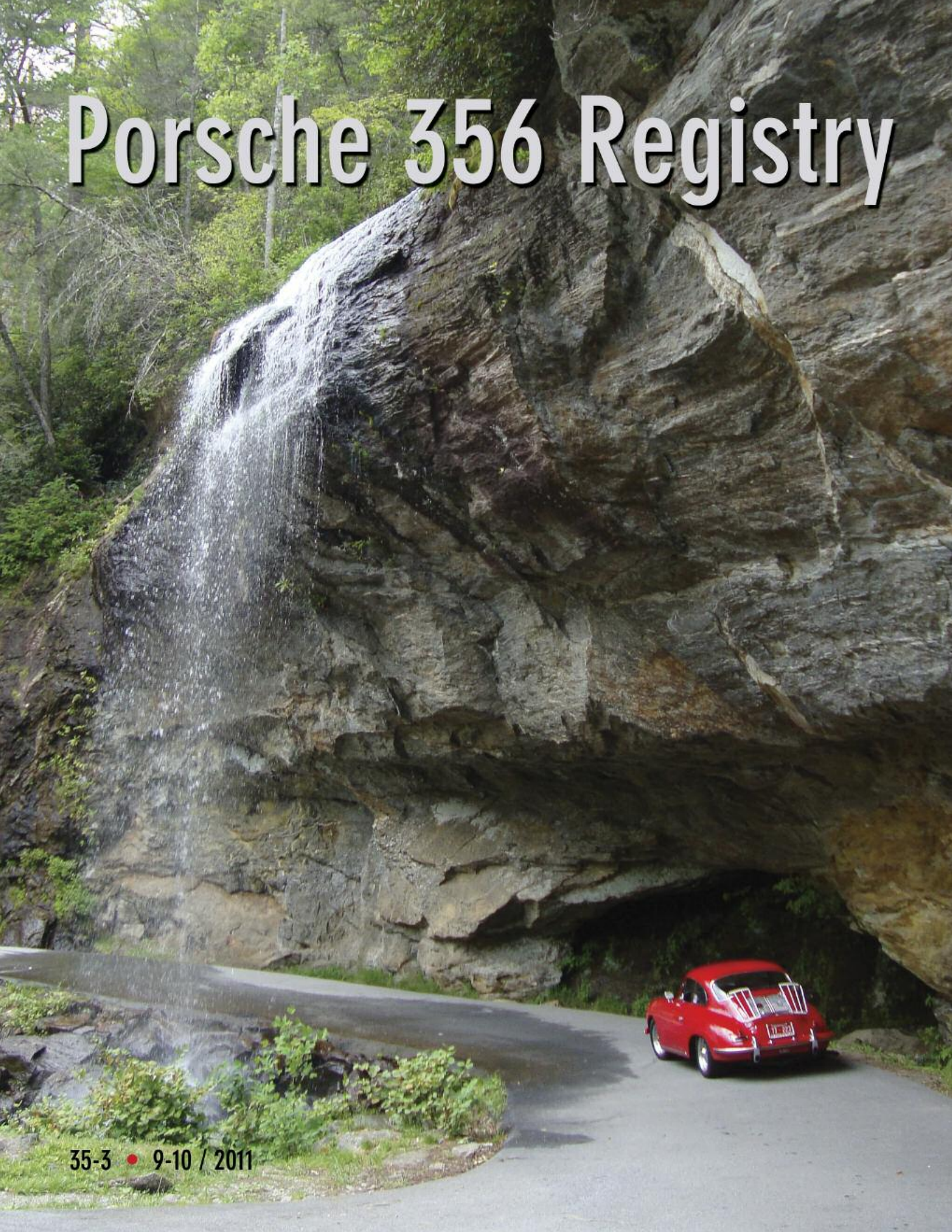


Porsche 356 Registry





Restorer's Choice

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GAS TANK

For 356B T-6/C — just rec'd this exact reproduction. All impressions, welds, fittings as original — even the correct grey finish



CONNECTING RODS

Made exclusively for us by Crower to surpass any existing 356/912 rods on the market. Chromoly 4340, bolts by A1, 280,000 psi, tolerances to $\pm .0001$ ". Balanced ± 1 gr. Available in H-beam (451 gr.) or I-beam (464 gr.)



ZF STEERING BOX

Re-manufactured completely with new worm shaft, new peg and hardware. New worm brgs changed to superior tapered roller design. All tolerances to new specs. Finished to look new, even w/lead seal!



OIL COOLER

Aluminum, 45% lighter and 20% more surface area than old steel cooler. "Peace of mind" with a new cooler instead of your old rusty one ready to leak. Light to prevent dreaded engine case crack.



BRAKE DRUMS

For 356A, new reproductions available, front and rear. Made in Europe, complete with wheel studs, Machined to std. 280 mm specs.



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We carry the full line of 356/912 cams from stock Super to full Vintage Race specs. Ground from new chilled iron castings from Europe, these cams are becoming the standard of the 356 engine building industry. Call for duration, lift specs.



PUSH ROD TUBES

One-piece aluminum construction, to replace thin stock steel tubes prone to leaks. Simple spring load design, uses stock (supplied) seals, set of eight. Ready for Road or Track.





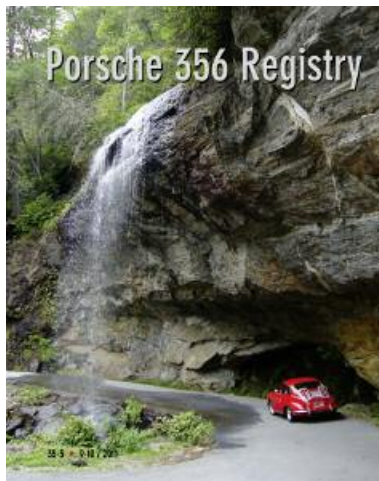
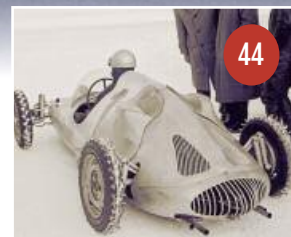
Porsche 356 Registry



C o n t e n t s

In the Mail	6
Upcoming Events	7
The Miscellany File	
Gordon Maltby	10
Chuck House	12
President's Letter	
Randy Leffingwell	14
Porsche Racing Comes to Print	
Phil Carney	16
Beer, Brats, Bathtubs	
Tom Spiegel	24
Bowling for Laurels	26
Land Speed: Tom Bruch	28
Land Speed Porsches	32
Classics at the Castle	
Fred Hampton	34
Porcelain and Pop-rivets	
Charlie Warnes	36
Never on Sunday	
Evi Butz	38
Ultimate Driving Tour	
Tom Roos	40
Pittsburgh Vintage Grand Prix	
Jolene Cicci	42
Otto Mathé's Fetzenflieger	
Kent Caveny	44
Family Heirloom	
Dana McDaniel	50
MarketWatch	
Prescott Kelly	52
Collectibles	
Prescott Kelly	54
Years Ago	
Jim Perrin	56
Net Worth	
Sebastian Gaeta	58
Daily Driver	
Jim Johnston	60
B/C VDM Steering Wheels	
Roy Lock	62
Outlaws' Bulldog Cliffs Rennen	
Roy Pederson	64
Resto-Strips	
Edwin Schweitzer	66
Flywheels	
Paul Christensen	70
Tail Lights	
Phil Carney	74

Volume 35, Number 3 • September / October 2011



Cover: John Knight photo of his B Coupe under Bridal Veil Falls, outside Highlands, NC.

Top o' the page: Photo by Morgan Sheff

Regional Clubs - Americas

These independent groups each offer activities, information and fellowship for 356 enthusiasts in their area.

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Rocky Mountain 356 Club www.rm356pc.com
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Hawaii 356 Owners Group
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tntub.cnoble.com

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St. Petersburg, FL 33713
727-564-7327 fhood@tampabay.rr.com

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356BURGH www.356burgh.com
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www.356downunder.co.nz

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for updated contact info and links.



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Our NEW Web Site!

Home / Members Only Web Site:

www.Porsche356Registry.org

Join, renew, change your address, add your contact information so other members can get in touch with you, find other members - all with a few mouse clicks. You can also access the VIN database, tech archive and more.

Initial, default settings can be customized after logging in for the first time.

NEW! Classified Ads

www.Porsche356Registry.org/classifieds

NEW! 356 Talk / Forum

www.Porsche356Registry.org/356talk



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In the MAIL

Drive Your 356 Day: 9/18

Get out there to a scenic, historic or funky spot with your 356 and your camera. Send your photo as an email attachment to magazineeditor@porsche356registry.org by October 1st.



Solitude Revival

The weekend of July 23-24 was the Solitude Revival, with historic racing at the old track adjacent to Schloss Solitude outside Stuttgart. Beginning in the early 1900s, mostly motorcycles raced an various roads around the castle, but from 1949 to 1965 the track was home to championship rounds of motorcycle GP, Formula 1 and 2, GT, Sports and other race cars. Hundreds of thousands of spectators attended in its heyday.

Porsche would often provide rides around this, their "home track" with their current race cars to European delivery customers and Treffen guests. The castle was used as a delivery point to large groups of American visitors picking up their new cars.

The Revival this year featured Porsche's Formula 1 and 2 cars, Hans Hermann in a 550, and many others, from a Typ 64 to 956. **Marco Marinello** was there and sent this photo and a note:

"A picture of old timekeeper building taken from inside the famous 356 A Carrera WN - V2 from Paul Ernst Strähle. This car won his class at Solitude in 1956 and 1957, and is most likely the most successful 356 existing."

Clarification from last issue

After re-reading Adam Wright's flattering Article on my history, as well as a pleasant conversation with Joe Cavaglieri, I must make a couple of corrections / clarifications regarding 550-01.

First, I misstated the bidding and selling prices by \$100K. The car changed hands for under \$375,000. My client's bid was around \$275,000.

Far more important is the impression I am afraid I left with regard to the cost of restoration, and my opinion of it. I MUST be very clear; I believe that the cost of the restoration was completely fair and proper, and, likely, a bargain. I have no knowledge of what those numbers were.

I do know that, during the first year or so, while extensive research was going on, at the same time, the fiberglass body was mounted on a frame of its own, the body was repaired, reinforced and corrected to allow it to be used as a buck for the aluminum fabrication, and the correct shape for the missing roof was developed. The original, correct, frame was checked for straightness, and repaired as required. I do not know what this may have cost, but my comment "a couple of pages in a book" hardly describes what was actually done, nor do I know its cost.

I had the good fortune to visit Joe's shop at about this time, and saw the above for myself. I heard, during that visit, that the owner had some concerns regarding the project, and took it upon myself to assume costs were the concern.

I now know that, at no time was the client concerned with the cost of the work. He is an experienced collector, and knew what he was committing to in the purchase. He had a long-term plan to build a fine collection of Porsche cars, at home in Australia. What made him decide to offer -01 for sale was the realization that there existed truly huge tax implications to bring the car home. He continued full support of the project, right up to the day a deserving, valid buyer came forward.

Make no mistake, investing in a car of this importance, restored to the level that Joe is committed to doing, is likely a better investment than most of our current 401(k)s.

On a different subject within the article, the "904 engine" Stan picked up at the airport was in fact, TWO 911 group 3 engines, for the Daytona 911.

Please accept my apologies for not making these corrections prior to publication.

Best regards, **Gerry McCarthy**

Thanks, Gerry. In preparing Adam's text for publication we had an hour-long phone conversation during which the tall tales flowed. It's possible that in between laughing fits I may have missed a few details. I appreciate your setting it straight. GM

An insider's view

To Adam Wright:

I enjoyed reading your article in the *Registry* on Gerry McCarthy's career.

During the Wetanson days you describe, I was often in Herb's pit soaking up information from Gerry and Stan Slapikas. Unfortunately for Herb (and everyone else in those days) Peter Gregg was on his way to a fabled career having made himself into a first rate race car driver, tactician and team manager.

As fate would have it, Peter and I became friends. Years later, Peter built my first race car and Stan Slapikas became my crew chief in the IMSA series. Imagine how Stan felt "working with the enemy". During that time I became Peter's sponsor through my family business, Garrard, which led to many victories culminating in our 2 car entry in the '73 Daytona 24 hour race. Needless to say, during those years with Peter there was never a dull moment.

Both Gerry and Stan were always approachable, knowledgeable and more than willing to offer a helping hand whenever asked. They were stand-up, hard-working guys with superior work ethics and exacting standards. You have done your readers a service by taking them on a trip through Gerry's career, and by saluting the un-heralded guys that make it happen in racing.

Sincerely yours,
Andrew Carduner

Tail light kudos

I pride myself on both the originality of my '59 Convertible D as well as the fact that I enjoy using it on an almost daily basis (weather permitting). This pleasure causes a tradeoff in the reliability department so, over time, I have made incremental modernizations to the 356 but always saving parts so it can be returned to as-built authenticity if someone wishes to do so in the future.

One safety consideration I have always worried about is the brightness of my brakes and turn signals during daytime driving. So, after reading the article about CuLayer's LED tail lights in the last issue I decided to buy a pair. Wow! What a difference they make. The quality appears to be excellent and they went in with minimum fuss. Hats off to Jim Franzen for making a wonderful contribution to the 356 community.

Phil Carney

Upcoming Events

September 9-11Watkins Glen, New York
SVRA US Vintage Grand Prix. Info at www.theglen.com

September 16-18Canton, Ohio
The 17th Glenmoor Gathering Concours. Visit www.glenmoorgathering.com.

September 15-18Bothell, Washington
356 Group NW 25th Annual Bullsession with a Pilsner Pre-function, Lake Washington Cruise, Denny Aker's Hobby Shop car show and a swap meet. Host hotel Bellvue Red Lion (425-455-5240). See more at www.356groupnw.org/bullsession.

September 16-19Helen, Georgia
EAST COAST DY 356 DAY. Informal, no-host drive to Helen, Georgia. See Registry talk list under "356 Events" for info.

September 17Lewisberry, Pennsylvania
The 19th annual Porsche VW Swap Meet at Ski Roundtop. Vendors, \$30 before 9/1. Please contact Mike Moody at 2125 Pinetown Rd, Lewisberry, PA 17339 or moodyleather9@aol.com. See www.vintagegermanswapmeet.com.

