translation: fake but looking right) Panamericana deco on the pre-A. The car never took part in the race, but Billy was enthusiastic about the period correct details such as an original Mexican Christ portrait on the dashboard, a rosary hanging from the rear view mirror, racing seat belts, chronometers and home made decals and paintings all around.

He loved it so much that he published it recently in his news from the road:

billygibbons.com/2017/07/good-times-yonder/

BFG used to have a custom oval window VW as well as a couple of Speedster replicas back in the days and I can tell you he really loved the feel of the car. Will the next ZZ car be based on a Porsche 356? We'll see.

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est. 1978

Family Ties

From one generation to another, but not without a little mystery and a long wait.

By Bernard Moix

My mom became a widow in 1966 when I was 18 months old. When I was 3 she met a man named Ivan living in Geneva, 100 miles west of our hometown of Sion, Switzerland. They eventually got married in 1969 and we moved to Geneva.

My stepfather always wanted a Porsche. He had been asking a friend—a vendor at Schiller Porsche Geneva, the official agent back then—to let him know if the “right car” ever came up. One day a phone call came: a recent customer had bought a brand new SC in November 1963 but he had since met a widow with three children and the 356 was not the most appropriate car to fit the five of them. My stepfather bought it for a very attractive price. The car was about six months old and presented a great combination: an SC with disc brakes ordered in slate grey with beige interior, which was rather uncommon - most of them having a red one. There was no radio (“You get enough good music with the engine,” as Ivan would always say), locking shifter, enamel emblems on stainless hubcaps and that’s it. We used it as often as possible. We went skiing with it, drove to Marseille and visited the French Riviera twice, in 1969 and 1971. We drove on the then-speed-limit-free Swiss highways, you name it.

Life isn’t always a straight line and my mother and Ivan split in 1973, when we came back to our native Alps. The separation was not the smoothest one and I lost contact with him, but I always dreamed about the Porsche. What had happened to it? Did it still exist? If yes, where was it now? I remember driving around the industrial areas of Geneva in the early 1980s whenever I had a chance, looking in the backyards, the garages and workshop yards hoping to come across the slate grey SC. Which of course, never happened.

In 1977 my stepfather had come back to the Alps too (he was from here as well) but I didn’t know he still had the car - and had brought it back with him. Fifteen years later by total chance I talked with a policeman friend of mine about the 356 and how much I missed the car. He matched my story to one of his: he had been in touch with my stepdad for his job and had seen the old 356 sitting 10 miles from my place. This was 1992. Imagine my emotions! The car not only still existed, but it was in his possession, just minutes away from me, sitting on stands, covered with dust.

Then started another long chapter, getting back in

touch with Ivan, whom I hadn’t seen in almost 20 years and ultimately, to convince him to sell me the car. I called him, we met and had dinner together. He was very kind and friendly, we talked about the old days and the good times, which he seemed to have missed. But as soon as I would ask anything about the car, he would become very vague. He didn’t have it anymore, then he still had it but he had promised it to a friend, etc. Time went by and I kept in touch with him over the years, without knowing exactly the true story about the 356.

Fast forward until May 2007. I had just sold an old car and had some cash. I decided to get a 356, the car of my youth. When I told that to a friend who knew the whole story, he naturally said, “Why don’t you ask your stepfather? Maybe he’ll sell it to you now.” I called Ivan the same day and asked him straight, and the answer was a plain yes!

It took me another couple of months to be able to see the car, which finally happened in September. My stepfather opened the garage and there it sat, “our” 356, just as I remembered it, away from the sunlight since 1977. I opened the driver’s door and the smell was just the same as 34 years earlier when I last saw it. The feeling was unreal and lots of memories and emotions came back!

Then came the negotiation. We went to a bar and sat for two hours. Ivan explained to me the whole story about the Porsche, how much he had missed spending time with me over the years, and that he had in fact kept the car aside for me, turned down many offers for it, hoping some day I would be interested in bringing it back to life. He had followed my existence from far away, and knew I loved old cars. The 356 had been saved all those years for me, but he wanted me to be at “the right age” to get it. I understood that he was afraid I would ruin it or kill myself with it. It was now a gift, and I was speechless.

We organized the transport two weeks later, pulling it out from the tiny garage where it had been hidden for so long. The car showed 120,000 original miles (199,473 km exactly). It was rough all around with normal rust at the regular places but nothing severe. We repaired it, keeping it together as much as possible, dismantling as little as possible to keep the car’s integrity. We managed to keep all the chrome, original rubber and full factory upholstery except for the floor carpet which was deeply stained all around. All instruments, dash paint, knobs, are original and in beautiful condition. The factory engine, gearbox and brakes were completely rebuilt for reliability and safety. 18 months after retrieving the car I showed it to my stepfather who couldn’t believe the result. He drove it for the first time in 32 years, a very emotional moment.

Since then I like to drive it around our beautiful mountains where the 95 hp is pretty efficient for a 50+ year old 1600 cc. I drove it to the Stuttgart Porsche Museum in 2012, crossed Switzerland several times, drove it through France and Italy (which are only an hour away) and plan to keep it until my son is ready to carry on the torch. 🚗



Bernard’s mother and the SC on an Alpine roadway.



Top: The SC enjoyed reasonably good storage conditions and when it finally saw the light of day, that light revealed its solid condition, in spite of flat tires. **Above:** At a visit to the Porsche museum it had a prime parking spot. **Above left:** Ivan takes the wheel again after three-plus decades. **Left:** At home on mountain roads. **Below:** Three generations: Ivan, Bernard and Julien, the car's next owner.



Book Reviews

The Complete Book of Classic Volkswagens

Beetles, Microbuses, Things, Karmann Ghias and More



by John Gunnell

Hardcover, 272 Pages
ISBN: 9780760349878
300 color, 200 bw photos
Size: 9.75 in x 12 in.
Publisher: Motorbooks
(June 20, 2017) \$55.00

Get that favorite armchair reupholstered soon; you're going to be putting some quality time in as the weather gets cooler. There are a number of interesting books being released this fall and we've looked several of them over, from re-worked classics to fresh offerings on a number of Porsche-related subjects.

Going back even before there was a Porsche, there was Porsche's people's car. John Gunnell (who could be described as a seasoned author if ever there was one) covers air-cooled Volkswagens from the first prototypes and Kubelwagens to the last Beetles built in Mexico, a span of about 70 years. After a brief description of the car's genesis, Gunnell takes up a year-by-year narrative of the Type 1 sedan, in particular their history in America beginning immediately after the war. His general history of the cars describes the changes from year to year and why they came about, and the text is spiced with entertaining stories about marketing and owners' adventures.

Complete specifications for each year are included with paint codes and interior colors. There are even quarter mile times from magazine road tests. Of course, much attention is paid to the advertising programs for which VW was famous, with many of the ads reproduced within. There are also lots of photos and illustrations. (I love the early ad paintings where the car looks dreamily stylized.) Gunnell's coverage of the sedans goes through 1977 and a separate chapter follows the cabriolets through the last ones built in Mexico.

Chapter 8 is all buses, all the time. From 1950, when most were sold as business transport, through campers and multi-seat "Station wagons" in the early '80s, more great photos and ad material is presented. Karmann Ghias, including the Type 34 are well covered, as are the Type 3 Notch-, Fast- and Square-backs. The 411 / 412 gets a few pages and really, does it deserve more? Last up is the "Thing". If you're a big fan of the Type 181, this isn't your book.

If, however, you want a well-produced and enjoyable history of the VW, one of the most successful cars of all time, this book is a worthy candidate. Lovely heavy stock and exceptional production standards in a big hard-cover is a great combination. It can be a reference piece or just something that's fun to come back to for an occasional smile. 🚗



111 Porsche Stories That You Should Know

by Wilfried Müller

Hardcover: 304 pages
ISBN 978-3740800352
Size: 8.3 x 1.1 x 10.8 in.
Publisher: Emons Verlag
(December 20, 2016) \$32.95



"Well, now isn't this interesting?" That's what you might say if you went out for dinner and instead of a main course you were offered a bunch of appetizers. There's nothing wrong with bite-size samplings and small plates, as long as you know you're in a tapas bar and not a supper club.

This book is a sampler of 111 easily-digestible stories about Porsches, each one distinct. The author has taken pains to wrap up each narrative in a single spread of short text and a photo; separate plates so the sauces don't get mixed up. It's a novel and enjoyable way to get your Porsche history, although I would say it's also an acquired taste.

This buffet is arranged in courses: Early Years; Key Figures; Racing Drivers; Moments; fifteen chapters in all with a range of subjects from the Lohner Porsche Electromobile to concrete sculptures of late 911s. From the Te-loché garage at LeMans to the 917 "sow". Pretty much every era of Porsche history is here with full-page images and well-written concise text. There's not really a pattern, so you can graze as you please through the offerings.

One gripe is that the designer thought it would be cute to use little sideways chevrons instead of quotation marks for the English edition. It's not. Other than that, with heavy coated stock and a sturdy binding, this is a quality piece from which I gleaned several "nougats" of new and interesting information.

Try it, you'll like it. 🚗



Karl Ludvigsen is well known to our readers as one of the most prolific authors of Porsche and automotive titles, and in the introduction to this book, Karl gives us a little background into the research he's done over the last half century or so. It seems he knew everybody, and visited back rooms at almost every manufacturer, speed shop and test facility in America and Europe from the 1950s to the 1990s. Information gleaned from these decades of interviewing the movers and shakers of the racing business is compiled here: fifty stories of racing engines that made history, from 1913 to 1994.

Each chapter is just four pages and includes photos, cutaway drawings and specifications. And for each powerplant, there's a backstory about the people, the times, the cars and the competition. Karl describes technical aspects in an easy-to-grasp manner, although a basic understanding of engine components and terminology is necessary.

The Used 911 Story

Perhaps I should recuse myself from reviewing this book; there is no way I can be impartial. The facts, however, speak for themselves. Now going on almost forty years in print, Pete Zimmermann's *Used 911 Story* is kind of an evergreen primer on what to look for (and look out for) in buying one of Porsche's evergreen sports cars. A working Porsche mechanic at the time, Pete brought this to market as a modest self-published spiral-bound book in 1981 and it went through a half-dozen updates before I put it into a more professional form over twenty-five years later. We used glossy stock and added many photos, with new sections on the 914/6 and Boxster, plus the latest 911s, now water-cooled.

By 2013, as Porsche kept adding new models it became clear an update was needed to keep up with the used market. I opted to pass the torch to another publisher, TPR, whose efforts are now on display in this 9th edition.

Receiving a review copy recently, everything looked familiar - as well it should because many of the photos are mine. Pete's text has been expanded, but the range of vehicles covered has not. It's disappointing to me that 2005 remains a kind of a cut-off, with no mention of the big changes in engines, transmissions (PDK) and equipment in 2009 and beyond. There is a vibrant market out there for "newer" used Porsches (as opposed to small-bumper 911s which are now only collector items) and I expected this was an opportunity to address that segment.

For cars up through 2005, however, Pete has given us all the info we need to be informed consumers. Tech specs, VIN de-coders, details of equipment differences and lots of other hard facts are blended with explanations of why changes were made and whether they were improvements or just a bust (such as rubber-centered clutch disks).

The fact that this is a black and white book directly competing with several other larger, color books about 911s would not seem a fair fight. Pete, however, has that knowledgeable-guy-next-door-giving-you-advice approach and after all this time, Porsche buyers have figured out he knows what he's talking about.

I could quibble about the opacity of the paper stock or the silly trivia quiz at the opening of each chapter, but if you want to bone up to be a savvy Porsche shopper, this book is a darn good investment to make. 🚗

For Porsche fans, there are chapters on the 1936 Auto Union C-Type's 16-cylinder of 6 liters; the D-Type two years later (a 3-liter V-12); the Cisitalia of 1949 (Ludvigsen describes it as "one of GP racings most awesome might-have-beens"); Ernst Fuhrmann's Type 547 in 1955; the Type 753 8-cylinder from 1962 and of course, the 917's flat-12 that brought their first LeMans win in 1970.

The other stories are even more amazing. BRM built a 1.5 liter 16-cylinder, running at 12,000 rpm with supercharging no less, in the early 1950s. That it was unsuccessful is almost beside the point. Other engines from Ferrari, Maserati and Mercedes, among many, were competitive and often dominating, and Ludvigsen explains why.

This book was originally published by Haynes in 2001 and is being brought back by Bentley. For tech-inclined enthusiasts it's a good read. Don't miss it this time around. 🚗

Erich Strenger

I had originally asked a Porsche friend who was eminently qualified to review this book, but he declined, finding the book "disappointing".

"I was so looking for some real insight into this incredible, forward-thinking graphic design genius. Instead, the book lacks the content it so richly deserved," he wrote. "After so many years, one would have hoped for a far more comprehensive examination of his creative juices, a much fuller display of his works, and so much more."

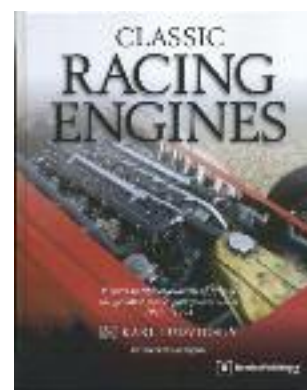
I won't mention his name but when my book arrived I found I completely agreed.

To back up a bit, consider that Erich Strenger was for many of Porsche's formative years, the "face" of the company. His wonderful photos, art and montages of images gave the young carmaker a sophisticated and cutting-edge look. He and Richard von Frankenburg developed corporate communications for the company at a time when such work was all but unknown. *Christophorus* magazine, racing posters, sales brochures, manuals, dealer promo items, all flowed from his drawing table. His contribution to the success of the company is almost incalculable.

The approach taken in this book to present Strenger's life and work is simply misguided. What we have is a case of a modern-day graphic designer trying to interpret the work of another designer from decades before. His efforts, I'm afraid, fall short and in fact, do an injustice to Erich Strenger.

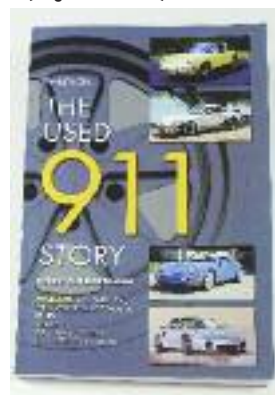
There are lots of images but the few blocks of text describing Strenger's history (which are interesting but I can't help but think are less than comprehensive) are jammed up against page margins, appearing without warning. I think there are actually chapters but it's hard to tell. The contents are on page... oh, wait. There it is, page 16, stuck amidst several pages of Strenger art that's rudely cut off on the edges. Lovely creations from Strenger are mixed with photos of him or other miscellany, all cropped and chopped with seeming abandon. The paper is heavy and soft, inappropriate in my estimation, for the job at hand.

There are surely those who will applaud this presentation but I am not one of them. Erich Strenger deserves better. In spite of this being from one of Germany's premier automotive publishers, and a Porsche Museum book to boot, I cannot recommend it. **GM** 🚗



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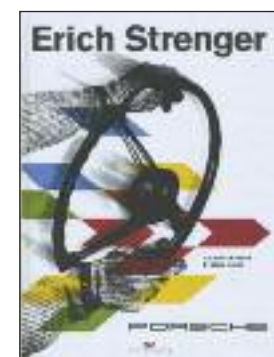


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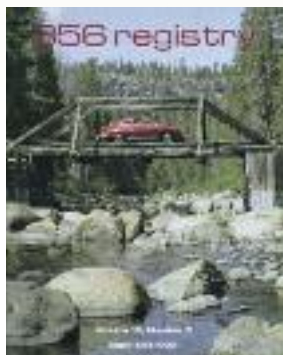
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Hardcover, 184 pages
ISBN 978-3667110237
Delius Klasing Verlag
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Years Ago



Jim Perrin Club Historian



Volume 16-3 featured a Hal Thoms photo from near Lake Tahoe.

Volume 31-3's cover was a 1964 shot from Turn 5, Road America by Larry Petry.

**25
YEARS AGO**

This issue was Gordon Maltby's first issue as editor/publisher! He had been issued a temporary contract while bids were being considered for a permanent editor/publisher. Gordon made the commitment to get the *Registry* magazine to members on a regular basis, and has done just that for the last 25 years. Thanks Gordon!

Ron Roland's Nuts & Bolts column reported that he had received a letter making it very clear that "NO Kardex cards will be sent to anybody not belonging (to) or working in the interest of the Porsche organization." Some of the Kardex information was subsequently available in the form of the Porsche "Certificate of Authenticity".

Brett Johnson's Restoration column continued to provide information about 356 travel kits. This time Brett was able to list the contents of a 356C travel kit purchased by an individual who took factory delivery of his new 356C. Brett also continued his discussion of early color and upholstery information, with detailed 1954 model color, top and interior information provided by Olaf Lang.

Bob Cannon and Jim Hardie wrote an article with details on the West Coast Squaw Valley Concours. Rare cars at the concours included Dean Watts' Abarth Carrera and Warren Eads' RSK Spyder. Abarth Carreras and Spyders have almost completely disappeared from vintage race tracks now that they are five million dollar (or more) cars, but hope we will still see them at Holiday concours events. The overall People's Choice Best of Show went to Rich Peters' 1960 roadster.

Cole Scrogam's column had a couple of interior suggestions. A reader wrote to him telling that he had just unpacked a full set of carpeting he had ordered 23 years earlier. Unfortunately it was a partial set. The recommendation was to open shipments and take inventory as soon as you receive your new parts. (And I've made the same mistake - I opened a box with the brand new printer I had purchased six months earlier, and quickly realized it had been used. I'm guessing the dealer had used it as a demonstrator, and discovered the box had been previously opened from the bottom!) Cole's other suggestion was to not use a hair drier when fitting a head liner; it will stretch the headliner.

**10
YEARS AGO**

The cover of this issue had a terrific photo. It was of the "Porsche Park" at Turn 5 of Road America in 1964. There were about 50 parked Porsches, with no new 911s yet in sight! A few years earlier

I followed a friend to another Road America race, with each of us driving our 356s. He had a '59 red coupe, and watched me follow the wrong '59 red coupe as we got close to our destination. I certainly could have used a cell phone at that time!