September 18Everywhere
Drive Your 356 Day, a Sunday celebrating Ferry Porsche's birthday. Get on the road with that Porsche.

September 30-October 2Sedona, Arizona
The Arizona Outlaws ride again in the 2012 Javelina 100. Contact Mike Wroughton for details and registration, at 602-418-2980 or mwroughton@aol.com. www.az356outlaws.com/events

October 14-16Monterey, California
Porsche Rennsport Reunion IV. Sponsored by Porsche Cars North America, Rennsport makes its first appearance on the West Coast. Make your plans now to immerse yourself in what will be a truly memorable weekend dedicated to Porsche's legendary motorsports heritage. More details, tickets at www.mazdaraceway.com

October 16.....Carmel, California
The Porsche Race Car Classic. An incredible gathering of 356-era Porsche race cars at the Quail, all for a worthy cause: fighting lung cancer. See page 11.

October 26-30.....Palm Springs, California
356 Registry West Coast Holiday. See page 8.

December 17San Clemente, California
Jack Stagg's 356th Day Celebration 11am - 5 pm at Jack Stagg's Shop. Bring something to share. Swap Meet and food. Jack Staggs 1321 Calle Valle #N San Clemente CA 92672-3840 (949)492-9606.

March 3, 2012Los Angeles, California
L.A. Literature, Toy and Memorabilia Meet at the Los Angeles Hilton Visi <http://www.lalitandtoyshow.com/> or contact Wayne Callaway at 909-930-1999 (W).

May 14-17, 2012.....TN, NC,
356 Ultimate Driving Tour. Drive the BLUE RIDGE PARKWAY; Tail of the Dragon, NC -318 curves in 11

miles; The mile high 'Cherochala Skyway', TN; Moonshiner 28, NC -105 miles of curves, waterfalls and mountain views; Diamondback Loop -36 miles of 'twisties'; 'Little River Road' is designated as one of the 10 prettiest roads in the country. Overnight in Gatlinburg and Asheville. For info, registration go to www.ultimatedrivingtour.net or call 937-902-9550.

May 17-20, 2012Merano, Italy
37th Porsche 356 International Meeting. Entries are open at www.registroitalianoporsche356.it

August 16-19Danvers, Massachusetts
356 Registry East Coast Holiday. More info to come.

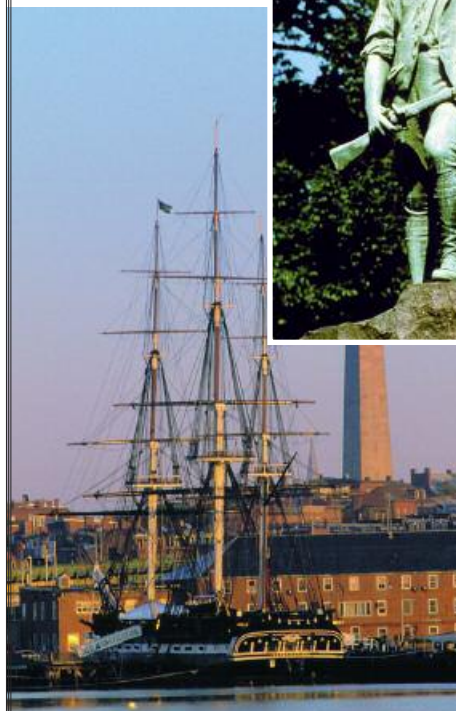


- Driving Tours
- Autocross • Tech Sessions
- New England Clam Bake
- Whale watching
- Paul Russell tour
- Historic site tours
- Concours • Art/photo show
- Awards banquet
- Sunday brunch
- Swap meet • Lit meet

(subject to change)

Porsche 356 Registry **2012** East Coast Holiday BOSTON **DANVERS** MASS

August
16-19





Porsche 356 Registry West Coast Holiday

Riviera

Palm Springs, CA

OCTOBER 27 - 30, 2011



www.WestCoastHoliday.org

Jeff Trask 949-697-4499 or NO911NV@aol.com
Jim Liberty - 949-375-1888 or jimliberty1@sbcglobal.net

A "His and Hers" Holiday

For the Ladies:

The Riviera: World class resort with pools, spa, lounges, and restaurants. Spa 20 % discount.

- Palm Springs**
 Free trolley both ways to Palm Springs downtown shopping / dining • Bus to outlet malls, 130 stores.
 • Other shopping: El Paseo, The River, Rancho Mirage. • Palm Springs aerial tramway
 • Art galleries • Palm Springs Art Museum
 • Living Desert and zoo
 • Golf - many world class courses to choose from.
 • And some of the best fall weather for tanning, strolling, or just lounging.





West Coast Holiday 2011 *Presented by . . .*

Palm Springs, California October 27-30, 2011



Your Registration fee includes:

Name badge (required for all Holiday activities),
Event shirt or Ladies event scarf, Patch, Goodie bag,
Access to hospitality suite, tech sessions, and evening reception

Please copy this form, fill out clearly and include with your check to:

West Coast Holiday 2011
c/o Felix and Jeannie Macaluso, Registrars
10177 Swallow Ave.
Fountain Valley, CA 92708
email: fmaca@msn.com

Get the latest info. at www.westcoastholiday.org
or email jjmliberty1@sbcglobal.net with questions

356 West Coast Holiday 2011 - Registration Form

Info about you:

Registrant badge name _____ Member # _____
Co-Registrant badge name _____
Address _____ Your club affiliations: _____
City _____ State _____ Zip _____
Phone day() eve() _____ cell _____
Email _____ Contact me about volunteering for _____

Shirt and scarf info:

Mans style shirt: S _____ M _____ L _____ XL _____ XXL _____ Ladies scarf _____ **Indicate number**

Info about your car: We encourage all 356s to participate in the peoples choice show

Model (pre_A,A, B, C etc) _____ Year _____ Body type (coupe, cab, Speedster, etc) _____
Outlaw? yes() no() Special interest? _____

Awards banquet choices:

Indicate number: salmon _____ beef _____ chicken _____ veggie _____

356 Registry 35-3

Registration fees:

Registrant	\$150	_____ 1_ @ \$150 =	\$ <u>150</u> .
Co-registrant	\$125	_____ @ \$125 =	\$ _____
Car show lunch	\$ 20	_____ @ \$ 20 =	\$ _____ (reg & co-reg)
Awards banquet	\$ 60	_____ @ \$ 60 =	\$ _____ (reg & co-reg)
Air museum	\$ 9	_____ @ \$ 9 =	\$ _____
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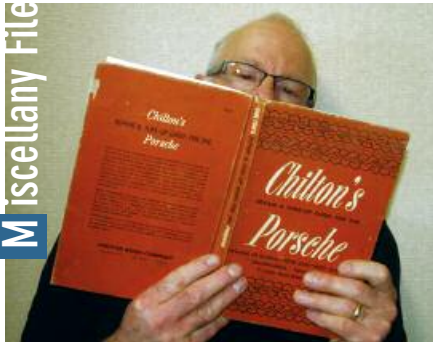
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Registrant signature _____ Co-registrant signature _____ Date _____



Hey, is this heaven?

"No. It's Iowa," was John Kinsella's answer in the movie *Field of Dreams*.

Last weekend I had a chance to once again drive through east central Iowa, where in early August the corn fields are a seven-foot deep carpet of green and gold, rolling to the horizon. It's the perfect time to see Grant Wood country, and the rounded bluffs above the Mississippi look exactly like the voluptuous hills he painted. Mark Bouljon, an old river rat from the Quad Cities, and I drove down to spend some time with Tom Bruch at his home in Cedar Rapids, where Tom gave a show-and-tell about his almost-50-year pursuit of land speed records. Talk about chasing a dream; Burt Monroe (*The World's Fastest Indian*) has nothing on this guy. Holder over the years of some 30 land speed records, Tom—like the New Zealander in the movie—has conceived, designed and built most of the parts for his (and others') record runs. And at 77 he continues to do so.

Tom's story begins on page 28, part of a theme in this issue revolving around Porsches and land speed records. Phil Carney has done another exceptional job, this time researching and presenting Professor Porsche's involvement, from the "Mixt" days through the Silver Arrows before WWII. That feature article was the perfect jumping-off point to present Porsche's further pursuit at Montlhéry in the early 1950s, some early VW hot-rodders in the '60s and a look at the racers who continue to push the speed envelope with the Professor's designs.



Tom Bruch describes one of his engine parts to Carter Kurler, left, and Mark Bouljon. Bib overalls? Hey, this is Iowa.

A really big show

Speaking of dreams, in October a Porsche "Field of Dreams" will appear, not out of a corn field, but above the parched grass and tarmac at Mazda Laguna Seca Raceway in Monterey. After three successful Rennsport Reunions, they knew that "if you build it, they will come." The first they is Porsche AG and PCNA, and the second they is you, me and a whole bunch of Porsche enthusiasts. The line-up of cars and stars is incredible, and it will be a Porsche weekend to remember on October 14-16. There will even be a Bavarian-themed "Porsche Park" in the paddock, with food, drink and a Biergarten!

Perhaps the biggest attraction for 356 fans, though, will be the Porsche Race Car Classic, in the Carmel Valley at Quail Lodge.

Cool green grass, fine wine and fabulous food. Oh yeah, and the cars: perhaps the biggest grouping of early Porsche race cars you (or anyone) has ever seen in one place. That's Sunday! Sunday! Sunday! event, while over the hill at Laguna Seca the later Porsches will be on the track. If your heart belongs to Spydres, you know where you should be that day. For those daunted by the not-insignificant \$400 entry fee, remember most of that is a tax-deductible donation to a very worthy cause. You give to charity anyway, so you might as well be a VIP for a day.

I'll be there, in the middle part of a 4,000 mile road trip. Several friends, curious about my mental state, have asked why I don't want to fly, since it ends up costing about the same but takes only a tenth of the time. Aside from a strong aversion to rat-maze airport crowds, security lines, tiny seats and rental cars, driving has a number of attractive pluses. I get to stop and visit a bunch of interesting people along the way. I get (I hope, since it ain't done yet) to drive the '73 911 I've been restoring for six years. People always say in bringing an old car back to life you have to have a schedule and a goal. Well, how about Monterey, October 14th, 2011? Besides, nobody is going to strike up a parking-lot conversation by asking me about my rental car.

Another big draw for me is the road itself. Sure there will be plenty of freeways, but those four-lanes can be a rolling lesson in history, geography, social studies and even geology. From the verdant cropland that surrounds the Mississippi river, heading west you'll see the trees thin out and the land take on a different shape, like long rolling swells on an ocean of grass. As you cross the wide Missouri it's interesting to think about the water it's carrying, all the way from the Rockies, a day's drive over the horizon. When the mountains do appear it's like a thin apparition on the horizon, and when you're finally in them, you marvel at the men who carved the roads through rock.

So many choices: Mount Rushmore? Yel-

lowstone? Maybe Bryce Canyon on the way back? Utah, Nevada, Arizona; can you use the terms "glorious" and "wasteland" in the same sentence? Looking over the harsh western landscape, the beauty is everywhere, and an appreciation for the pioneers who first came this way is unavoidable, even if you don't stop to see the old wagon ruts at Devil's Tower.

The plan is to attend the big Monterey Porsche weekend, leave the car, fly home and come back for a drive down to Palm Springs for the 356 Registry Holiday. It will continue my record of never having driven a 356 to a Holiday. Oh, I've trailered one, driven other people's 356, and my own 912 and a Boxster a few times, but unfortunately, my 356s were just never ready for prime-time when a Holiday came around. Of course, that didn't stop me from attending and it should not stop you. In fact, a Registry Holiday is the best place to get pumped up about buying that 356 you don't yet have; getting back on that project car you've let slide; or just using your 356 more often.

By the time the Holiday ends, we'll be almost to November, and western plains travel has some potential for cold weather, but it also precludes the need for A/C on what can be a dang hot drive across the prairie. Last time I drove along the Platte river in Nebraska it was a wet June and with non-functioning windshield washers I had to stop every ten miles to scrape bugs off the glass with a credit card.

Then there was the time I drove my '69 911S to L.A. in January, with an unplanned midnight stop in Barstow. The freeway was closed because of ice on the pavement and the nice CHP officer informed me I'd need chains if wanted to proceed over the pass. Chains? CHAINS? I was three months into my second winter of everyday Minnesota driving in the car and had never come close to being stuck. I had just traversed 2,000 miles of nasty winter roads and now, just a few hours from my goal I *was* stuck, figuratively but certainly not literally. You can imagine that the only gas station open which sold chains was not exactly giving them away, but I was assured they would fit my 185 -15 tires. Sure. On a big car maybe, but with little fender clearance on a 911 I couldn't get them on. Adding insult to injury I was forced to buy a motel room at a premium, bringing my unplanned hiatus tab to around a hundred bucks, almost half of my travel budget. To this day I harbor resentment for the state of California.

It's been twenty years since I last headed west in a Porsche, and over forty since the first time I made the trip, when each next ride was out there, just a few yards beyond my thumb. *That* was quite an adventure. Of course, they've all been adventures, and I expect this one will be, too. 🚗

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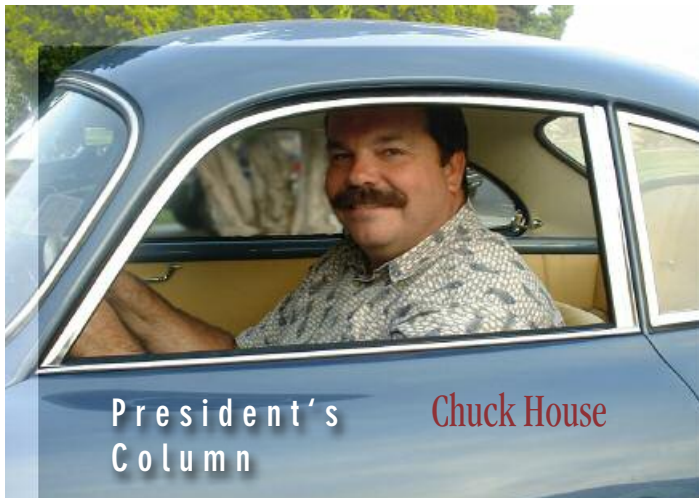
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President's
Column

Chuck House

We've all heard the old adage that 10% of the people do 90% of the work. However, for enthusiast clubs, it seems like it's more like <1% of the people do all the work. While the most important people in the club are undoubtedly the members, I would modify that slightly and say that the most valuable people are those few members who volunteer their time to do real work for the club. I always find it amazing that we can fill 76 pages every other month with outstanding articles sent in by members. Re-read some of Phil Carney's historical articles which are the best in any Porsche publication, or Prescott Kelly's literature pieces or some of the restoration/technical articles from Edwin Schweitzer, Paul Christensen or Jon Bunin and you can appreciate the knowledge, research and work involved putting just one of these articles together. Now imagine doing that repeatedly and you start to get a sense of what I'm talking about.