Gordon Maltby wrote an article about original owner Larry Petry and his black 356B roadster with a red interior. He purchased the brand new car in October 1960 from South Import Motors in Chicago. Larry paid \$3926, which included a can of black paint and reclining seats. He drove the car everywhere as his daily driver for ten years. By 1970 the car had serious rust problems, and it was parked for the next 26 years. It was then restored back to its original glory.

Jerry McDermott wrote an article about Jean Behra's FII racer, which was a special one-off car. The article was well-done with excellent photos. I became aware of this car in about the early '70s, by which time it was in the USA. I called the owner multiple times over several years asking him to let me know if it was ever up for sale. The call did come one day, but I was out-bid by an individual with more funds than I had at the time. The car is now in the Collier Museum.

Dave Burton reported on the 2007 Holiday, very ably hosted by the Motor Cities Gruppe. During a tour at the event we were following a 356 in which a couple was arguing about the route directions. Suddenly the route directions came sailing out of the car, which was the driver's way of ending the argument!

At the concours was a yellow/black America Roadster. This lovely car had been owned by Ron Roland for decades, and had been recently restored. It was shown for the first time and received an appropriate award. 🏆






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To be or
not to be...
a Pre-A desk?

My loyal readers will have heard me tell of a by-gone era, when Craigslist was a viable way to find Porsche parts and cars. As we all know those days are long gone. I have not bought a car or part off Craigslist in many years but there was once a time when I could, and did. I was scouring the site one day and came upon a Pre-A door in Ohio. Any good Porsche hunter knows that if someone has a door, they probably have more! I contacted the guy and said I was interested in the door and asked if he had anything else that would make a trip out there worth it. He said he had 1952 Pre-A Coupe chassis 12009. Now it was getting interesting. He said it was just the body, doors, hood and decklid, nothing more, and that it was in bare metal so there were no



surprises. I asked him how much he wanted and it wasn't cheap, but I figured we had the parts to get it back on its feet and there was money to be made. My brother/partner went crazy when I told him what I paid but he generally trusts my judgement, even if he gripes about it when I go to the bank to get the money. The trip was set, we were headed to Ohio.

We made it out there fine and the 356 was exactly how he said it was, naked as the day it was born. The car looked kind of funny on the trailer, sitting high upon a rolling cart, but it had the classic almost elemental Pre-A lines, so looking in the rearview mirror was kind of fun. I asked how he had come upon the car and he told me a funny story. Apparently the car had been a parts car for a Pre-A cabriolet and the body was a "left over". Once it was stripped, the restorer wanted to make a desk out of 12009, which seemed a little crazy to me, but the restorer/collector was known for doing strange stuff with 356s. He had built a 356 panel van and a 356 limo, so I guess a desk wasn't too far off the deep end, except you would be killing a car in the process.

The guy I bought it from was working for the man needing a desk and talked him out of chopping the car, and let him have it. He eventually got his own shop and 12009 came with him. However, he had never found the time to do any work on it so when I called looking for cars he decided it was time to let it go.

Our last stop before we headed home was at Stoddard where we got a really cool picture out front. The contrast between a 1952 built Porsche and a modern day one was pretty striking, and the photo is kind of historic



Above left: Leaving its Ohio home. Above: A stop for a photo op at Stoddard's. Left: At Bruce Baker's.

now too since the Stoddard dealership is no longer. It was a significant moment in time that we were able to capture.

12009 made it back to Unobtanium HQ—the old one in the glove factory—and we proceeded to get it back on its feet and put it out there for sale. My brother was still thinking I was crazy for what we paid but when we doubled our money he once again agreed that maybe I was onto something. That should be the end of the story since the new owner was in Australia. But he wanted it restored here in the states and asked if we could drop the car off at Bruce Baker's place in Pennsylvania.

I'm always glad to see Bruce so we loaded the car up and headed south. The new owner of 009 (as he liked to call it, I think he was a James Bond fan) had a pretty rad-



From top: Before and after the donor 912 became a rickshaw. 12009 in a recent photo from Australia where it nears completion.

ical vision for the car. He had Bruce cut a sunroof into the car and wanted an independent rear axle and gearbox out of a 911/912. Bruce called me asking if I had a 912 he could cut up. As it turned out I had just the car, and Hershey was coming up so we decided I could bring it to him at the swap meet. As my friends know I'm never one to shy away from publicity so I proceeded to take a stencil and put the Unobtanium logo all over the car, I figured it would look cool in the booth. I guess it did the trick because the car made a cameo in the official Hershey video that year.

Cutting up the car also brought me a sight of something I've never seen before and may not ever see again: a 912 rickshaw. Eric Wahlberg made quite a happy customer on the rickshaw's maiden voyage. Later, the 356 car was going full steam at Bruce's place but the owner decided to bring it back to Australia where I think he was slowly finishing the car. Last I heard it was in paint and was being wired up. It's kind of a wacky Pre-A now but it's still a Porsche that will be on the road and not a desk! 🚗

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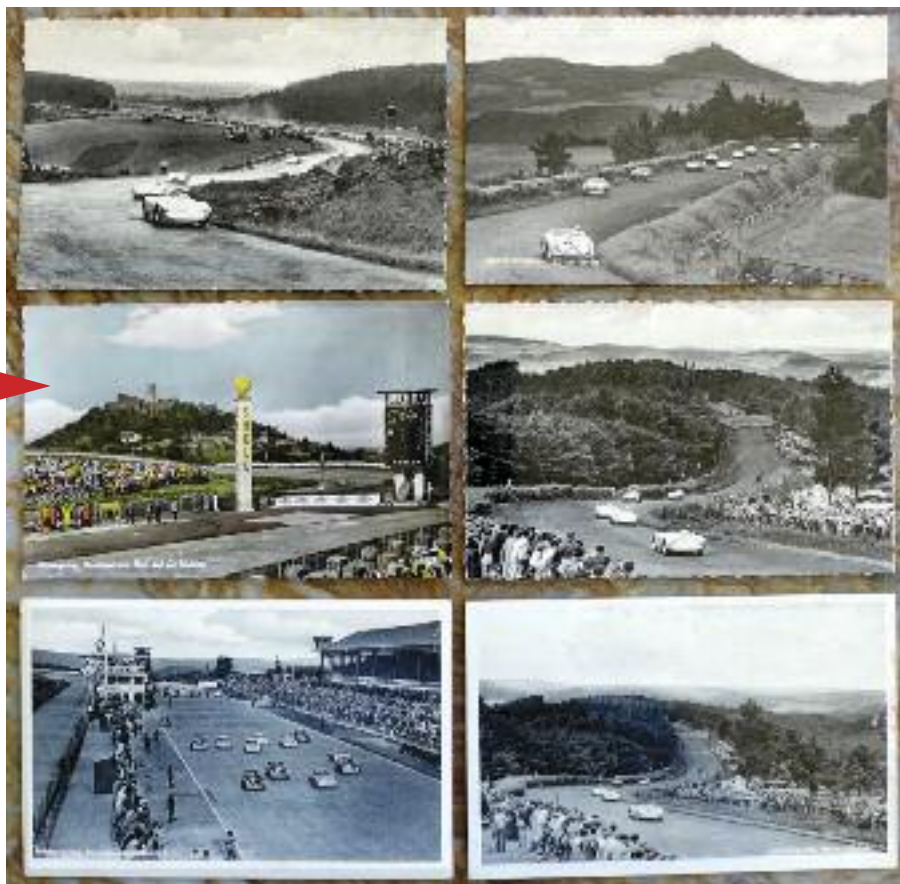
POSTERS

Everett Anton Singer

Postcards from the edge... (of the track)

The Eifel Mountains in western Germany give the area a looping topographical feel; the “mountains” are not high, but in many places they are covered with dense forests. Motor racing took place on some of the winding roads through the area until 1927 when a purpose-built track opened, the Nürburgring. It was immediately popular and the crowds attending were hungry for souvenirs. An easy and inexpensive memento of a trip to the track was a postcard, and the publishers of the day were happy to provide them.

The track has been a fan favorite for 80 years because of the surrounding natural beauty, and any photographer with a good eye was able to frame a pleasing composition with the rolling hills and winding track. One business in nearby Adenau was famous for recording events around the track from the first race in 1927 to the last F1 Grand Prix in 1976. Three generations of



this family worked at Aufnahme und Verlag (Recording and Publishing) J. Alex Klein. Their postcards are distinctive in showing the beauty of the landscape. A note on the reverse of some states “real photo”, just in case a recipient couldn’t believe their eyes.