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Unsung Heroes

Open the magazine cover page and look under "Contents" and you'll see a list of all the MVPs who help make this club what it is, including the above mentioned along with many others. Your yearly dues cover the cost of physically publishing/mailling the magazine but the quality of the content relies primarily on members simply donating their time for all our benefit.

Yes, the bar has been raised and some have grown to expect the high level of service they now get and others can be quite vocal if their expectations are not met. However, think about how you can help before firing off that complaint. Some years back when I was organizing events, I carried a volunteer sheet and if someone came up to me in full-on complaint mode about how something was being done, I would pull out the sheet and ask them if they'd like to volunteer for next year's event and ensure that aspect of the event was more to their liking. The abrupt change in attitude was, shall we say, striking. I just can't emphasize enough how important it is to get qualified volunteers for the club and also that we occasionally recognize the efforts of our volunteers so please let them know when you next see them.

Call for Trustee Candidates

The election ballots for trustees will go out in the next issue so this is the official call for candidates for the office of trustee. To summarize, the Porsche 356 Registry is governed by seven trustees who are elected by the membership and these trustees vote on any major policy adopted by the club. A trustee is elected for a two year term with 4 trustees up for election in odd numbered years and three in even. Those wishing to learn more about the trustee position can read the bylaws at www.porsche356registry.org (go to About Us / 356 Registry Bylaws). This year, there are 4 trustee positions up for election. I can tell you from past years that at times, we have had to lobby people to run for trustee so that there would be candidates other than incumbents. Let's not let that happen this time. If you want to get more involved with the club and run for trustee, submit your notice to the club secretary, Karen Campbell, no later than October 10th, 2011. See page 5 of this issue for contact information.

Upcoming Holidays

The WCH 2011 in Palm Springs Oct 26-30th, 2011, is on track to be one of the best yet with around 300 people and over 150 cars already signed up. It is a great time of year to visit Palm Springs and the Riviera Resort has something for everyone, having recently undergone a huge renovation. If you haven't registered for this event, there is still time but you need to hurry as hotel rooms at the special rate will be gone soon. Also, if you would like to volunteer to help, contact Jim Liberty or Jeff Trask (contact info on page 8 in this issue). As already mentioned, we have the East Coast Holiday already penned for August 15-19th, 2012 in Boston. Make sure to mark your calendars and look for more information in this issue. See you on the road. 🚗

Editor's Note:

Chuck just retired from Intel Corp and a party was held in his honor at the Marconi Automotive Museum in Orange County. For the event, his Convertible D was on display, the only Porsche in the museum. We congratulate Chuck on this milestone and wish him well now that he has more time to play with cars.



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Porsche, Audi, Opel, BMW, Mercedes-Benz, and Volkswagen – Germany’s six carmakers (and seven including Ford of Europe in Cologne) – have fascinating and significant histories. Only one, however, has been involved in motorsports consistently from its beginnings through today. Porsche’s motorsports heritage goes back much further than early 356s racing in 1950. Professor Ferdinand Porsche conceived one of his first automobiles, the front-wheel drive Lohner-Porsche Type J, to race in the 1900 Semmering Hillclimb in Austria. Porsche drove the all-electric 28-horsepower racer himself. The first time up the hill his tires failed, overwhelmed by the torque of the two front wheel hub motors and the weight of the batteries the car carried. The second attempt on September 23, 1900, was successful; he set a record averaging 24.88 miles per hour, the first of many more to come.

Porsche Racing History Comes to Print

Randy Leffingwell



Professor Porsche’s personal competitive drive and the history he made continued with legendary contributions at Daimler-Benz and Auto Union and ideas for racing Volkswagens from Berlin to Rome. During his internment in France following World War II, his son Ferry began to manufacture a car in the family name and he accepted outside contracts with firms such as Cisitalia to develop racers for them. From the start of Ferry’s efforts, racing served two purposes: to promote and sell the cars the company manufactured, and to test and prove the engineering that went into them.

That continues right through the present day as Porsche announces plans to return to prototype racing at Le Mans in 2014 with rules that encourage hybrid energy sources. This is a long story of consistent experimentation, development, trial, drama, disappointment, and success. It is a long, complicated tale, intricate in its twists and turns, in the interplay of interesting personalities, in the manipulations of racing organizations and other racing teams and different nations. It is the story I get to tell.

In October 2007, I was completing research and interviews for a book that became *Porsche: 60 Years*. Since then, Motorbooks has repackaged it in a smaller, more affordable size as *Porsche: A History of Excellence*. For nearly a month I had worked on that book with Porsche’s newly named historian Dieter Landenberger, and with the company’s photo archivist Jens Torner. In the final days with them, they announced that they had a book project for me: They wanted me to write the history of Porsche racing.

We knew it would take some time to get underway. Porsche was planning a new museum that would house a new home for Archives. Dieter was involved in its design and configuration. I had other projects to which I had committed. Fast-forwarding to 2010, Dieter and his wife Sonja came to visit us in California for their first vacation in three years. Dieter and I talked repeatedly about the racing history and he outlined the improvements his new archives offered for research and work.

I am not a car designer or engineer, racer or manager. I settled on a style of story-telling two decades ago that allowed those who have made the history to tell their story. My job is to identify them, research their activities and accomplishments, develop a series of questions to get them to talk, and then sort through what they and others tell me to find the whole true story. My first book on Porsche, titled *Porsche Legends* produced through 1990 and 1991, started me along the path of the company’s history. It provided the opportunities to spend a day with Helmuth Bott, another with Ernst Fuhrmann, one with F. A. Porsche, with Paul-Ernst Strähle, with Jack MacAfee and with Johnny von Neumann and dozens of others. My books on the 911 and the 60-year history have given me additional access to and insights from people who, in some instances, no longer are available. With those kinds of stories in mind, Dieter Landenberger and I started to create a list of interviewees for this new project.

David Bull, whose excellent racing histories are well known among enthusiasts of all

makes, quickly agreed to publish the book. The title still is up in the air, as are the specifications. Is it a single volume the size of a racing tire? Is it two volumes? Will it be available as an e-book? When will it come out? How many photographs, how many pages, how many words?

I flew to Germany this past April for the first month of work. Out of a list of 85 individuals – at that point; it has grown to 135 now – we accomplished 25 interviews. Dieter’s brilliantly organized assistant Yvonne Notuck developed a schedule that left at least an hour between each scheduled interview. This became a very important advantage as none of the conversations was finished in an hour. The shortest ran 1 hour 20 minutes, three ran more than three and a half hours. I left Stuttgart in late May with 59 hours of recorded materials from 25 sources. Much of it covers history neither Dieter nor Jens ever had heard before.



Far left: Author Randy Leffingwell at the Porsche Factory in Zuffenhausen, and interviewing Jurgen Barth in the Museum archives, above. The inner sanctum: Dieter Landenberger’s office, complete with pink pig, below.



For those who have visited the new Porsche Museum, you may imagine the hardship. I know I’ll get no sympathy. For four weeks I went to work in Archives on the second floor. When I needed a reference, I walked out the door and directly to the car Hans Mezger or Norbert Singer or Herbert Linge or Jürgen Barth or Tony Hatter or Walter Röhrli had designed, developed, or driven. I spoke with racing mechanics Werner Enz and Egon Albers who, like Linge, joined Porsche in the 1940s and ‘50s, who were there when the American Army motor pool occupied Werk I. I spoke with Eugen Kolb who de-



Interviewing engineer Helmut Flegl at the archives. From Can-Am and the 917 to the 956 and 962, Formula One and as a researcher at Weissach, he had fascinating stories to tell.

signed the long tails for 906s through the 917s and on to the 956s and 962, and with Christoph Dimpter who helped create the racing PDK transmission for endurance cars and Formula One. I spoke with Peter Falk about racing past and with Hartmut Kristen about racing present. And future.

Back in the U.S., I am starting to arrange the interviews with American racers, mechanics, team owners, and engineers. While much of Porsche's racing history is coming to California in October for Rennsport IV and the Porsche Race Car Classic—just four hours from my front door—I still will make several flights back East to meet those who can't come here. The interview list grows because Porsche race cars make new history everyday.

Still searching for racers

If you raced a Porsche for a season anywhere in the world, if you were a racing mechanic, or if you built a Porsche racecar in which someone competed – or if you know someone who did, I would like to hear from you. You are part of Porsche's racing history and you may be part of the story I'm going to write. Please contact me at racing@rleffingwell.com and I'll get back to you soon as I can. 🏎️

Editor's note: Randy wrote a blog while in Germany, and this excerpt from his June 16th entry is typically fascinating:

"After two days working in Archives and in the museum, we got back into the swing of interviews today with two great ones. This morning, we spent nearly two hours with Hans Herrmann who is utterly charming and is a great story teller. Hans is most celebrated for his incredible luck. This had much more to do with surviving the dangers of racing in the 1950s (when he started) and 1960s, when one driver died on average each month, than his successes as a driver - which were considerable. Hans and co-driver Herbert Linge were racing in Italy in the Targa Florio, a race over public roads complete with crowds and buildings and railway crossings. They rounded a blind curve at 100 miles per hour and found the train crossing gates down. Hans pushed his co-driver's head down and they and their low 550 Spyder slipped under the crossing gates. The train missed them by less than 10 meters.

"In the afternoon, we got to spend nearly two-and-one-half hours with Herbert Linge. Linge started with Porsche as one of eight mechanics hired in 1943! During the war he got a student exemption as an engineering candidate but he was drafted just as it ended so he returned to Porsche where he became the company's first mechanic for the U.S. market. U.S. importer Max Hoffman gave Linge his Cadillac convertible and Linge drove from New York to Florida to Chicago to Washington DC to Denver to Minneapolis tuning and fixing customer 356s in the early 1950s. Porsche and Hoffman recognized that this car was a tough sell since Americans (then and now) were used to big cars and big engines.

"Both of these drivers spent a lot of time with each other so it was fascinating to ask each one to talk about the same event. Getting both sides of the story was an interesting exercise."

Thanks to Randy for sharing his experiences. We look forward to the new book. GM

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Land Speed

Ferdinand Porsche and the fastest cars on the road

By Phil Carney

Even before man directed his brain power towards mechanized transportation, the gauntlet was thrown down to determine who could be the fastest – the fastest in the air, the fastest on sea, and the fastest on land. Over the past century the men and machines that have worn the speed crown have changed many, many times. This is due not only to the fact that technology has advanced but also because the title of “fastest” involves many qualifications. Most 356 Registry readers are, naturally, interested in the Land Speed Records (LSR) but this grouping itself covers a wide range of machines.

biles were exceptional so a speed demonstration was staged to prove it. His one kilometer dash took 57 seconds achieving an average speed of 63.13 km/hr (39.24 mph). Others almost immediately were prompted to prove they could go even faster. And they did.

When Porsche worked for Jakob Lohner he was young and had a desire to show the world his engineering skills. An obvious way to do this was to enter into auto competitions. So, on September 23, 1900, Professor Ferdinand Porsche decided to have a public display of the Lohner-Porsche car's capability. The venue was the Semmering road near Vienna. Although neither paved nor straight, it was a relatively flat stretch and had already been used for various record setting events and been marked off in 10-km segments. The car Porsche raced was a modified version of the electric car that had been exhibited at the Paris World Exhibition a few months earlier. Modification included stripping off most of the body and replacing it with a fairing at the front. The record broken by Porsche for an electric powered vehicle that day was 14.875 minutes over 10 km (40.34 km/hr or 25.07 mph) which significantly bettered the previous record of 23.45 minutes (25.57 km/hr or 15.89 mph).

In 1902, the Automobile Club of France produced a formal set of LSR rules. Regardless, many clubs ignored these rules and maintained their own set of regulations. In 1924 the Association Internationale des Automobile Clubs Reconnus (AIACR) introduced a new set of rules that have largely standardized the LSR process. The rules included two passes in opposite directions averaged, a maximum time between passes, timing accuracy within 0.01 seconds, and that cars must be wheel-driven. There are also regulations for establishing records over great distances and long durations. National or regional auto clubs have to be AIACR members to ensure records are recognized. The AIACR became the Fédération Internationale de l'Automobile (FIA) in 1947.

Americans are most familiar with speed record breaking at the Bonneville Salt Flats near Wendover, Utah. For record attempts at this location and El Mirage, the Southern California Timing Association (which is FIA certified) and Bonneville Nationals Inc. (SCTA-BNI) govern the rules and operating procedures.



1902, Ferdinand Porsche at the wheel of a Lohner-Porsche Mixt at the Exelberg Hill Climb. Below: The Semmering-race, 14 September 1924. The winner Christian Werner (left) and Ferdinand Porsche (right). Hillclimbs and track races were the norm in Germany and Ferdinand Porsche's race car designs were successful into the 1930s. Then, with the construction of high-speed tracks and the new autobahns, land speed records beckoned.

Land Speed Records for cars are scored in a variety of categories. After all, it wouldn't be appropriate to tally piston-powered cars against jet or rocket-powered cars. And, for piston-powered cars, it wouldn't be fair to score 1.5-liter cars against 44-liter cars. There are many more subcategories such as two-wheeled versus three-wheeled versus four-wheeled and even six-wheeled. Just to list the LSR attempts for these different categories would take a really thick volume. So, the following story limits itself to one of the most well-known efforts with which Porsche was involved.