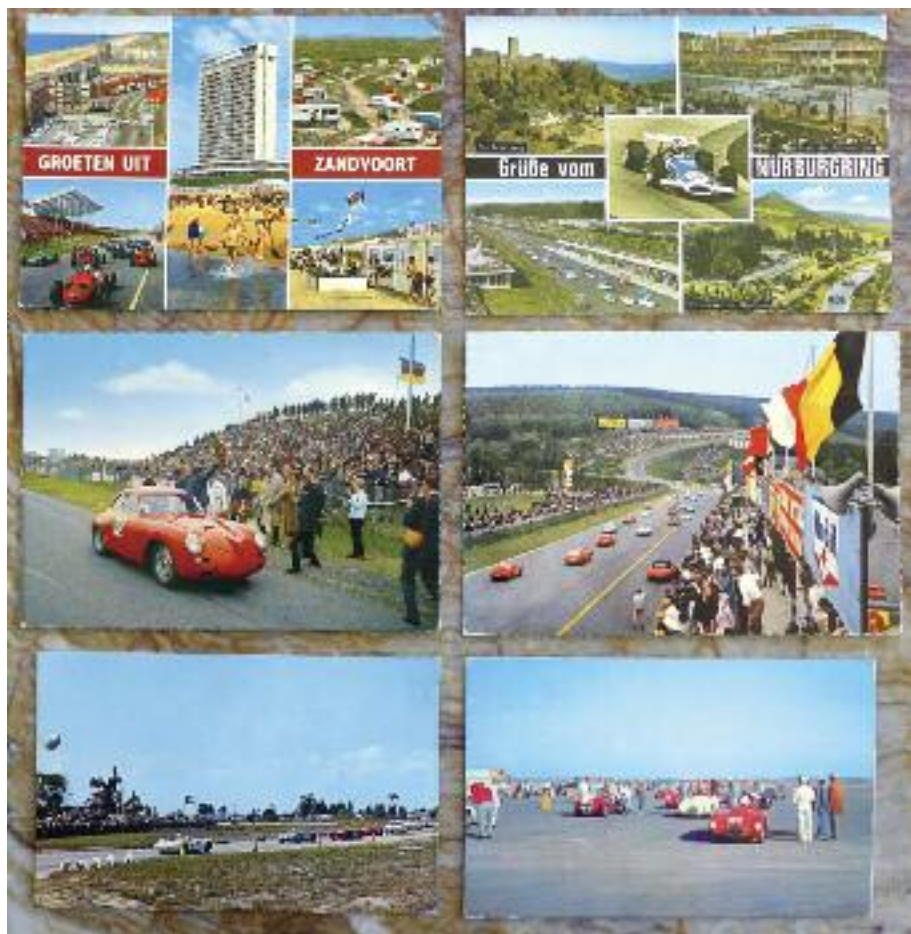
All of the cards on this page are from Klein except the two marked with arrows.

Opposite, souvenirs from Zandvoort (2) in The Netherlands and Francorchamps in Belgium. The third row shows two cards from Sebring, the one at right with a November, 1957 postmark. A card showing drivers at the ‘Ring is in fact a promo piece for the Scuderia Hanseat, International Sports Drivers’ Course Nürburgring, a driving school started in 1958 and still in existence today. The Rossfeld Hillclimb is the subject of another card.

The lower four are blank on the back, with room for a message, such as this from an American woman to her friend in June of 1962:

Spanky,

They sell bananas and other fruit at the races over here! We watched Phil Hill & Jellybeans win 100k's. Big surprise was Clark's 1500 Lotus which led from the start until it crashed on the 11th lap. At that time it was over a minute ahead. Ferrari pit work as usual - one car up on jack during the LeMans start! Sandra. 🍌



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Oh No! More on Camshafts!

I didn't intend on getting too detailed regarding the 356/912 camshaft, however, I received a couple of responses regarding camshaft situations that I feel are important to share. The hope for sharing these will be if you are doing your own engine work or having it done, this information may provide details that will help you or the technician put your prime mover together properly.

The first unfortunate situation came from João Filipe seeking answers for the major failure of his cam and related parts after about 7000 km (4350 miles). He stated that the oil and filters were changed frequently. João posted his situation on the 356 Registry talk list and was seeking answers for the problem he experienced.

João did note that the camshaft was a new Schleicher's camshaft #Ro 200.5. This seems to be the camshaft core that has a good reputation. The helical gear was also new but an after-market one. After the disaster, the manufacturer admitted two main problems with this particular gear. First, the gear had a wrong helix angle and was off by about half a degree. Secondly, the aluminum used for the manufacture of the gear may not have been the optimal alloy.

For a full description of the situation, with more pictures, plus suggestions from some of the most knowledgeable folks in the 356 world, fire up your computer and check it out. At the Registry Talk List Main Discussion, search "A broken camshaft".



Left: The cam broke off at the nose of the camshaft. In a discussion with Dema Elgin, he pointed out that if there is a misalignment of the gears or improper clearances this is where the camshaft will break.



Center: Note the destruction in this and the previous picture. You can see the camshaft gear was an aftermarket part and not an original cam gear.



Right: The destruction had major consequences for the steel crank gear.

Now onto even more camshaft stuff. Even used parts that just came out of a running engine that needs to be "freshened up" should be examined and reconditioned as needed.



This camshaft has problems on the #2 and #4 exhaust lobe and definitely needs to be replaced or sent in for regrinding. Take a closer look at the lobe on the right and you can see a wear or contact pattern on the back or heel of the cam.

On the cam shown above, all the lobes had this pattern. This indicates a lack of valve lash, and under those circumstances the tappets, pushrods and valve rockers were all under some tension at all times. The valve lash should be around .004 intake and .006 for the exhaust unless your cam supplier recommends different.



These tappets were with the above cam. Note the pattern on the lifter on the left. It appears that this tappet was not rotating. The center tappet was sent in for reconditioning. You can see the grinding pattern is not true to the face of the tappet. I was informed that the tappet faces of this aftermarket set were not true, did not rotate, and were junk. On the right is a "good" reconditioned tappet.

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With the crank and cam in place, rotate the crank backwards (arrow). The cam should rotate freely and not try to climb or chatter out of the case. You can also place a finger on the center bearing of the camshaft and feel if it is smooth during a full rotation.

I also received this interesting email from fellow technical contributor Kit Sodergren, who shared information on part tolerances and fitting the cam gears.

"The recent article on cam gears reminded me of a problem I had a few years ago. I decided to overhaul my engine to make sure the 'squish' was between 0.030 in to 0.040 inches; and put in a cam from a well-known and respected shop. When I assembled it, I noticed on rotating the cam/crank in the case half that the backlash on the cam gear went from a reasonable amount to zero with each revolution. I put the old cam back in (a Norris 356C) and everything was fine.

"I emailed this to the shop and was told that it was impossible that the cam was off center and that I wasn't measuring it right. I sent him pictures of a dial indicator I had rigged up to measure the gear. The shop owner wrote back that he checked all six of the blanks he had and the bolt-mounting circle for the cam gear in all of them was indeed off center! He ordered new blanks and gave me a new cam. Frankly the new one wasn't perfect either, but it was within spec. The engine has 10,000 miles on it and it runs good and has no funny noises."

As Kit mentioned above, "...on rotating the cam/crank in the case half, ...the backlash on the cam gear went from a reasonable amount to zero with each revolution". If this were the case, it would be advisable to try a different gear.

Being a touch anal and having the right tools, I took the following pictures to illustrate the tolerances as described in the shop manual. First, cam thrust bearing end play (see below left).

The second measurement to take with this set up would be to rotate the cam one full turn and measure the lateral (wobble) which should not exceed 0.100 mm (0.0039").



The dial indicator has been repositioned so that the indicator contact point will contact the top of the gear teeth. The gear is rotated one turn to measure the vertical (up and down) run out. The tolerance is 0.025 mm (0.001"), and should not exceed a wear limit 0.040 mm (0.0016").



Left: The dial indicator is set up to measure the thrust bearing end-play. The dial indicator contact point is placed against the machined face just below the gear teeth. The cam and gear are moved from front to rear of the engine. The movement should be within a 0.040 – 0.080 mm (0.0008 – 0.0031) with a wear limit of 0.100mm (0.0039").



The dial indicator has been repositioned and set up with the contact point in contact with the face of a cam gear tooth to measure the gear backlash. With the crank gear held stationary, the cam gear should be rotated back and forth and the backlash should be within 0.015 – 0.040 mm (0.0006 – 0.0016"). This measurement should be taken every 90 degrees. *Continued next page*



Clearance inside a 356 engine is tight. The rod clearance of a stock rod, crank, and cam set up does not have to be changed. Only when an aggressive cam, altering the advance, or the use of non-stock rods, does this clearance need to be checked.

Below: Stock 356 rod is beveled for clearance.



But wait, if I haven't lost you yet or your eyes have glazed over, there is more.

Measure before assembly

Scenario: You have been talked into building a mongo, hot, go-fast engine with big pistons, Carrillo rods, and a HOT cam. Before bolting everything together I would recommend that you do the following. While checking your cam gear clearances, pre-assemble the number two and four rods. Pre-assemble the number two piston and barrel on the case. This will align the rod to its true geometry. Now rotate the crank one revolution and note how close the rod cap comes to the lobe of the cam. In the photo at left the cam-to-rod clearance is about 1,75 mm (0.069"). That's less than the thickness of the common toothpick. Good grief, that's close! Repeat this for the number 4 side of the engine.

Just visualize this clearance as you rev up your engine to 5000 – 6000 rpm. The camshaft will be rotating at 2500 to 3000 rpm and just missing the rod cap. That clearance could get even smaller when different or performance components are used.

At lower left is a stock 356/912 connecting rod. Notice the profile of the rod cap; that flat area is there to clear the cam.

In some cases, when assembling an engine with neat parts like a SCAT crank, Carrillo rods, and a new cam billet with an aggressive grind, the appropriate rods may need to be dressed to give you the needed clearance. If not, there will be this strange ticking or thumping noise coming from the engine, which will have a detrimental impact on the life of the engine.

Mis-matched new parts

I would like to follow up Kit's earlier note about poorly manufactured cams with my recent example of finding a mismatch of main bearing half shells that came in a set. While doing a pre-assembly to check the cam and crank gear

clearance, I opened the box, unwrapped the bearing shells and placed them in the case half. I tried to put the crank in place, but it just rocked back and forth. Upon removal of the #2 bearing shell I found it was completely wrong.

I am amazed that there are many more parts available now than 35 years ago. I imagine that a part from China, Mexico, Czechoslovakia or Germany will, in most cases, fit together perfectly. We are fortunate that most of these items are very close to the original tolerances, even after all these years. With this in mind, when our vendors receive their products, there are certain expectations that the part or set of parts would be within tolerance. However, it is impossible and impractical for the vendors and shops to unpack and inspect every aspect of the part, be it a bumper guard, wheel cylinder, bearing set, or camshaft blank. When some inconsistencies are found, these various parts may fit together with minor modifications. However, it becomes necessary that we, the final recipient, become the final inspector.

Just checking clearances,
Paul C.



Both of these bearing shells were wrapped and came in the same box of 0.25 mm (0.010") oversize for a line bore case and a standard crank. Three of the bearing shells were correct, and the fourth was obviously not right. 🚗

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Euro Heat System

A history and description of the “safety” heating system in late 356s.

By Greg Bryan

On the morning of January 2, 1963, Porsche dealers in Germany had a new Service Bulletin waiting when they arrived for the first work day in the New Year. It was titled, “Subject: Heating Unit Type 356 B T 6, Testing Mark S50.” A law went into effect in the Federal Republic on that date mandating a new type of heater for air-cooled autos – a fresh air heat exchanger, or what is commonly referred to in North America as the not-quite-accurate “Euro Heater.” While the background of the law is not known by me, one can surmise that there had been issues with the previous design heaters where exhaust gasses entered the passenger compartment due to leaking components such as the slip joints between the heater boxes and muffler or loose cylinder heads introducing dangerous carbon monoxide into the air stream for the heater system. According to the Repair Manual supplement for the T6 B, “This heating system is being manufactured on account of a legal regulation in Western Germany.” It goes on to say, “The fresh air (outside air) flows from the supply duct through the two heat exchangers at the engine. The heat exchangers consist of closed sheet metal jackets which enclose the exhaust pipes. All detachable and welded joints of the exhaust system have been excluded from the confines of the heat exchanger jackets.”

The service bulletin says it somewhat differently, “all welded or unsteady connection points are on the outside of the heat exchangers.” Without saying as much, this implies a safety objective for the new system. Sweden also adopted the fresh air heater regulations around the same time.

Of course, Porsche was not the only maker of air cooled vehicles in Germany at the time and was not necessarily the focus of the regulation. The much more plentiful Volkswagen also had a similar system and adopted a fresh

air heater around the same time that became their standard in most parts of the world. Porsche did not adopt the new type S50-compliant system across the board – US-spec and most other markets continued to get the flapper door heater boxes. It’s interesting to note that the flapper-style boxes were improved with dual doors right around the same time as the introduction of the S50 system. Porsche used the dual flapper heater boxes in the North American market through the end of 912 production in 1969.

With the introduction of the S50 heater system, the above-mentioned service bulletin listed other changes made at the same time. Some of the noteworthy items are, the elimination of the thermostatically controlled carb heater system; ‘more voluminous’ oil breather; new fuel pump with central actuating rod; enlarged heating tube diameter; and, introduction of the dual outlet rear window defogger.

I remember when I was wrenching on Porsches back in the early ‘70s in California, whenever a car came into the shop with this system, it was considered a giant pain to have to work on it. There were a couple of reasons for this. Primarily, since the cars came from the German market, they were generally rusty, and secondly, the system was unfamiliar and required different and largely unknown techniques to successfully remove the heat exchanger units. These same reasons led to many cars with these systems-being retrofitted to the US-type heaters and the Euro parts being discarded. However, an appreciation for the system has developed over the years, partly for the desire to retain originality, but also for the simple reason that this heater is super-efficient. Man, does it put out heat!

The system

Let’s look at the design and individual pieces of the S50 system. One can see the genesis of the 911 heater system in the 1963 Euro design heaters. An outlet on the right side of the fan housing takes pressurized fresh air immediately as it exits the fan and pipes it to the heat exchangers. The heat exchangers have the exhaust pipes running through them and the air is heated via highly efficient countercurrent exchange as it passes through. The heated air is piped through larger outlet pipes to the heater control valves and then into the ducting within the car body.

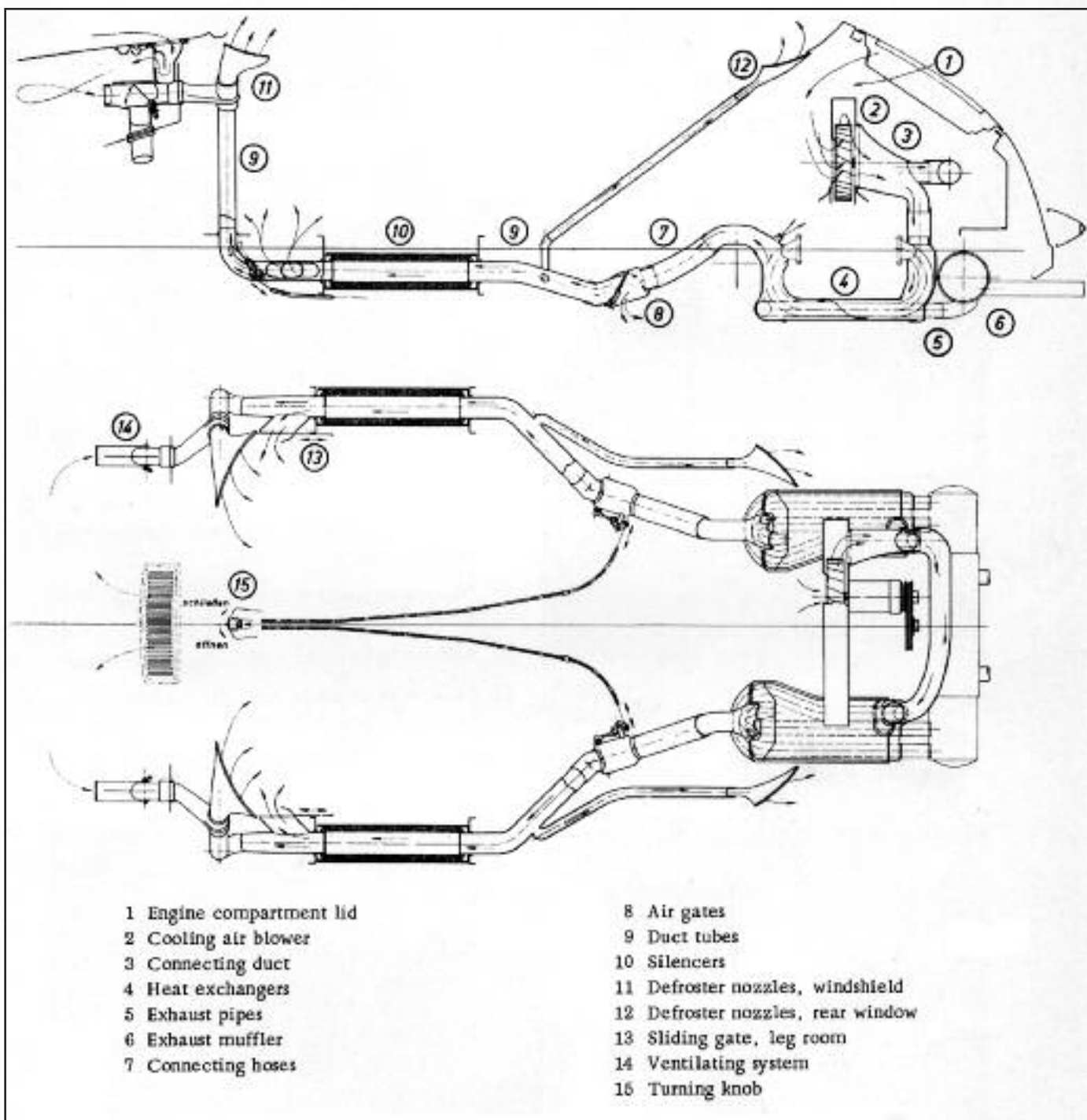
Fan shroud housing

The air fan itself is unchanged, but the housing is very different with the heater exhaust port and the large connecting duct (A, left), which splits and redirects the airflow. One outlet of the duct goes directly into the right side heat exchanger (B), connected with a short rubber sleeve (C), and the other outlet has a 60mm paper hose (D) that goes to the left side heat exchanger. The rear closing sheet metal piece has two ports to accommodate the entry into the heat exchangers.

A quick note regarding the connecting duct (sometimes called an elephant snout in classified ads!) that attaches to the fan housing outlet and directs air to the right

Below: A nicely restored Euro-heat system motor. The main components are described in the text.

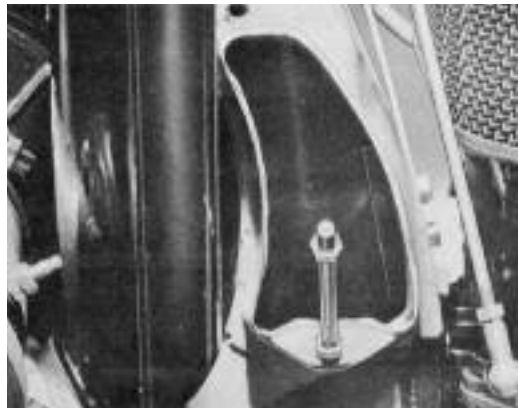




Above: A side and top view of the air flow through the "European" heater system.