AIACR/FIA Regulations

The first record set by a car was in 1898. Count Gaston de Chasseloup-Laubat of Paris, France wanted to demonstrate that his automo-



Porsche archive photos

The Silver Arrows of the 1930s

In 1933 Hitler offered a 500,000 Reichsmarks annual award to Mercedes to build a dominating German racer for the new AIACR 750 kg Grand Prix formula. After protesting, Auto Union (the conglomerate of Horch, Audi, Wanderer and D.K.W.), was offered an identical amount to build their own Grand Prix cars. The German cars were physically very different. The Mercedes W25 followed the standard layout of front-engine/rear-wheel-drive and was powered by a supercharged inline-eight 3.4-liter engine. The Auto Union racer used a supercharged 4.25-liter, V-16 engine located behind the driver and in unit construction with the transmission and rear axle gearing. Both cars, however, did have a couple of important things in common. The Mercedes M25 engine could trace its lineage back to 1923 when Ferdinand Porsche was the technical director at Daimler Untertürkheim. In the case of the Auto Union car, Porsche had an even more direct connection since his newly-formed firm was hired to design the car. The second commonality was the name and reputation both racers earned. Both marques became known as the Silver Arrows and these German competitors dominated Grand Prix racing between 1934 and 1939.

Construction of the Porsche Auto Union racer began in March 1933 and the first car was ready for testing in less than a year. On March 6, 1934, Hans Stuck took it out on the fast AVUS circuit near Berlin. It was all very secretive and the track was surrounded by the military to keep spies away. That Tuesday Stuck broke three Class C (engine displacement of 3.0 - 5.0 liters) world speed records. At the 100 mile mark, an average speed of 216.875 km/hr (134.760 mph) was achieved. At 200 km distance, an average speed of 217.018 km/hr (134.849 mph) was recorded and at one hour, the average speed was 217.110 km/hr (134.906 mph). Of course, a Grand Prix racer must not only go fast, it must corner and brake. Nevertheless, speed record attempts in a straight line were to become important future endeavors for both Auto Union and Mercedes.

During the 1934 Grand Prix season, Auto Union won three events, showed three times in second and placed third once. It was a very good start but Porsche and Auto Union extended the season by attempting to break more speed records in October. So the team returned to AVUS and Hans Stuck drove an Auto Union Type A to five new Class C world records.

In addition to Auto Union, other manufacturers were making speed record history in 1934. In May at Montlhéry, France a 3.2-liter Delahaye set 11 long distance Class C speed records ranging from 3,000 to 10,000 km. It took over 59 continuous hours for their three drivers operating in four hour stretches to ac-



If the rules permitted, on fast circuits a mix of standard open-cockpit cars and streamliners were used. On May 26, 1935 Stuck and Varzi drove the 4.9 liter Type B cars and zu Leiningner and Rosemeyer piloted the 4.3 liter Type A streamliners shown in this photo. Rosemeyer and Stuck were 1-2 on the grid but at the end of Heat 1 Stuck was in the podium while newbie Rosemeyer was DNF. Rudy Caracciola took Heat 2 and in the final race Luigi Fagioli dominated. The latter were both driving the Mercedes 4.0 liter W25. Below: After several successful initial tests, Porsche and Auto Union went to AVUS to show the 4.4 liter P-Wagen's speed and endurance capabilities. Hans Stuck was the driver and Ferdinand Porsche personally supervised the event. Three Class C records were established on March 6, 1934 for 100 mile, 200 km and one hour runs.



Photos from author's Heinrich Hoffmann collection

complish this. Meanwhile at Brooklands, England, Maserati set two new 3.0-liter (Class D, 2.0 - 3.0 liters) records and the ERA team set 1.5-liter (Class F, 1.1 - 1.5 liters) records as well as 1.1-liter (Class G, 750 cc - 1.1 liters) records.

Mercedes Takes on the Challenge

All of this record breaking was gaining excellent press coverage. So obviously, Mercedes-

Benz felt compelled to demonstrate their Silver Arrow's capability. In late October, they took two Model W25 Silberpfeile to a straight, concrete Gyon road section just south of Budapest, Hungary. The appointed factory driver was Ernst Henne but Rudy Caracciola also showed, supposedly just as an observer. The weather was cold and wet when Henne made his first speed attempt in an open-cockpit car. He took off



Above: This photograph shows the record runs on the Imperial Highway between Frankfurt and Darmstadt on November 11, 1936. Rudolf Caracciola, in the Mercedes-Benz 12-cylinder streamliner record car, produced five international class records as well as a world record.

Below: The first effort by Mercedes to improve aerodynamics for record breaking attempts was to add a simple canopy. Unfortunately the canopy broke loose on their first runs in October 1934 but after it was removed, Rudy Caracciola became the fastest man on the road.



swiftly making four-gear changes to reach 100 km/hr in the first 170 meters. Unfortunately, blower failure quickly thwarted his first run. He then switched to the closed-cockpit car but the canopy came loose. During Henne's third attempt, the canopy came completely off temporarily blinding the driver. Henne was rattled and offered up the car to Caracciola. The canopy was completely removed and Rudy took off to try his luck. On his first try he went over 316 km/hr (196 mph) in the one kilometer and one mile flying start. Later, in the one mile standing start, he broke Hans Stuck and Auto Union's record by just 0.795 km/hr (0.494 mph). An interesting side note is that, with this effort, Caracciola had just become the fastest man to drive on a public highway.

Ironically, with such a wonderful finish to the year, Mercedes did not try any land speed record attempts the following year. Perhaps it is because they were directing all of their energies towards the track - in 1935 their Silver Arrows won 9 of the 14 Grand Prix races. However, this does not mean that others were not trying to go faster and faster.

Obviously to gain great speed lots of horsepower is essential. The other factor that is very important is aerodynamics. While the subject was not understood in great depth at the start of the twentieth century, engineers fully appreciated its importance. As speed linearly increases, the drag on a vehicle increases exponentially. So once mechanical inertias are overcome, a car requires four times the horsepower to go twice as fast due to drag alone.

An excellent example of responding to the two significant speed parameters was the purpose-built 36.5 liter (Class A, greater than 8.0 liters) Bluebird which Sir Malcolm Campbell drove at Daytona on March 7, 1935. His slippery streamliner with huge tail fin established a total world land speed record of 445.322 km/hr (276.710 mph). But this record was limited by the constraints of the short, soft beach at Daytona. So in September, Campbell and the Blue-

bird anted-up and at the Salt Flats near Bonneville busted the 300 mph barrier

Meanwhile, back in Germany, Auto Union engineers were also proving you can't beat an aerodynamic body and more horsepower when it comes to going fast. The two people at Porsche who addressed the aerodynamics issues were body designer Erwin Komenda and mathematician Josef Mickl. Their objective for the year 1935 was to increase speed by producing a body with minimal coefficient of drag. Their new car's tear-drop body featured not just an enclosed cockpit but also fairings around the axles and wheels and a huge foil beneath a pointed tail. The speed goals were supported by the engine designers who upped displacement of the Auto Union V-16 from 4.4 liters to 4.9 liters resulting in a whopping 80 more horses becoming available. Hans Stuck tried out the new Type B Auto Union car at Florence, Italy on February 15, 1935. Stuck broke the 200 mph barrier but unfortunately he was unable to complete a successful run in the opposite direction. Therefore the record set by Caracciola the prior year stood.

Filling in the engine displacement gap between 5.0 and 8.0 liters, Alfa Romeo ran a 6.3 liter Ferrari-built bimotore for record attempts at Firenze-Lucca. The car had seen usage at Triploi and AVUS and enough confidence was established to take it for speed record attempt on the Autostrada. The driver was Tazio Nuvolari and conditions for speed record attempts were very poor. Despite this, two incremental improvements were made in the kilometer and mile flying start including breaking the 200 mph barrier but weather deteriorated and further attempts were canceled.

Moving Up a Class

If 1935 was something of a slow year in land speed record attempts, the next couple of years would be quite busy for the Silver Arrows. During 1936 and 1937, Mercedes and Auto Union would make almost 40 record runs.

Again, the first at the LSR starting gate was

Auto Union. The displacement of their car had been upped to just over 6.0 liters (putting it in the LSR Class B category) and it now produced an amazing 520 hp. The shakeout runs for the new car took place on March 23rd, 1936. This time the venue was the long stretch of the Autobahn between Frankfurt and Heidelberg. For two days the road was closed to all traffic and the reason given to the public and press was "tire tests." Hans Stuck was at the wheel again and as in his last attempt, he had a good first run but the engine overheated on the return trip and two cylinders were destroyed. The car was repaired overnight and another attempt was made on March 24th. This day everything proved favorable and by the last run a total of eight Class B records had been broken. An interesting note to this event was that the longest stretch of highway was 113 km. One of the records set was for the 100 mile (160.9 km) distance which means that Stuck had to make a U-turn during the run. Very impressive!

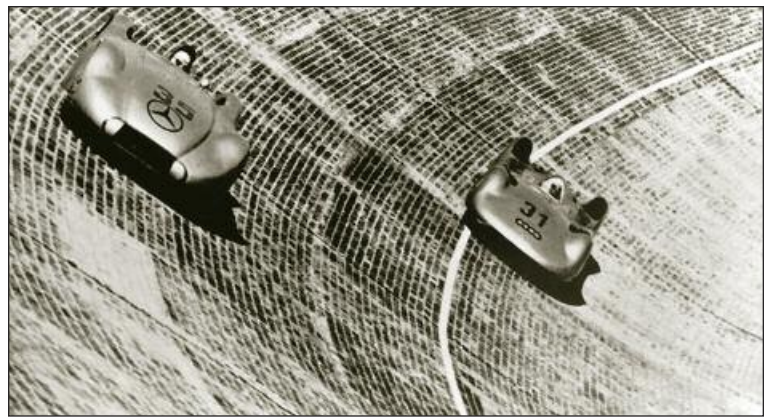
During the previous Grand Prix season, Mercedes-Benz had only two wins versus six wins for the Auto Union cars; it was important for Mercedes-Benz to try and rebuild their reputation after the track events ended. They did this by more speed record attempts. All-new streamlined body work was created and their Silver Arrow V12 DAB engine displacement now reached 5.6 liters. On October 26th, the Mercedes team took to the same section of the Autobahn that Auto Union had used in the spring. Caracciola made three runs with open front wheels but had transmission problems on each drive and the engine suffered valve float problems as a result. The wheels were then covered and one km, one mile, and five km records were established. Two weeks later Mercedes returned with an updated car bearing a new windscreen. Rudy did not like the new windscreen during the test drives and had it removed. After the modification, Caracciola produced a new 10 mile world record of 333.485 km/hr (207.218 mph) as well as two shorter class records.

The Rosemeyer Rivalry

Bernd Rosemeyer had joined the Auto Union team in 1935 and his exceptional driving skills and affable personality quickly outshined that of his veteran team mate Hans Stuck on the Grand Prix circuit. He also became a close friend of Ferdinand Porsche whom he referred to as "Uncle Professor". In June 1937 Rosemeyer started his own speed record attempts. The location chosen was a section of the Autobahn between Frankfurt and Darmstadt. It was a divided road with the speed course set up on one side and normal traffic permitted on the other side. At the end of the course, portable barriers had been erected to divert traffic onto the open side of the roadway.

Rosemeyer's first drive was intended as a warm-up run for the car but it proved tremendously exciting. Apparently enchanted by the power of his Streamliner, he quickly became mesmerized by the speed he could obtain. So captivated was he in fact that he completely forgot about the barrier at the end of the course. With the car approaching it at some 175 mph, the workers at the end-of-track quickly pulled the barricade aside for the car to pass through. The problem now was that Bernd found himself surrounded by commuter traffic. Never one to panic, Rosemeyer slowed his Silver Arrow when he approached the Darmstadt exit, took the crossover and headed back in the direction of Frankfurt. On the return trip he gave a friendly wave to the workers who had moved the barrier. Back at the starting line, Bernd offered a backwards apology to Dr. Freureissen, the Auto Union man in charge. "Don't worry; I wasn't going to smash your lovely car against the barrier. I had already decided to go over the grass center strip and onto the other road." Of course if he had done this maneuver he would have been directly heading into oncoming traffic so it was fortunate the way things worked out.

Despite the dramatics by Rosemeyer, the remainder of the day was a well executed plan. By 8:30 AM, two new Class B records had been established: 389.2 Km/hr (241.84 mph) for the kilometer and 389.6 h/hr



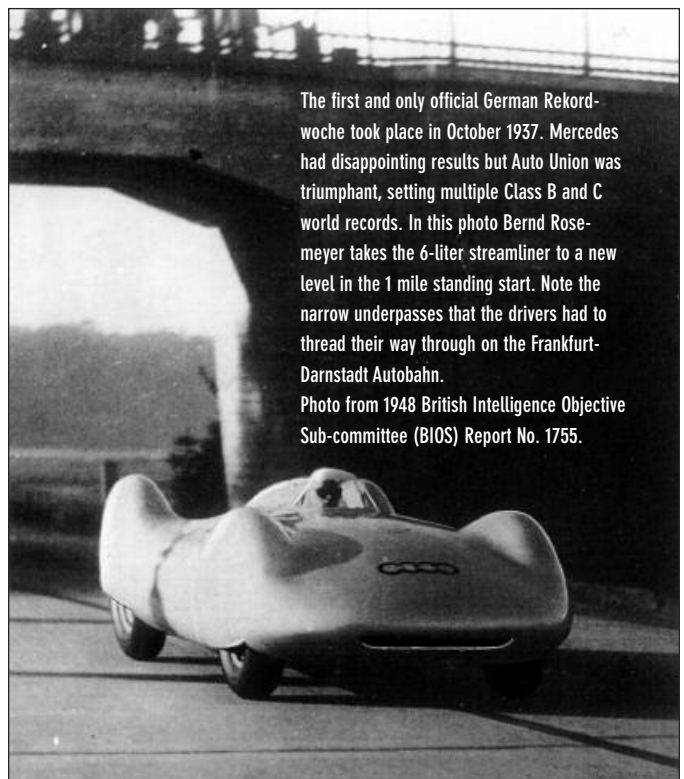
Daimler-Benz archive

The Silver Arrows of Mercedes-Benz and Auto Union only raced once on the banked version of AVUS in 1937. The race allowed use of the streamlined speed record cars shown here. Rudolf Caracciola (#35) in the Mercedes-Benz Model W54 pushes the pace on the north curve against Bernd Rosemeyer (#31) in a streamlined Type C car from Auto Union. Rudolf Caracciola won the first heat.