Far Left: A later duct connected to a fan housing.

Left: The duct is connected by an upper bolt to the fan shroud, and a lower stud with a counter nut.





Early versions of the system carried an engine breather hose from the oil filler to a lower pipe where crankcase gasses were vented under the car. The bracket on the snout helped secure the hose.



These carb heater tubes have built-in valves that can be closed in warm weather when carb heat is not needed. They bolt to the center bolt of the intake manifold.

Left: The unusual paper tube is designed to fit a 60mm opening at one end and a 65mm opening at the other. Not surprisingly, it's a one-of-a-kind piece.

and left heat exchanger unit. Early snouts had a bracket attached to secure the breather pipe as it made its way to the lower right side of the engine where a breather pipe mounted directly to a small sheet metal cover, unique to the Euro heater, exited under the engine. This bracket and the sheetmetal-mounted pipe were deleted from later engines that had the breather pipe directed to the right side air cleaner.

Carb heaters

This new air arrangement required moving the carb heater system from the rear closing sheet metal to the front closing sheet metal. The front sheet metal closing piece has holes to accommodate paper hoses that originate from small ports on the outlet side of each heat exchanger and pipe heated air to the carb heaters. Each carb heater consists of a valved-tube bolted to the intake manifold center bolt that directs heated air onto the carburetors. A manual valve is included to shut off hot air to the carbs during warm weather months.

Heat exchangers

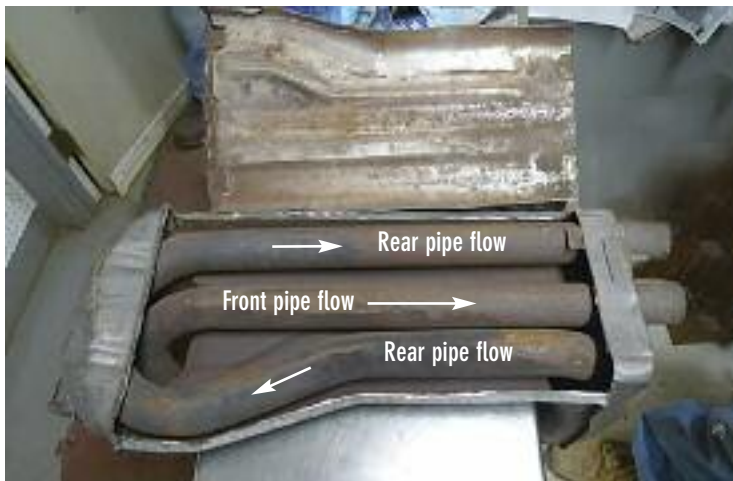
The heat exchangers have pipes from both the front and rear cylinders contained within the sheet metal housing. As you can see from the photo of the opened housing (opposite), the pipe from the rear cylinder makes a big u-turn within the housing, and the pipe from the front cylinder goes directly out of the rear. There is a lot of hot surface area to heat the air as it passes through the exchanger. To support the considerable weight of the heater box, asymmetrical supports are attached to the housing and bolt to the front lower bolt of the exhaust flange on the head (opposite, A). There are also small butterfly-shaped supports on the rear to steady the mechanism and minimize rattles (opposite, B). Small filler sheet-metal pieces are screwed to the heater box where the front pipes enter the housing (opposite, C). These pieces must be removed to facilitate removal of the heat exchanger from the engine. The butterfly supports must also be removed and the front supports loosened.

Once all exhaust flange nuts and the aforementioned parts removed, the front and rear exhaust pipes must be shifted outward within the heat exchanger unit to allow clearance for the exhaust flange to clear the studs on the head. Once one end clears the studs, the entire heat exchanger can be tipped to remove the other end from the studs. It takes patience, a lot of manipulation, and usually a fair amount of cursing to get it to clear the head exhaust studs, but once you develop the knack, the removal process becomes easier.

From the outlet of the heat exchangers, a paper hose directs the hot air to the heater control valve. The connector hose is unique to the Euro system – it attaches to the 60mm outlet on the heat exchanger and to the 65mm inlet of the control valve. A sleeve is installed on the hose to accommodate the different diameters. I don't believe that the hose is currently available as a service part.

Heater control valves

The heater control valves changed significantly during the three remaining years of 356 production. Each control valve has an ON-OFF cable attached from the driver's control knob in the B or the lever of the C model. The control



valves serve two purposes. When open, they direct the heated air into the passenger cabin. When closed, they provide an outlet to allow some air to dump to the outside.

The heat exchangers require that air is passing through them at all times—since the exhaust pipes are enclosed, they require air flow to keep the exhaust pipes from overheating. The valves also provide the necessary restriction to provide back pressure for the system so that not too much of the engine cooling air is bled off from the fan housing. The repair manual provides dimensional plans to build restrictor plates to provide back pressure if the motor is run on a test stand – 30mm orifices at the outlet provide the proper restriction to air flow.

Early heater control valves are a paradigm for German over-engineering and manufacturing (D). They have a complex linkage and bell crank system to control the flap inside the unit. They are so intricate that the labor to build one must have been considerable. There are at least two versions of the early control valve. The earliest had a simple hole to exhaust air when the valve was OFF (foreground, E) and the later had several louvers to allow air to escape when closed. The third design (F, lower) control valves were much simpler with a rotary valve and a variable mechanism to provide the right amount of bleed-off as mentioned above to maintain air flow through the heat exchangers with the appropriate amount of back pressure. Upon close inspection, the mechanism is almost identical to the early 911 and 912 heater control valves, with only the housing outlet being different to accommodate fitting to the later body. Guide tubes are provided to help the control cable make the sharp bend to the actuating levers on the heater control valves. The guide tube slips over the stub of the heater cable tube that is welded into the center tunnel and it has a bracket that secures it to the body with a 6mm screw.



Continued



Above: The special support brackets for the muffler, bolted to the engine. At top, the early one with 14mm spacers. Note in the photo at right above, the mounting ears on this one are broken off - a typical occurrence.

Above Right: More special adapter pieces, these sheet metal pieces direct cooling air flow below the engine.



Dansk photos courtesy Sierra Madre Collection



Heat exchangers are available new, as are mufflers. In years past some of the aftermarket exhaust manufacturers even made parts, like this Stebro hot rod muffler. Most of the ancillary parts, however, have not been reproduced and are difficult to find.

Mufflers and adapters

Another major difference is that the S50 system required a unique muffler. The muffler has four horizontal slip-jointed inlets that attach to the exhaust outlets as they leave the heat exchangers. Since there is not a direct attachment to the engine as with the conventional muffler where it bolts to the #2 and #4 exhaust ports, the Euro muffler requires support brackets. The supports bolt directly to the engine – the same bracket is used on both left and right side. Straps retain the muffler in its installed position.

Weight takes a toll

One of the disadvantages to the S50 system is that it is heavier (up to 26 pounds more according to a poster on the Registry web site who went to the effort to weigh all the parts) than the flapper box systems, so these brackets also support the weight of the muffler and part of the extra weight of the heat exchangers.

There are also at least two versions of the support bracket as well; neither version is very strong and both are prone to crack severely where they attach to the motor. The earlier version was shorter and had 14 mm aluminum spacers to provide clearance for the oil galley protrusion on the right side of the engine third piece. This, of course, required Porsche to have different length studs on the “Euro Spec” engine to accommodate the spacers. To reduce build complexity and the number of different parts to stock, the support bracket was redesigned to bolt directly to the third piece with the existing studs and without the 14mm spacers. However, this further reduced the rigidity of the bracket and made it even more prone to crack. It did simplify the manufacturing process, though.

Another difference is found in the engine cooling tin. The flapper boxes screw to the upper tin and direct the air flow around the lower head cooling fins. With the elimination of the flapper heater boxes, four sheet metal pieces were added to direct the air flow in a similar manner. They are retained by screws and by the lower exhaust flange bolts.

Summing up

The parts found today, like all 356 parts are at least 52 years old, and residing on the bottom of the motor the heat exchangers and the control valves are prone to rust and being struck on the bottom. It's rare to find a used heater box that isn't scraped on the bottom with a few wear or rust holes present. Parts are expensive when found and putting together a complete system requires patient searching to gather all the components.

Complex and heavy, the Euro heater system met the letter of the new law, but it also improved the heating capability considerably. My C Cabriolet has the system and its abundant heat can be felt even with the top down!

I'd like to thank several contributors to this article, **Jon Bunin** for the Service Bulletin information, **John Hawkins** and **John Ripoli** for photos of unique Euro heater parts and for sharing their knowledge of the Euro heater system. I also borrowed liberally from posts and photos I found on the internet and the 356 Registry web site over the years. 🚗

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Harry Pellow and engine in his "Peek-em-up truck".

Harry Pellow and engine in his "Peek-em-up truck". From his shop in Cupertino, California, this MIT engineer specialized in repairing 356 engines, and documenting all their many iterations and foibles. His columns appeared from January of 1985 until his untimely death in 2003.