(242.09 mph) for the mile. After the timing equipment was repositioned, records were set in the longer distance events of five km, five miles, 10 km, and 10 mile. Upon returning from the 10 mile run, Rosemeyer was exhausted and he sat in the car for some time trying to collect his emotions. It had taxed him to near exhaustion to thread his speeding car along 14 miles of narrow concrete and through multiple over passes. In addition, twice his wheels had gone onto the grass shoulder threatening to send the car out of control.

Rekordwoche, October 1937

The Silver Arrow effort was created as a Grand Prix propaganda tool for Germany. The speed record publicity was probably not considered originally but by 1937 it became clear that it made a big impression across Europe. As a result, the Oberste Nationale Sportbehörde (Supreme National Sports Authority) decided to establish a formal Rekordwoche (Record

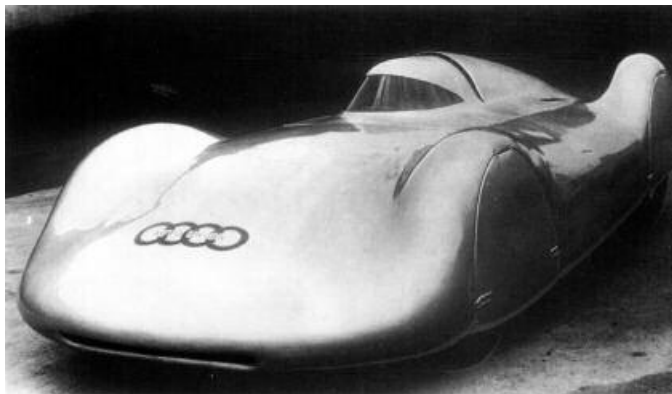


The first and only official German Rekordwoche took place in October 1937. Mercedes had disappointing results but Auto Union was triumphant, setting multiple Class B and C world records. In this photo Bernd Rosemeyer takes the 6-liter streamliner to a new level in the 1 mile standing start. Note the narrow underpasses that the drivers had to thread their way through on the Frankfurt-Darmstadt Autobahn. Photo from 1948 British Intelligence Objective Sub-committee (BIOS) Report No. 1755.

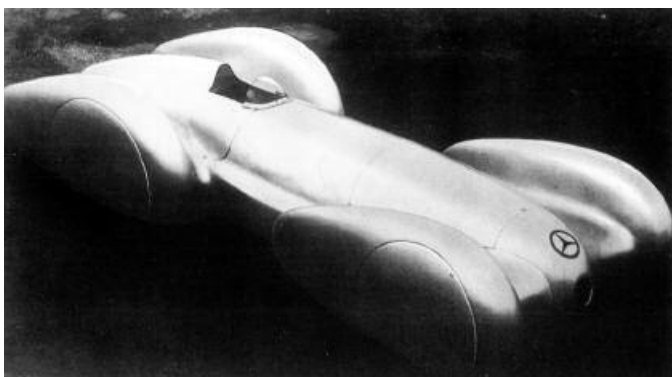
Week) in Germany. The first and last official Rekordwoche was held in October 1937 on the Frankfurt-Darmstadt Autobahn. Both Mercedes and Auto Union showed up with a variety of cars in differing body configurations and in both Class B and C engine displacement.

Mercedes started their speed record attempts on Monday morning using their 5.6-liter, 1936 speed record car which had now been refitted with a narrower, more streamlined body. Both Rudy Caracciola and Hermann Lang tried driving the car but during all attempts, the streamliner suffered severe aerodynamic problems. Mercedes gave up further attempts that day and sent their Silver Arrow back to Stuttgart for modification. It returned two days later with the nose reshaped and the bottom pan flattened to eliminate lifting at high speed. Caracciola still maintained that the rear wheels lacked grip and so the rear end of the car was loaded with lead weights and another attempt was made without success. Caracciola then switched to an open-cockpit car but engine problems doomed those runs. The Mercedes team gave up and headed home.

Auto Union and Bernd Rosemeyer, on the other hand, had considerable success and broke several records. On Monday they used the Class C open-cockpit 4.9-liter car and made four new class records. Following that, Rosemeyer switched to a 6.0-liter car with streamlined body panels. During those runs, Rosemeyer became the first person to officially break the 400 km/hr barrier on a public road. On Tuesday another 6.0-liter car, but with an open cockpit, was used. New world records were established for the one km and one mile standing starts. Over the next two days Rosemeyer continued to switch cars and break records. When it was time to go home, Auto Union and Bernd Rosemeyer held three world records and 16 class records.



When Mercedes was allowed to make a follow up attempt breaking the land speed record, Auto Union was granted the same do-over. On January 28, 1938 Rudy Caracciola set a new speed record on a public road which has not been exceeded since. That same day, Bernd Rosemeyer died trying to better the same record.



When the AIACR changed from a 750 kg formula to a 2-liter formula in 1938, Mercedes still competed in Class D speed records using a streamlined body on their new Model W154.

The End of the Era

Somewhat humiliated by their showing during Rekordwoche, Mercedes engineers in Untertürheim burned the midnight oil trying to correct the problems with their 5.6-liter Streamliner. Wind tunnel testing resulted in a need for a new nose and tail section to reduce lift at speed. In addition, to reduce drag, the cooling system was enclosed and supported by an ice-packed reservoir. When everything was ready, Mercedes requested and received permission to make new speed records runs on the Autobahn near Frankfurt. So, in January 1938 the factory sent Rudy Caracciola a letter advising him that the car was prepared for him to try and beat the 400 km/hr record held by Rosemeyer.

On Thursday the 28th Rudy arrived at the Autobahn before the sun had risen. With frost on the ground, the highway was almost white in the bright moonlight. The car was surrounded by lights and mechanics were scurrying about. Director Sailer, the chief engineer, Alfred Neubauer the team manager, and backup driver Manfred von Brauchitsch stood around the car speaking briskly. In the still early morning hours, Neubauer's commanding voice was given added dimension as booming clouds of frosty vapor cannoned past his lips.

Caracciola walked around the car. Although painted silver it looked like a huge white whale. The wheels disappeared into the body indicating the car was purpose-built not to take corners but rather go as straight as a bullet. After inspection, Caracciola and von Brauchitsch drove the course in Rudy's touring car. There was a slight breeze in the air but more importantly the frost made the roadway greasy slick. Rudy would have to wait until the sun dried terra firma.

The sun rose strongly and at 8 AM, Caracciola climbed into the car. Neubauer commanded the mechanics to put all of their muscles into pushing the car. The engine caught and Rudy was off. As speed increased it seemed as if the road was becoming narrower and narrower. But the car hugged the ground and all of the parts were working together much better than during the previous attempts.

At the finish, Rudy let the car roll to a stop. Its tires were so thin he dared not depress the brakes lest the slender rubber surface wear though and he and the car careen out of control. Rudy accepted a cigarette but until it burned his fingers he could do nothing else but inhale the smoke. "It's a record Mr. Caracciola," a mechanic shouted.

Well not quite, the car had to be turned and speed averaged in the other direction. Years later Rudy told the story of the return trip in these words.

"I stepped harder on the gas right from the beginning. A wind had sprung up, just a faint morning breeze, but I could feel it trying to push the car to the right while I bucked it with the wheel.

"Again the road constricted to a narrow, white band with overpasses that seemed like tiny, black holes, and at the speed I was going I had to steer accurately to pass through them. But even before the brain quite grasped what was to be done, the car had already streaked on.

"I couldn't understand why my brain should be slower than the speed of my car. Again and again I had that strange impression that I had to aim in order to get through it.

"Out in the open there was again the struggle against the resisting air currents. Then the starting line once more – the flag. I took my foot off the gas but I could not brake. The rubber on the tires was so thin that the slightest braking pressure would have ripped them and the result would have been unthinkable.

"So I let the car roll for almost three kilometers and then I was back where I had started. Neubauer was the first at the car, beaming and shouting excitedly."

Caracciola broke the Class B records for the flying kilometer and flying mile that chilly German morning. Perhaps more importantly, he remains to this day the man who has driven the fastest on a public road.



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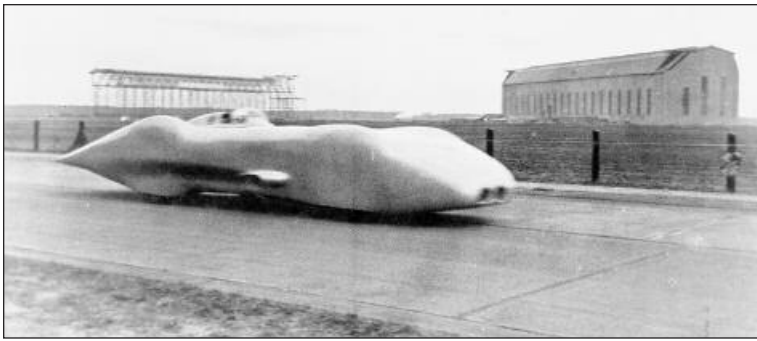
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Daimler-Benz archive

Rudolf Caracciola during his record-breaking trip. In the background, you see the Zeppelin halls south of today's Frankfurt Airport which are now torn down. Exhaust gases have left their traces along the sides of this record-winning race car. Caracciola recalled the experience by saying, "And again the road contracted into a thin white strip, the underground crossings appeared as small black holes. At this high speed, I had to steer very precisely. Yet, even before the brain had realized what action was required, the car had already flashed by." (photo courtesy Daimler-Benz archive)

Of course, if Mercedes was to be given a repeat opportunity, Auto Union insisted on the same indulgence. They showed up with a 6.5-liter car bearing all new body work that had panels reaching down to just millimeters above the ground. It was designed to provide a suction-like seal between the car and the roadway and was perhaps the first example of using ground-effects on a car. On the same morning that Caracciola became the fastest man, Rosemeyer challenged his title at 10:38 AM.

After Caracciola's run, the Mercedes crew had returned to their hotel for breakfast. They heard of Auto Union's attempts at record setting but could hardly believe their ears. Weather conditions had deteriorated and stronger cross-winds were present. Caracciola and company tried to wait for the results but finally their nerves would let them sit no longer and they headed back to the Autobahn course.

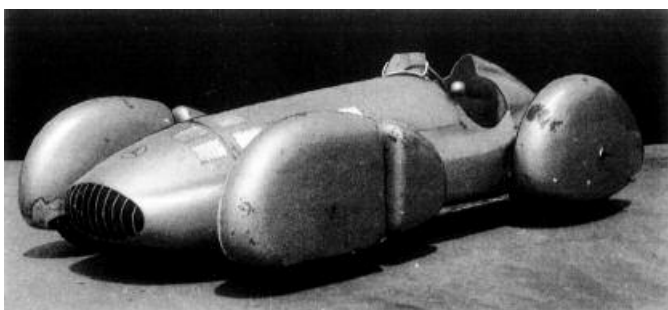
Sitting in his car awaiting starting instruction, "Congratulations, Rudi," Rosemeyer said with boyish laughter. "Thank you," was Rudy's solemn response. He found no other words. They were not competitors at that moment. They were comrades facing the same dangers.

Rosemeyer was off and he bettered his time over four months earlier. But it was not good enough to beat Caracciola's run of a few hours earlier. The wind was now stronger than it had been just minutes earlier. Rosemeyer started off on his second run. Just seconds later there was chaos in the crowd gathered at the starting line. Elly Beinhorn, Bernd's wife, tells the story so simply:

"Rosemeyer accelerated hard and rapidly disappeared round the corner through the timed section. I sat in the telephone car to hear the men posted along the course announce:

'Kilometer 5 – through!'

Photo from 1948 B.I.O.S. Report No. 1755



Mercedes had exciting future race plans when WWII broke out. This Grand Prix Silver Arrow with movable fenders was prepared for the Tripoli Grand Prix in 1940 where it never ran. The car was rebuilt in 1951 for the Grand Prix in Argentina. Today it is in the Mercedes-Benz collection.

'Kilometer 7.6 – through!'

'Kilometer 8.6 – through!'

'Kilometer 9.2 – the car has crashed!'

The incredible, the inconceivable, had happened. Bernd Rosemeyer lay silent beneath the trees of a German forest, conquered while giving of his best by the primitive might of the forces of nature. The fate of a warrior!"

A terrible scandal was raised by Rosemeyer's death with claims that the car had been designed improperly. In the end however, and it is still believed correct today, the crash was caused by Rosemeyer encountering a strong cross wind after traveling through an overpass. The skid marks showed that while speeding at around 430 km/hr (270 mph), the car swerved across the road, two tires hit the grass median and Bernd was unable to regain control.

Rudy Caracciola and the Mercedes team did not rush to the crash site. Instead they sat quietly until von Brauchitsch spoke. "Why was this necessary?" Rudy thought long and hard about that question. The answer he came up with was that "every life is lived according to its own laws. And the law for a fighter is to burn oneself up to the last fiber, no matter what happens to the ashes."

Postscripts

Although now more introspective, Caracciola continued to establish speed records. In February 1939 he was at Dessau in a 3 liter Mercedes. On the 8th he broke records in the one kilometer and one mile standing start categories. The following day he used the streamliner with a 3 liter engine to establish Class D records for the flying start. A few days later he upped the Class D record for the one kilometer standing start. But it seems that after Rosemeyer's death, some of the wind left Caracciola's sails.

Again, it is appropriate to pause and put the Silver Arrow achievements in the context of what was happening elsewhere in the world. At the Bonneville Salt Flats, two Englishmen were battling in a series of Class A extreme land speed records attempts. Captain George E.T. Eyston was behind the wheel of a monstrous seven-ton, eight-wheeled car known as the Thunderbolt. It was powered by two supercharged 36.5-liter Rolls Royce engines producing a combined 4,700 hp. His competitor, John Cobb, was driving the comparatively small 3-ton Railton Special which was powered by two W12 Napier Lion aero engines each driving separate axles. On August 27th, Eyston was the first to set a new speed record of just over 345 mph. Two weeks later Cobb bettered this to just over 350 mph. Less than twelve hours after that, Eyston stole the record back at 357.498 mph. But this would not be the end of the story. A new barrier of 400 mph was now within sight and a team in Germany was conceptualizing on how to blast through it.

Back in 1936, Hans Stuck, who had been Auto Union's primary driver until the Rosemeyer time frame, went to Mercedes and Professor Ferdinand Porsche and made a case for Germany pursuing the absolute maximum land speed record. That August, in a letter to Daimler-Benz board Chairman Wilhelm Kessel, Stuck wrote, ""For some years now, I have been planning the realization of my lifelong wish - the absolute land speed world record. I already spoke with Dr. Porsche quite some time ago about this matter, and he expressed his willingness to undertake the design of the vehicle, if it were to be built by you."

Serious discussions started well enough in early 1937 but when word got out about the venture, politics complicated the equation. Sports corps-Führer Adolf Hühnlein, leader of the German racing program, commanded that a German record breaking car must only race on German soil. The geography of Germany made this problematic and so Hühnlein proposed rebuilding a stretch of the Autobahn just for the record setting attempt. The solution was far from optimal. At Bonneville the track area was 300 to 600 feet wide and 10 miles long. The proposed autobahn section would only be 60 feet across and six miles in length.



On February 9, 1939 Mercedes took out a 3-liter streamliner attempting to set new records in Class D. The runs took place on the Imperial Highway, near Dessau. 1 km and 1 mile records were set but Mercedes was not satisfied. They returned a few days later and managed to raise the record by another 2.3 km/hr, the last German record attempt before war broke out.

The Porsche firm's proposed design was calculated to reach 375 mph but it would take 3.7 miles starting distance and 1.4 miles stopping distance. Adding the measured mile, the total distance necessary would be 6.1 miles; less than marginal. And of course, if breaking the 400 mph barrier was anticipated, the Autobahn "solution" was without merit. Technical arguments fell on deaf government ears.

The cost to build an absolute speed record car was estimated at 600,000 Reichsmarks and Stuck, Mercedes, and Porsche were not overflowing with cash. So other industries were subscribed to the effort. The German aircraft manufacturing Henkel joined to build the body panels, Ernst Udet, the head of Germany's Air Ministry Technical Office agreed to provide two Daimler DB 601 airplane engines and two friends of Stuck provided additional funding.

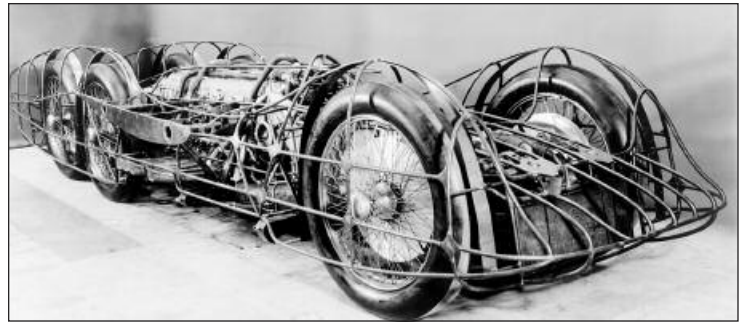
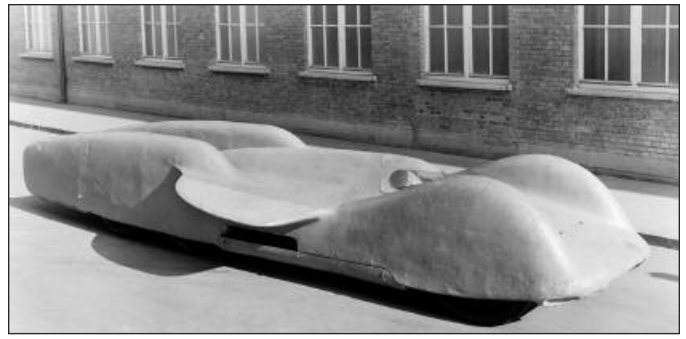
Technical specifications changed throughout the design period. The initial goal was to reach 550 km/hr (343 mph) using two 1,300 hp DB 601 engines. That approach went out the window as a result of the British records at Bonneville in 1938. So a new plan was put in place to use the 30% larger Daimler DB 603 V12 which displaced 44.5 liters and was capable of 3,000 horsepower running on a complex mixture of methyl alcohol, benzene, ethanol, acetone, nitrobenzene, avgas, and ether.

The T80, as Daimler referred to their LSR car, was massive. When completed in 1939 it spanned over 8 meters (27 ft) and weighed over 2.7 metric tons (5,940 lbs). There were three axles, the two at the rear driven by the inverted V-12 aircraft engine. Porsche's aerodynamics specialist Josef Mickl designed the body work to support a projected speed of 750 km/hr (465 mph). The T80's aerodynamics including its enclosed cockpit, low sloping hood, rounded fenders, elongated tail fins and two small wings to provide down force, were documented in a patent and Mickl predicted the car's coefficient of drag as an almost unbelievable 0.18. (To put this number in context, Cd for a 356 is around 0.38)

Meanwhile at Bonneville in August, 1939, John Cobb and the Railton Special upped the total world land speed record to 369.742 mph. The T80 land speed record attempt with Hans Stuck at the wheel was set for January 1940 but World War II prevented it. Cobb's LSR would stand for 12 years.

The T80 wasn't the last Porsche-related attempt at building an absolute land speed record car. In 1960 Porsche engineer Leopold Schmidt, chief of power units and chassis, proposed a new design that was powered by a Bristol-Orpheus jet engine and used light metal rings instead of tires (right). Apparently Schmidt's plan was more of a concept than a plan and never reached any degree of maturity.

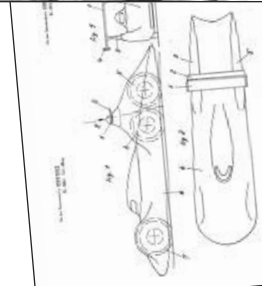
The goal of trying to set a new land speed record is every bit as lofty today as it was 80 years ago. There are seemingly endless categories in which you can compete. And if you do a simple Goggle search you will find that Porsche 356s, 911s and 928s still battle to win land speed record crowns. 🏎️



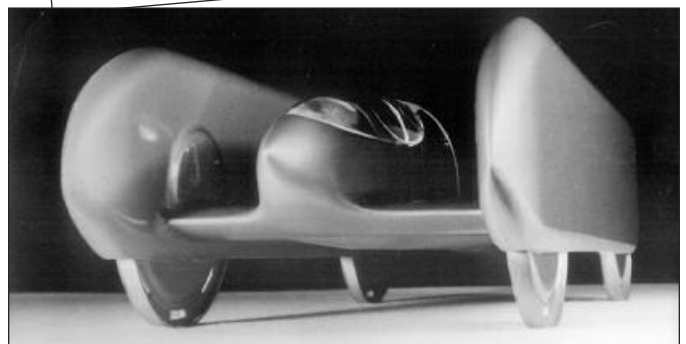
Hans Stuck put together a team in the late 1930s to make himself the fastest man on land. Professor Porsche was the designer, Heinkel fabricated the body work, the German Air Ministry provided Daimler DB 601 airplane engines and Mercedes assembled the monster. Because of the war, this 27' beast never had a chance to stretch its legs. Today the Type 80 is proudly displayed in the Mercedes Museum.



Porsche archive photos



Two Porsche engineers specialized in making cars as aerodynamic as possible. One was body designer Erwin Komenda (right) and the other was mathematician Josef Mickl (left). In October 1941 Mickl was granted a patent for the analysis he did on the T80.



Author's collection

Beer, Brats, Bathtubs and the Black Forest

By Tom Spiegel

As I drove up through Wisconsin's Kettle Moraine Forest—formed during the Ice Age—my thoughts were how similar it is to Bavaria's Black Forest, with dark, heavily-treed, narrow winding rural roads. Up and down elevation changes are typical of the moraines formed by the ice sheets of the last ice age thousands of years ago.

It is here my Super 90 Coupe is in its element - the engine singing with each gear change, the tach needle dancing wildly as we

enter turns and switchbacks. As we smooth out another turn at its apex I reflect on 41 years of going up to Road America on Wisconsin back roads 356s DO "deliver more sheer sensual pleasure than anything else on wheels," as Ken Purdy wrote.

Arriving at the 6th annual *Beer, Brats and Bathtubs* we registered 41 cars – the largest ever. Again enthusiasts from five states came to join in for the traditional 356 comradery at Road America's Turn 5. Cars and owners ranged from Larry Petry's original owner '60 Roadster to Brett Meyer's '60, owned and raced by his dad with proper taped number. *R&T* judges Gordie Smith & Tom Funk sharing a ride? Dave Brenny's wife brought his (356 SC) & her wheels, a Citroen SM. Ex-racers Chuck Schank and Bob Tenges are now competitors in street trim.

Surprise of the day was Peggy Pillozi of Traverse City, Michigan. Asked if there was anyone to help her with a no-start condition in her 1964 C Coupe, Jim Bach of Racecraft answered, "Sure. Where's the car?"

Plymouth, Wisconsin, 12 miles away was the answer. Oh Great! Can do. The diagnosis was a bad generator and upon return to the track he found that always-helpful Vic Skirmants had an extra.

The Saturday night *Road & Track* street concours in Elkhart Lake saw seven judges declare Doug McGrady's orange Speedster "The car I would most like to drive," the top award over 150 competitors. It was the car's first outing since being restored by Dave Zimmer (Paintwerks). 356s entered were Bob Tenges' roadster, Walter Duffy's Speedster and Rob Hieb's 1964 Coupe.

On the track, practice Saturday promised that Sunday's 356 Challenge Race would be a "barnburner". The seven fastest cars were separated by a second apart. The race honored Carl Haas, an early 1950s 356 racer who later developed the ELVA Porsche in 1964.

356 street people had a great moment to themselves – Sunday on the parade lap 21 cars left turn 5 and lined up on the track to follow the racer out and around – on a parade lap! Led by Jim Stephenson (Speedster) and Tom Spiegel (S-90 Coupe) the street cars were a hit, waved on by RA corner workers and the fans alike. One Wisconsin 356 Club member exclaimed, "It's almost as if we won the race before it started." We all know Keith Denahan's 64 lime green Coupe showed all to the checked flag.

As they say, "Road racing at its finest". See you (I'm sure) next year!



From top: 356 enthusiasts and lots of race fans had a chance to inspect the tubs at the old Porsche Corral location near turn 5, next to a main throughfare at the track. Friday night is the race car concours in downtown Elkhart Lake, followed by a street car concours on Saturday. The Spiegels and Jim Stephenson (right), organizers of the annual event.



Mark Bouillon

Paul Swanson (above) and Keith Denahan both came from Florida and took the first two positions in the 356 race on Sunday.

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Bowling for Laurels

September, 1951. The steeply-banked Montlhéry track outside Paris gave the fledgling car maker a world stage where land speed records could be set.

Motivation for a land speed record comes from all quarters, as we have seen. A young Ferdinand Porsche was eager to have his name connected with speed achievements, even though his employer Lohner was better known for reliability and heavy-duty transport. The Professor's later designs for Daimler and Auto Union were used to promote nationalist pride (if not outright propaganda). Until 1940, individuals, companies and even entire nations had put tremendous effort into getting a place of honor in the record books.



Porsche archive photos courtesy Jens Törner



Ferry Porsche addresses Factory workers about the record run at Montlhéry. At center from left are Huschke von Hanstein, Richard von Frankenberg, Petermax Müller, Walter Glöckler and Hermann Ramelow, Glöckler technical director.

By war's end, however, there was little left in Germany to encourage any kind of motor-sport; no money, no resources, no venues and for a few years, precious little enthusiasm left for such frivolous pursuits while most people were just trying to get by day-to-day. But in some pre-war racers' hearts the flame never dimmed.

Petermax Müller, the son of a boatyard owner from Potsdam, had raced successfully at a young age and had connections among those at the VW plant in Wolfsburg, where the British army was overseeing production of basic Beetles. A clever barterer, he was able to "find" meat and produce which he swapped for technical help from the engineers at VW. The technicians were happy to have a challenge, and Müller built hot rod VW engines with modified "Sturmboot" military landing craft engines. Setting up shop in an old barn, he also began production of aluminum-bodied aerodynamic racers on Kubelwagen chassis. He hired experienced VW mechanics, and won many races, bringing some credibility as he built and sold a half dozen cars.

About the time of the currency reform in the spring of 1948, a friend joined Müller to drive one of his specials in competition. 37-year-old Huschke von Hanstein already had splendid credentials from racing before the war and in addition to circuit races, the team went in quest of world speed records at the Grenzlandring track, a banked wartime test road. When track managers demanded an outrageous sum, they changed their plans to Hockenheim, and in November 1949 began a run there that lasted 34 hours and broke seventeen national time and distance records. It also broke the car in a crash with a wall.

Müller and von Hanstein were invited to drive in the 1950 Targa Florio where they placed respectably amidst much attrition. By this time, both Müller and Walter Glöckler, who had a VW and Porsche dealership in Frankfurt, were building VW special racers and tinkering with new ideas to improve the engine's output, just as Porsche was doing. Most likely there was some cross-pollination among the groups.

Now finally able to travel outside Germany, in September of that year at the Montlhéry bowl near Paris, they started a record run with racer Helmut Polensky and Glöckler. Dr. Herbert Quant owned the Varta/Petrix battery company and had agreed to sponsor Müller's team. For the record run Metzeler tire provided underwriting and new tires. At Montlhéry, Petermax Müller's VW special set several new speed marks over 4000 and 10,000 km and Prof. Ferdinand Porsche, who carefully followed the event declared it his most pleasing 75th birthday present.

Von Hanstein's career opportunities in the immediate postwar period were slight, but he



Metzeler Tire was a prime sponsor of the record attempts, and got good promotional mileage from its involvement in the long-distance runs. Müller, von Hanstein and company most likely brought the tire company on board, to Porsche's great benefit.

literally created one for himself, in promotion and sales for Vespa scooters in Germany. Once he was gainfully employed, he bought his dream car, a Stuttgart-built 356 Coupe that had been well-used as a development car.