Harry was very good at several things; first and foremost, self-promotion. He was also a careful engine builder who wrote several books about all the differences and changes to them over the years, and kept a database of engine numbers and specs, which he would share with those who contributed their data.

Harry was also a prolific writer who had a unique style and method. Nobody else wrote like Harry. Thank God. As his editor, I was completely daunted by the idea of trying to apply the Chicago Manual of Style to his prose, so over the years I gradually took a laissez faire attitude and just let Harry be Harry with punctuation, capital letters and spelling all his own. In spite of his rambling, there were always brilliant nuggets of insight and information to be panned out of his streambed of consciousness. You kind of had to work for it, though, and many of our readers couldn't stand the guy's writing. Interestingly, an equal and possibly larger group just loved him and miss him to this day.

In any case he was a memorable character and here's the first of his columns that I ever published. **GM**



The Maestro and the Myth

Deep within the Maestro's somewhat twisted brain there lies the remains of an Ancient Auto Myth. One he first read a loooooonnnng time ago in, ifin his memory serves, Clymer's 356 Porsche Book.

(Back in those Dark Days before Light, "Secrets", and the Engine Assembly Video Tapes, there were only Elfrink and Clymer. Books. Porsche Books. 356 Porsche Books that is.)

Elfrink's was the better Porsche book, but Clymers had Redeeming Social Valve for the Great Diagrams of the 4-Cam Carrera's Bevel Gear Drive System- a Mechanical Engineer's Centerfold!) (REAL Carreras, of course, have 4 Cams. And real "SC's" have Pushrods. Bill Block says that. The Maestro agrees.)

Clymer's book also had a Story in the back, about a guy who drove into his friendly neighborhood Porsche dealer to trade in his 356 for a new 911 (foolish boy that he was - 356's are now worth LOTS more than 911s!)

Anyway, as the amazed dealer looked on, the guy drains the oil from his old 356 and PUTS THE OLD OIL INTO HIS NEW 911.

Shocking though that might be, even more shocking was the Fact that his old oil had over 200,000 miles on it!

Or so said Clymers, in its Telling of the Myth.

The reason, Clymer explained, was that like Long Distance Truckers, the guy had used a "Diatomaceous Earth" Oil Filter in his 356 and, therefore, NEVER HAD TO CHANGE THE OIL!!!

As we look back on my 25 years of editorship, members who have joined in the last decade or so might find it interesting to get a taste of one of our regulars from back in the day. Harry Pellow always wrote in the third person, about his alter-ego "The Maestro". From his

And the Wonders of Diatomaceous Earth Oil Filters spread like Wild-fire from that Story - or others like it.

The Maestro knows that Diatomaceous Earth oil filters are good filters. They're made from dead little sea creatures called Diatoms that have incredible surface area and the ability to filter out crud and neutralize acids in engine oil. However, they cost more and they DO wear out eventually, and you can't find the filters anymore and...

And then one day, what walks into the Maestro's Shop, but an Original Owner of a 1963 356B Normal - with, guess what, a Diatomaceous Earth Oil Filter!!

Yes, it's true that the '63 Normal had only a mere 160,000 Original miles on it, which is low for a Normal, but the HEADS HAD NEVER BEEN OFF!

Upon seeing that, the Maestro got excited - for here for once was a Completed Experiment. One that could finally answer the question - after 160,000 miles and Thirty Years on an Original Engine, using a Diatomaceous Earth Filter, how well did that filter REALLY work?

Consumer Reports waited breathlessly for the Report from the Maestro's Lab.

After a mere 27 years, the Owner, a Lockheed Engineer in Reentry Systems no less, had finally decided to have his Normal entered and turned into a MaestroMaster SupraNormal. It was Time. It was also leaking like hell out of every orifice, and running hotter than Hades in that warm California Sun.

The Maestro got the Dirty, Greasy job of removing & tearing down a long-leaking Engine. With mucho yucko and mucko all over. He was consoled somewhat by the fact that everything was Most Definitely Original, as it should be, and provided Confirming Data on the Factory's Methods.

Little things such as: Even the Tail Pipes had 14mm Across The Flats Nuts and bolts on them! Amazing since all the aftermarket Tail-pipe Kits contain Standard Hardware which now is 13mm Across the Flats, not 14mm Across The Flats of long, long ago... Likewise the 14mm hardware on the "J" Tube to muffler clamps. That you never see nowadays - except on the Maestro's engines, of course.

About the only thing missing from the Normal was the piece normally missing - the Oil Pump Heat Shield. This hardly-ever-seen rectangular piece fits across the back middle of the engine - from one heater box to another - and acts like a heat shield between the Muffler and the Oil Pump.

(Actually, it doesn't "act like" a Heat Shield- it IS a Heat Shield, as the Owner could tell you, being in Re-entry Systems.)

The Oil Pump Heat Shield is also the first piece that falls off a 356! Highway departments all over the country must have a huge collection of these! (Fortunately, so does the Maestro - as oil pump heat shields come on the Military Industrial Engines the Maestro gets - and the Maestro gets more than his fair share of Military Industrials.) Heat shields are not allowed to fall off Military engines. Being totally enclosed, they have no place to go.

Ah, but I digress. Back to the Original 1963 356B Normal with 160,000 miles on it- and leaks all over it! And what wasn't leaking was stuck together. Intimately. The push rod tube seals were mated permanently with the cylinder heads and refused to separate themselves. Only when the Maestro viciously wrung the push rod tube's neck did the Original NON-extended push rod tube and Cylinder Head part company.

(The important word in the above sentence is "non-extended". The non-extended push rod tube, was what push rod tubes were way back then. Current replacement Push Rod Tubes have a 1" extension on the sump side. This prevents oil from flooding into the cylinder heads on loooooong left or right hand turns. This was a Richard Lukes invention that the Factory later incorporated into later 912 engines. All replacement pushrod tubes have a 1" extension on the end you stick into the crankcase NOT the end you stick into the head. (Of course, By Murphy's Law, some fools will put the 1" extension into the HEAD. They usually don't win races that way.)

When the Maestro pulled off the Fan Shroud he found The Reason for the overheating-in-the-California Sun Problem. The Oil Cooler was COMPLETELY blocked with Oil/Dirt/Crud on the outside. AND the cooler was leaking to boot. No WONDER it ran hot in the Summer.

And I'm not saying the Oil Cooler was just "dirty" - did you hear? The oil cooler was COMPLETELY blocked with crud! Since most all the air going to #3 and #4 cylinder has to pass through the oil cooler, ifin the Oil Cooler is completely blocked with crud, there ain't much air getting to #3 or #4 cylinder! Again, by Murphy, #3 and #4 cylinders run the hottest anyway and need the most cooling. But with a blocked oil cooler they get little. Too little. Too late.

This is also another reason why you want to build leak-free engines. Otherwise, by the Laws of Murphy, the oil from ANY leak magically gets sucked into the fan and deposited on the Oil Cooler fins. Oil covered fins act like oil-bath Air Cleaners and clean the cooling air going to #3 and #4 cylinders.

Since there's necessarily a LOT of cooling air going through a Porsche Air-Cooled Engine, a lot of dirt collects on the Cooler. And eventually this dirt fills up and blocks the left-hand half of the oil cooler's fins.

Blocking the right-hand half of the cooler is harder, 'cause the Fan creates a Centrifugal Separator that sends oil droplets to the left Hand side, but given long enough and oily enough, the cooler will end up completely blocked. In the Worst Case.

And this was worse than a Worst Case! Not only was the Oil Cooler completely blocked with crud, but there was a PILE of dirt that completely covered both #3 and #4 Cylinder fins to a depth of 1" (25.4mm.)

Is that why it ran Hot you ask?

YES!

But maybe the Diatomaceous Earth Filter would Save The Day!

The Maestro unearthed the Valve Cover bail, pried it off and carefully removed the valve cover to began his examination of the Engine's entrails.

As he eyeballed the rocker Entrails, he was Absolutely Amazed at the performance of the Diatomaceous Earth Oil Filter!

For this engine was, by far:

THE DIRTIEST ENGINE THE MAESTRO HAS EVER SEEN!

NEVER had he seen so much crud inside the valve cover of a 356/912 engine! Even Engines run with Arco Graphite when Arco Graphite was in vogue weren't as gross as this!

In fact, the poor 356 looked like the '57 Plymouth that once came into the Maestro's father's junk yard back in Oh, 1963 or so. Smoking like Hell, the Plymouth barely made it the Last Mile to its final resting place. The Junk Yard bought it for \$20.

Though badly smoking, the Plymouth only had 80,000 miles on it.

"How often you change the oil?" asked the proto-Maestro.

"Change the Oil?" replied the farmer. "Ah NEVER changed the oil! Just added a quart now and again. When it needed it."

The guy NEVER changed the oil - and it showed - when the Maestro removed the Plymouth's valve cover. Inside, was a solid mass of black Jello-like gunk, having the the impression of the valve cover. Except where moving rockers had worn a hole in the solid mass of sludge! Very Impressive.

And this poor Porsche engine was like that- the valve train and heads were encrusted with a quarter-inch of Black Goo. The Case looked like something found in the LaBrea Tar Pits.

Every square inch inside the case was slimy with black goo, sludge and crud.

That's the Bad news.