Having driven Beetles in competition and promoted the marque through Müller's racing efforts, Von Hanstein's connections with VW and its sales director, Dr. Feuereissen were good. At the end of 1950, Vespa's prospects in Germany were waning and Huschke began negotiations with Porsche for a position that was undefined, but involved sales, promotion and hands-on customer service. The plan was that the Porsche job would be a one-year probationary period, during which the young baron would prove himself capable, then move on to Volkswagen in an assistant manager position. Beginning with the Zuffenhausen company in mid-1951, he had no specific job description, but filled in where needed and began, slowly, to become the face of Porsche's racing and public relations.

Shortly after joining the company, von Hanstein was instrumental in organizing another record attempt at Montlhéry by one of Glöckler's spyders, forerunners of the 550 series that was a few years away. Another car was entered by Porsche, a Gmünd Coupe with an 1100cc engine in class G, and special new engine of 1500cc in class F. During the monotonous runs around the bowl, managed by Müller and Glöckler, the smaller engine set records of 500 miles, 1000 km and six hours. Over the next few days the 1500, with high gearing, collected several new

class records including 72 hours at 94.66 mph. As the runs ended - and not uneventfully, as fourth gear was lost long before the finish - we can assume it was von Hanstein's idea to rush the car, covered with bugs and oil, to the Porsche stand at the just-opening Paris Grand Salon auto show. There, it was a sensation and print publicity from the record runs was used for years afterwards.

The young auto maker was only one of many companies building small-displacement sports cars in post-war Europe, but with the vision and skill of a few men who were racers at heart, Porsche set it self apart from the crowd by etching its name on several trophies in the hall of land speed records. **GM**

A look at the track



Although obsolete for modern high-speed race cars, the 2.5 km Linas-Montlhéry bowl is still used on occasion. One such was a drifting exhibition by Ken Block that can be seen on YouTube. That's Ken, standing straight up with his car on the banking.

Land Speed

Small bore, big ingenuity.

Tom Bruch just keeps going faster and faster.

Junkie

In land speed records, the number is a moving target, inching slowly upward with no end in sight. That number, of course, is miles per hour. But I'm also talking about the age of the contestants. What may have been 25 in the 1960s is now 50, 60 or in the case of Tom Bruch, 77.

It would be easy to describe Tom as an old Iowa farm boy, but that farm seems a long way from the salt flats and runways where Tom has set so many records. After Coe College he embarked on a career trajectory that took him through the military as a medic at the end of the Korean war, to work for a hospital surgical unit, into the service bays of a Cedar Rapids Porsche dealership, to his own repair and race shop and ultimately, to a long black line painted on the Utah salt.

Tom had fallen in love with Porsches while stationed in San Francisco, where he had a supercharged VW, and back in Cedar Rapids he bought a Speedster, one of four he would own over the years. Working on that car gave him some insight into how a Porsche should run and although there were few Porsches in Iowa at the time, some of them were owned by local doctors he knew from the hospital. It wasn't long before the doctors were calling on Tom, who was known for his attention to detail - something he'd learned as a medic. By 1960 he turned pro as a mechanic at Empire Motors, the local VW/Porsche dealer. After 25 years there he opened an independent shop where he kept older Porsches running for customers and took more time to develop and build his own race cars, something he had been doing since the mid-1960s.

Like so many young males who lived outside of automotive hotbeds like L.A., Tom got his vicarious car fix from *Road & Track*, *Hot Rod* and other car magazines. Reading about Bonneville fascinated him and in 1965, he drove his '56 sunroof VW sedan to the salt flats. His speed runs were less than stellar and although it was an inauspicious beginning, by the time he pointed his Beetle east toward Iowa and home, the salt "bug" had bitten hard and he was al-

ready planning for the future. One immediate obstacle popped up, however. The VW's crank broke but Tom was able to nurse it the last 600 miles to Iowa.

"The car was running good but on the way home I broke the crank, right behind the timing gear. It made noise, but it was a ragged break and as long as you kept the load on it, the two halves grabbed each other and I was able to keep going," he recalls. With a year to think and plan, fired up with enthusiasm, the next step seems inevitable.

"I wanted to go faster so I bought a Porsche. I found a Carrera Speedster but the four-cam in it had a burned valve and didn't run good," he recalls. The car came with two four-cam engines but Tom knew little about them and could not afford the parts, expensive even in those days. His next move exhibited the kind of rational decision-making that is something of a hallmark for him. "You have to choose a class where you can be competitive, and not have to compete with mega-buck operations." He also chose to focus on something he knew well, the "36 hp" VW engine to run in the 1250 cc class. On his return to the salt—now with the Speedster—early Porsche parts were mixed and matched with VW pieces and in 1966 and 1967 the crew set records at 104 and 109 mph. The next year they went to Bonneville with three different engines but their entire effort was rained out, something that discouraged Tom enough to keep him away for a year or two.

And the four-cam engines? After a few years Tom sold them both for \$500.

Fast forward to 1996, when Tom has found a different challenge in the 1-liter class. That record stood at over 121 mph and Tom, with cohorts Neil and Lee Schlaubaugh of Wellman, Iowa planned a 3-cylinder 911 motor. By blocking off one side of a 911 engine and installing specially-designed bob weights on three vacant crank throws, a 1-liter 911 should be able to break the existing mark. At Bonneville Tom found it needed to lose weight and some mysterious engine vibrations remained. The car later set 1-mile records at Maxton, NC. The 2-liter record was also in sight, they thought, and the 914/3 R&D could be used to develop a G-GT class winner. Those records were also set at Maxton and stand to this day, with what Tom calls his "sweep the shop floor" engine. Basically, he took a bunch of left over parts, built an engine and a transmission perfectly geared to one mile and



Tom Bruch describes his plans for a vintage Rootes-style S.C.o.T. (Italmeccanica) supercharger in his garage workshop in Cedar Rapids, Iowa.

Above: The sign from Tom's old shop.

went very fast. That exercise remains a fascinating demonstration of the “mad scientist” approach he takes to solving problems, and is typical of the incredible attention to detail he brings to every project.

Not content with something as “common” as a mid-engine Porsche, in 2000 Tom and Dave Fisher of Buffalo, Wyoming, an old racer friend, brought a VW pickup to the salt, to run in a newly-created mini-truck class. They ran the truck in both production and modified, with records in both classes.

Still thinking about 1-liter engines, a few years later Tom discovered a small Japanese sedan that came stock with a turbo, low weight and best of all, it was cheap. The Suzuki Sprint of the late ‘80s met his qualifications perfectly. A later version is the 3-cylinder Geo Metro, not a car most people think of as racing material. “I have two Turbo Sprints, the forerunner of a Metro,” he says. “Like a Porsche turbo, it had knock sensors, sequential injection and all this stuff on a \$3000 car. It was a pocket rocket hemi, 997 cc for the one-liter class. That hemi head will interchange with the Metro head. Someone started to build one as a race car, with a roll cage and everything. I bought it but it was so far disassembled I had to get another one just to figure out how to put it back together,” he says with a laugh. And the best part of the story is the swap he then made. “I had an old Honda 90 motorcycle and traded it for a Turbo Sprint, four truckloads of VW parts, an off-road Baja Bug and a running VW chassis!”

Tom holds several records with the 3-cylinder Metro, many of them set at Maxton air base in North Carolina, where the East Coast Timing Association holds its runs several times a year on a former runway. “Maxton,” Tom says, “is like Bonneville was in the ‘60s.” It’s his favorite venue now but he’s hoping an Ohio track will open soon, a little closer to home.

Perhaps most important to Tom is his continued pursuit of records in the 36 HP Challenge, a small group of dedicated international early VW enthusiasts who continue to wring speed out of a Porsche-designed engine whose roots go back over 75 years. When Tom went to Bonneville in 1965, a 1250 cc VW engine got him hooked on competing, and almost 50 years later some of the same competitors he saw back then began a new series for these old cars.

In 1960 Dick Beith, a high school shop teacher from California set the first VW speed record at Bonneville, and followed that over several years with others, including an unlimited 36 HP record run of 129.1 in 1963 in a Lakester (belly tank) body. Dick went on to found the ET Mag company, and is perhaps the best known of the many VW racers who have challenged the salt flats over the years. In the spring of 2005,



On the salt in 1967 when the Speedster set a record with a 36 hp VW engine. Also seen is the EMPI-sponsored “Inch Pincher” VW, perhaps the most famous VW racer of all time, with many drag racing and land speed records, and even a run at the Nassau speed weeks with Dan Gurney.



With the Schlaubaugh brothers, Tom built a 3-cylinder 1-liter 914 that still holds a class record. With a low-compression 2-liter 911 engine the car also captured that class with S pistons and 906 cams.

Tom tried several solutions to the challenge of balancing a crankshaft with only half of the throws carrying a rod and piston. Although smooth and able to idle at any speed, mysterious forces would vibrate nuts and bolts loose.



The VW pickup ran in both 1500 and 2-liter classes, with mods to the intake systems, Tom’s area of special interest.



The Gaylen Anderson VW ran with Tom’s engine in the “New Age” class where it holds the current world record for a 36 hp Beetle.



A Suzuki turbo engine is tough, but it still needs bearing oil. Inadvertently directing most oil to the turbo led to a rod failure, but Tom was amazed that no valves broke. Left: Specially modified Porsche 912 crank and cylinders to be used in the 1200 VW case. Below: Just part of his turbo stash.



The 36 hp case is carefully drilled to allow oil to return to the sump with the least interference. Above: The heads of the larger valves are smooth and thin, chamber unshrouded, the ports are carefully modified for optimum flow. Each of these components is exhaustively tested on Tom's flow bench. The current heads, based on the original Okrasa style, took a year to develop and are known as the "Bruckrasa" heads. His approach has always been to out-think rather than out-spend competitors.



Burly Burlile built a VW to run at Bonneville and called Tom to find out if he still had his old VW from the '60s. "I didn't know where the car was but I still had the engines," Tom explains. They worked out a deal with Tom's engine in Burly's VW sedan and soon created a spec-racer series based on the VW 36 hp motor. Mel Ellis, another of the first VW salt racers from the early '60s is still involved in the series, and this year Beith is set to return to Bonneville with a wild streamliner. Joined by some 25 other cars in the 36 hp Challenge, the three original racers should have a great time on the salt with the distinct possibility of a new record or two.

The Challenge today

Tom Bruch loves to talk about the 36 hp Challenge. "There are five classes, the first is stone stock - muffler on," he explains. "Then DSS (dual carbs, Okrasa heads, etc.). In all classes, you have to have a 36 hp block and stock stud spacing, and you can't have anything you couldn't get in the '60s. For the first few years we used vintage stuff simply because we had it laying around. Now there are \$20-30K motors showing up." The rules get stretched to breaking at times, as Tom points out. "They found out that 48 IDA Webers are legal because the Cobras had them in 1964."

"One of the classes where the record has not changed in years is the supercharged class, which has to be a period blower. Dick Beith still holds that; nobody's run one at all mainly because a Judson supercharger is not efficient enough to do it, and a Pepco is so rare that nobody has them. The only other thing would be a big McCullough like a Thunderbird would have had. I did find a period Rootes-type blower called a S.C.o.T., and I'm working on that."

"There's also the super stock single, where you have to run the 28mm single carb, but it's more 'gaping hole' than carburetor. I had the record at 91 and I thought it would last a while. It's now up to 99 mph with one of those hi-buck motors."

"The last class is called New Age. You still have to have the stock block, but fuel injection, twin turbos, are all permitted. The sky's the limit. That's the one I have the record in, at 106 mph. We'd been as high as 112 but I burned the motor down, melted pistons and I coasted through the traps at 106. We were turning 90-something at the quarter and 103 at the half mile. The trouble is you're running flat out for a whole mile. It's not like drag racing where you rev up and then you're out of it. You're staying in it and things get hot with 16 lbs of boost in an old, relatively weak motor."

Other than engine, not a lot is modified on these sedans and Ghias. "We changed gearing to 3.88, dropped spindles in front, race seat. We

plan to put a small wing on the back because at about 130 mph they want to fly. The back ends get light. The first year Paul Swanson was at Bonneville that 356 of his was just evil handling, but he figured out some weight was needed. For example, most of the Ghias there will have a few hundred pounds of weight in the nose."

Unlike other classes at Bonneville, there are some safety concessions to the car's speed potential. Burly Burlile points out that "Nobody wants to drill a bunch of holes for a three-point harness to go 70 mph."

"The cars have to be street licensed," Tom adds, "with all steel panels. You have to have street insurance." Bottom line, it's a friendly, relatively inexpensive and fun way to go chasing speed records - and dreams. **GM**



Many thanks to Carter Kudrle, Burly Burlile and Mark Boujion for photos and information.

Dick Beith is scheduled to return in 2011 with a specially-built sedan that will do over 150 mph.

Left: Dick Beith was back on the salt in 1961 with a Pepco blower on his VW sedan and set a new record over 100 mph. A YouTube video has a great interview from that year.

There's More:

The internet has lots of information, further reading and photos.

The sites listed here are worth checking out:

www.burlyb.com - Burly Burlile's 36 hp Challenge page

www.blacklinelandspeedracing.com - Lots of detail photos of the cars built by this shop.

http://saltflats.com/36_HP.html - USFRA's 36 HP Challenge page.

YouTube: Dick Beith 1961 36hp Landspeed record.

And yes, in case you were wondering, there is a bar stool class: <http://saltflats.com/barstool.html>

Read more about Tom in the Nov./Dec. 2011 issue of 356 Registry, Volume 25-4, or on line at www.Porsche356Registry.org

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Land Speed

Porsche Past and Future



The old saying, “There is nothing new under the sun” holds true at Bonneville, where Old Sol beats down relentlessly on the white salt in August. Porsches have been there since the early 1950s, and although few photos exist from the old days, these have been gleaned from various sources to illustrate that Porsche owners still have that same need for speed that drove Ferdinand Porsche. Thanks to Burlly Burlile for records and references, which are correct to the best of our knowledge.