The Good News is that being covered in oil-based Crud for neigh on 30 years meant the parts were well-PRESERVED! And after immersion in the Maestro's Special solvents, (He's a Chemical Engineer too, y'know.) everything cleaned up remarkably well.

The Case, when cleaned, looked like new! More importantly, it checked out like new - OK Standard. (Well, it WAS a Normal.) As did the Crank. And the Rods. The Cam had a worn oil pump drive slot, but the

lobes of the low-lift Normal were unpitted.

Once clean, the Cylinder Heads looked like a Porsche Advertisement.

The Maestro called the Owner to give him the Good News and the Bad News. The Bad News being that the Engine won the Award for the Dirtiest Engine the Maestro's Ever Seen. The Good News being that all the parts inside were perfect.

The Maestro could stand it no longer and asked the Owner how often he had changed the Oil. Like, had he EVER changed the oil!

Turned out the answer was-hardly ever. Every 7,000 miles or so. Whenever the owner got A Round Tuit. 7,000 Mile oil changes for a 356 is close enough to Never for Government Work & All Practical Purposes.

So, 356 Fans, ifin you think a Diatomaceous Earth oil filter is the answer to your dirty engine blues, think again.

Likewise ifin you still believe in the Myth of the 200,000 mile Porsche with the Diatomaceous Earth Oil Filter whose oil was never changed, DON'T! Believe in the Tooth Fairy of Santa Claus. It's cheaper. Cleaner too,

And like Consumer's Reports says - when CU complied Statistically Significant Data from its readers who had gotten over 100,000 miles on their cars, what was the Single Underlying Unifying Thread? The Common Factor among owners with 100,000+ miles on their cars???

Zee Answer Please.

You Vant to get a Hundred Thousand Miles out of your engine?

Then CHANGE THE OIL every 3,000 miles or less!!! For 365's, with NO full-flow filter, which is to say ALL 356's as all 356's have a BYPASS filter, not a full-flow filter, make that every 2500 miles. 2000 miles if you want to be Sure. 1500 miles or every 6 months if you want to be REALLY sure.

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Continued from page 74

On the bench in Chris' shop, it turned out that not much from the engine would be salvagable, although it looked pretty good for spending decades in the mud. The cars Don built as a kid are a little shopworn after all these years but it's not hard to imagine how much fun he had with them. He's still smiling!



plant. I was amazed and Don was as happy as could be. Sometimes it seems like these old things find me. Don helped us load up the engine and insisted I come back, for another engine; this time he said it had been stored inside, safely under a shelf in a rural shed.

The second engine

It was almost a year later, but we finally met out at one of his rental properties where the other engine was stored many years ago. After digging through the shed, it turned out that his younger brother had taken that engine several years back. But the story doesn't end there.

Don brought me to his family's 200+ acre homestead a couple miles from the rental property, the place where he grew up. I got a tour of the farm which included seeing his first "cars". He began building them from scrap VW parts at the age of 10! You can see one of the cars has a VW case, brakes, wheels, suspension. I'm not sure what's more interesting, the fact that he built these at such a young age or that they still exist 60 years later!



Statement of Ownership, Management and Circulation (Required by 39 U.S.C. 3685)

1. Publication Title **Porsche 356 Registry** 2. Publication No. **1066-6877** 3. Date of Filing **July 31, 2017**
4. Issue Frequency **Bimonthly** 5. No. of Issues Published Annually **6** 6. Annual Subscription Price **\$45.00**
7. Complete Mailing Address of Known Office of Publication **1826 Tower Drive, Stillwater, MN 55082**
8. Complete Mailing Address of the Headquarters of General Business Offices of the Publisher **Same**
9. Full Names and Complete Mailing Address of Publisher, Editor, and Managing Editor. Publisher **Gordon Maltby, 1826 Tower Drive, Stillwater, MN 55082**
- Editor **same** Managing Editor **same** 10. Owner **356 Registry, Inc.** Complete Mailing Address: **1826 Tower Drive, PO Box 356, Stillwater, MN 55082**
11. Known Bondholders, Mortgagees, and Other Security Holders Owning or Holding 1 Percent or More of Total Amount of Bonds, Mortgages or Other Securities **None**

12. Tax status **None / Has not changed during preceding 12 months** 13. Pub. title **Porsche 356 Registry**

14. Issue date for circulation data below: **July / August 2017, vol. 41, no.2**

15. Extent and Nature of Circulation

Average No. Copies Each IssueNo. Copies of Single Issue
During Preceding 12 monthsPublished Nearest to Filing Date
A. Total No. Copies (Net Press Run)	6972	7053
B. Paid and/or Requested Circulation		
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2. Paid In-County Subscriptions	4	4
C. Sales through dealers and carriers, street vendors and counter sales, and other non-USPS paid distribution	1042	1062
4. Other classes mailed through the USPS	338	197
D. Total Paid and/or Requested Circulation (sum of 15b1, 2, 3, 4)	6725	6827
E. Free Distribution by Mail, (Samples, Complimentary, other free)		
1. Outside-County	0	0
2. In-County	0	0
3. Other classes mailed through the USPS	0	0
F. Free Distribution outside the Mail	15	15
G. Total Free Distribution (Sum of 15d and 15e)	15	15
H. Total Distribution (Sum of 15c and 15f)	6740	6842
I. Copies Not Distributed	232	211
J. Total (Sum of 15g & h)	6972	7053
K. Percent Paid and/or Requested Circulation (15c divided by 15g x 100)	99	99



Tail Lights

Chris Runge

The Swamp Find Engine

Last June 2016 I took my father-in-law out for a drive as I was giving FF005 a shakedown around the lakes of Alexandria. We pulled off into a way-side bike trailhead parking lot to have a look at the engine bay. I opened up the clamshell with the smell of fresh exhaust wrap filling the air, and a moment later I saw an elderly gentleman making his way over from the adjacent RV park. He introduced himself as Don, the owner of the park. My father-in-law, who has been in business here for nearly 40 years, immediately recognized Don and they began to chat. However, Don seemed more interested to know what motor I was running in FF005.

Don asked me, "Is that a Porsche 356 motor?" I replied, "Why, yes it is. Not too many people around here can identify that, have you owned one?"

Don replied, "Well yes, I kicked one over that hill next to the park 40 years ago... should still be down by the lake!"

Many thoughts ran through my mind right about then. He seemed like he was all there mentally, but I've had a couple of wild goose chase treasure hunts with guys and I wondered if this might be one. Something was different here, though.

Don began to tell me the story of how his brother pulled into the RV park 40 years earlier in a VW dune buggy with an old Porsche motor in it. He told Don, "The dune buggy is yours, I don't want it!" So Don did what any sensible guy would do (sarcasm here): he pulled out the Porsche engine and replaced it with a VW setup. The reasoning behind this remains a mystery.

Don went onto to explain to me, "After I pulled that Porsche motor from the dune buggy I dollied it over to the edge of the resort and kicked it over the hill. It should be laying right down next to the lake in those weeds." I didn't know whether to believe Don or not, but then he told me, "If you want it, you can have it!" Immediately visions of roller bearing crankshafts and the word "CARRERA" streamed through my mind - but then of course the occasional VW engine popped in to ruin my fantasy. My hopes



were high but expectations realistic. I asked if we could just take a peek over the hillside and Don said, "No, you'll have to come back." The suspense was killing me.

A week went by and I called Don early one rainy Saturday morning to see if my eleven-year-old son Fin and I could run over to pick up the engine. We were cleared and so we loaded up shovels, tow chains, boards, and everything we could think of to get the engine back up the steep lakeside bank. We showed up with truck and trailer and found Don in his dark, large pole barn working on old single cylinder tractor engines. He had over 50 engines that he had restored on display along one wall. He even had a 2 cylinder (1917-ish Maytag washing machine-powered) scooter he built back in the '50s as a kid! The tour took the better part of an hour and finally, with rain pouring harder than ever we went to find the old Porsche engine.



We walked along the road that bordered the edge of the RV park on one side and a steep bank on the other. Don seemed to know exactly where we were going. Suddenly, he stopped and said, "Right here, this is where I rolled it off the edge." There was nothing but giant thorn bushes as far as the eye could see down to the marshy lake-side which was overgrown with Cattails. Well, nobody said this was going to be easy. My son looked at me as though this might not be worth it. Don brought along tree trimming shears for us to clear a path down toward the lake. We worked our way down to the water's edge and I was becoming discouraged. Don insisted that it was down there as there was no way anyone could have found it. I worked my way over toward a 6-inch round tree where I planned to take a break. Covered in mud from the rain, tore up from the thorn bushes and ready to call it a day, I looked at the base of the tree and saw that a shoot had grown through what appeared to be an old rim. All I could see was a rounded black piece of steel. Believe it or not, it was the very top of the fan shroud. The engine was 50% under the earth, the tree making its way through the intake and oil can area! Now, the challenge has just begun. I began to wonder if it was worth trying to pull it out. Don disappeared and came back with shovels, more shears, a pick axe and the like. The mining project began. About an hour later the engine was unearthed. We shimmied the engine carefully up the hill laying it on sections of 2x8 with tow straps hooked up to a Skidsteer placed at the top of the hill. Slowly, 10 feet at a time, we made pulls until it was at the top of the hill.

The engine was indeed a 1957 Porsche Super power

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