Top: Jack Cardwell is noted as driver of #33 in 1954. Records indicate a speed of around 91 mph. Above: The #105 Spyder was entered by O.M. Sports Cars in 1957 and ran 135 mph. Below: #128 Spyder ran in 1960 with Charles Martin of Palo Alto, CA. Speed is listed as 96.5.



Not shown is Harry Umemoto, who also ran at El Mirage in California. Listed in the 1961 records as “Cadrobbi Werkstatt” we have a description of his runs from the web site www.sportscars.tv/Newfiles/bonneville61:

“The real power in this class was electronics engineer Harry Umemoto of Playa del Rey, California. He drove to the Salt in a '60 Porsche Super 90 Coupe which he had modified with an Iskenderian 107 cam, compression raised to about 9.8 to one, slightly increased piston clearances and generally meticulous tune. On the first day, with a stupendous exhaust note, he clocked 115.38 mph. The class record of 114.157 had been set by Bill Scace in '58 with a roller-bearing Porsche Carrera roadster, without windshield. The next day Umemoto altered his combination in an effort to go faster, dropped to 95 mph. He worked throughout the week with the help of 200 mph Club member Phil Freudiger and on Friday qualified at 118.57 mph. On the following, final day he set a splendid new class record of 119.236 mph. Umemoto ran individual, straight exhaust pipes from each bank, their length determined to do the most good at about 6000 rpm. Graff and Smith of Orange, Connecticut had an identical exhaust system on their Porsche but it seemed not to do the job that Umemoto's did. The only detectable difference was that Umemoto had welded small bells to the tips of his pipes. A better sounding engine never has been heard on the Salt.”

Thanks to Chris Page. Check out his racing apps at www.flip-time.com.



Paul Swanson's exploits at Bonneville have been chronicled in these pages, in the March / April 1998 issue. He broke the existing Unblown GT (production) 1500cc record then at just over 137 mph. Returning four more times, he went to fuel injection, a new exhaust, and dual plugs. The engine dynoed at 170 hp at 8800 rpm, but somehow it didn't work that well on the salt. For 2003 he tried a new cam profile and head chamber design based on motorcycle technology. The cranking compression was over 300 lbs! That year at Bonneville, one run approached 150, but the backup run was on bad salt. His result was a new record at 145.760 mph. He hasn't been back because, as he says with a laugh, “I've been broke ever since.” The record still stands, Paul opines, because “Nobody wants to spend the money to do it.” See videos of the run at YouTube: search “Bonneville Porsche 356” there.

The future:

Graham Henderson, a Scottish architect working abroad, found a RHD A Coupe in Malaysia. After storage there for 13 years it arrived in Gilbert, Arizona recently where Kent Porter of Precision Chassis Works will build a tube frame below the body, install a 911 engine, not hanging out over the back, but in a mid-engined configuration.



Follow the work on John Straub's [Along for the Ride](http://johnstraub.blogspot.com) blog at <http://johnstraub.blogspot.com>

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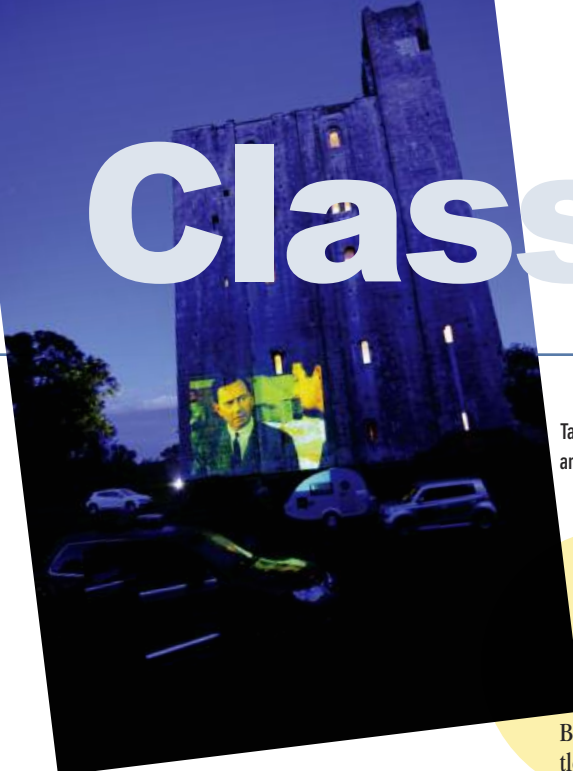
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Take a vintage 1960s Porsche movie, a portable projector and a Norman castle, add a barbeque and you have all the ingredients for a great curtain-raiser for vendors and special car owners on a Saturday evening before the Hedingham Castle event.

Classics at the Castle By Fred Hampton

What started out six years ago as a twenty-car 356 get-together at the National Motor Museum at Beaulieu and then moved to a fine Norman Castle in an area that could only be described as quintessentially quaint old England, just twenty miles south of the University town of Cambridge at the invitation of owner Jason Lindsay, has according to one American pundit reporting the meeting, "Quickly established itself as one of the pre-eminent events worldwide for enthusiasts and owners of 1948-1973 Porsche model types." A little overblown maybe, but Hedingham has certainly become, and continues to be the annual event which delivers a big feel-good factor to the UK classic Porsche community.

From the start, Classics at the Castle has been coordinated by myself and two Porsche enthusiast friends Simon Bowrey and Jamie Richardson - with great support from Jason Lindsay, Lee Maxted-Page & Andy Prill. We have received consistent encouragement along the way from Geoff Turrall of Porsche Cars GB, plus supportive sponsorship from Porsche Classic.

Accordingly, having expanded considerably to include all KG Classics (the cars with the orange bar badge original to Porsches built up to 1974 model year), the 5th edition of the Classics at the Castle Porsche event was held on Sunday, July 17th in the grounds of Hedingham Castle.

The 356 presentation this year celebrated the formation in 1961 of the first club for Porsche owners in the UK and the founding Chairman of Porsche Club Great Britain, Arthur Sheffield, with a chronological line-up of more than fifty 356 "Rechtslenkung survivors" fronting the driveway leading up to the keep tower and forming an impressive line-up. (To put it into perspective, only just over 900 RHD 356s were sold in the UK between 1954 and 1965!)

Happily, the wished-for target of more than 50 Rechtslenkung 356s to celebrate the 50th anniversary of the founding of the first Porsche Club in the UK in 1961 was achieved. Amongst

these the Right-Hand-Drive survivors of note were Arthur Sheffield's A Coupe, recently discovered after many years in hiding, one pre-A Cabriolet, both Speedsters delivered by AFN, a rare A Carrera, unique Super 90 Roadster, the Carrera 2 Cabriolet supplied, when new as a complete car in order to provide a spare engine for an important client, and almost the last C Coupe sold at the end of production. The jewel in the line-up was the 356A Coupe in which Jim Clark started his career with the Border Rievers team.

Arthur Sheffield's nephew John Arnold's presence to witness the celebration of his uncle's legacy was particularly pleasing. On behalf of the Register John was presented with a glass engraving of the Stuttgart Zoll plate used by Arthur Sheffield to bring his 356 back from the factory all those years ago.

The RHD 356 drive of the day belonged to James Haithwaite who managed to get behind the wheel of his own Earls Court Show Speedster, a Carrera 2, my 356A Carrera and I suspect his father's 356C Cabriolet.

Lee Maxted-Page and Andy Prill's presentations have always been crowd-pleasers since the first event and this year was no exception.

Two significant 356s shown were the RHD Super 90 Roadster (only 205 of these cars built) and the second AFN-supplied 356 Speedster, brilliantly displayed against illuminated 3-D PORSCHE letter forms.

John Ruston's eye-catching Tour Auto "hot" Speedster and the RS Spyder which happened to be the car which provided the last competitive drive for Sir Stirling Moss were good company for their usual selection of rare and *ottima qualita* Porsche desirables.

Beyond the 356 scenario, the "Special cars" were the undoubted highlights this year and in fact the presentation of cars surpassed all previous efforts. The Type 64 from the Prototyp Museum in Hamburg was a spectacular sight to see and drew lots of attention on the top level. One visitor came all the way from Spain for the day just to see the car.



From left: Marco Marinello, the Author and Jack Logan.
Below: The 2nd Speedster sold by English distributor AFN.





On view also were 1973 Porsche Cup winning 2.8 RSR courtesy of Mike Burt. The Porsche Museum sent the “Bergspyder” for display on the Porsche Cars GB pitch; Philip Basil presented his lovely 911T/R again (above); his Garrard 2.8 RSR was not ready to show. James Lindsay’s lovely red 906 and Simon’s factory 914/6 GT were there. Chris Goodwin revealed for the first time in years the 3.0 RS campaigned by Nick Faure, who turned up to relate the car’s history.

Fronting the house were the “extra special” cars: the Elford/Neerpasch 1968 Daytona winning Porsche 907 Longtail, the Newman/Barbour/Stommelen Hawaiian Tropic 935 which came second at Le Mans in 1979, and a Porsche factory 908/3 Martini.

Shortly before the afternoon came to a close with the presentation of the Star Car awards we were surprised by the late appearance, four-up in a Panamera, of Pascal Pauwels and friends from Porsche Classic Club Belgium. We had been expecting them all day but amusingly they had punched the postcode of another (non-Porsche Classics) “Classics at the Castle” event in Dorset, over two hundred miles away, into their Sat Nav. And so they were probably the only group to attend two Classics at the Castle events in one day!

“The Classics at the Castle” Star Car Awards were sponsored, appropriately, by *Classic Porsche* magazine. The judge cajoled for this year and imported from Zurich for the day was Marco Marinello, friend and well respected authority on everything Porsche.

After careful deliberation with his assistant Jack Logan, the choice of winners proved to be:

- James Lindsay for his 906.
- Nigel Mitchel for his 2.7 RS Carrera.
- Jim Grice for his pre-A 356 Cabriolet.
- Thomas Konig & Olly Schmidt / Prototyp Museum for the Type 64.
- Roger Bray was given a Star Award for his trade stand.

A late addition to the prizes was a “Golden Stig” Oscar or “Ostig” as it will now be known, to recognize the presence of the Type 64 and received with great amusement by Thomas and Olly.

The presentations were completed in a short timescale due to threatening rain clouds, and once over signaled a quick exodus to avoid the imminent downpour.

By 5:30 pm the grounds were clear of all but trailers and support vehicles. We intend that next year the format and layout of the event will change quite considerably with even more sensational rare Porsches and we hope a stronger focus on sound and movement and sunshine. For more info visit www.classicsatthecastle.com. We are only an ocean away! 🚗



From top: RHD survivors form an honor guard. PCGB founder Arthur Sheffield’s Coupe and the plaque to honor it. The Jim Clark 356A. Oliver Schmidt (left) and Thomas Koenig with the Type 64 and the Stigs car. Below left: Vendors and more RHD cars.



Charlie
Warnes



Porcelain & Pop Rivets – Take Two

Tom Megan’s porcelain and pop rivet confessions in the story of his “Monster” (Vol. 34-4) have inspired me to share some experiences from my own 42-year journey of 356 ownership.

The sports car bug bit me back in '53 when exposed to an intriguing array of MGs and Jags on a family trip to California. These sexy sports cars were the antithesis of the bulky Chevy sixes that were an integral part of our Minnesota farm. MG TCs provided the primary fuel for my pre-pubescent fantasies for the next few years – until the day I saw an erotically shaped, rear-engined coupe with Manitoba plates parked at a local cafe.



Above: Julie and Charlie with the 356 in Wisconsin, 1969. Left: “Just a little surface rust” on the pan. Below: New generations have been a part of the car’s ongoing maintenance (son Colin helps in 1978) and will continue to be as Charlie’s grandsons get old enough to help. They may even really restore it one day.



I was based in Milwaukee after college, and had finally attained enough financial security to actively pursue my Porsche fantasies. My first step was a visit to a local dealer who, in a lapse of good judgment, gave me the keys to a new 911. The test drive was a memorable experience that, once my grin began to fade, made me aware of two critical factors:

I was in no position to buy a car whose sticker price equaled my annual salary.

The combination of the 911’s performance and my immaturity would have a traumatic impact on my life expectancy.

So I commenced shopping for a good used Porsche within the confines of my modest budget. Translated – a 5-year-old 356 in Wisconsin, heart of the Rust Belt. You know where this is going...

I planned to take my time, do my homework, and eventually buy the best 356 I could find. However, I got ‘thunderstruck’ by the first Coupe I drove. I was so smitten that, while going through the ritual of a mechanical inspection, I convinced myself that the belly pan just had a “little surface rust”.

Two years later my bride Julie and I – temporarily homeless and unemployed – had returned from our extended honeymoon in the UK before heading up “somewheres nort’ of Fargo” to deal with some family estate issues. While up there the 356 developed engine problems. I had a few tools with me, but needed a shop’s help to pull the engine. When I tried to explain how Porsche engines are removed, the old Norwegian mechanic shook his head and said I was crazy. Reflecting back on my track record for losing similar arguments with my Norwegian father, I acquiesced. Thus my Porsche might be the only 356 to have its engine extracted through the deck lid opening.

I re-joined the working class that autumn, and a year later accepted transfer to California. The 356 made the trip in the back of a moving van, but then languished for the next few years while family and household responsibilities took priority.

By the mid ‘70s I finally got to point of trying to salvage what remained of the belly pan. Those were the days before replacement floor pans, and the first few body shops I visited offered a simple recommendation – junk it out. After determining that the backbone was still basically sound, I found a guy who was starting up his own shop. He was hungry for business, and grudgingly agreed to do the structural reinforcements and replace the main panels. I would then tackle the myriad patches for the remaining nooks and crannies.

So, my “hobby” for the next two years was spent lying on my back – armed with tin snips, makeshift dollies, mastic and a pocket full of pop-rivets. In due course I became intimately familiar with my 356’s under belly – including the remnants of “porcelain” coating on many of the structural patches.

I have to confess to periodic thoughts of selling my 356 – especially when I acquired a basket-case Allard that began placing demands on a limited supply of funds and garage space. (An Allard, I was to learn over time, is at the opposite end of vintage sports car spectrum from a Porsche). But then I would take my 356 out and drive it...

My amateur, low-budget 356 “restoration” is still intact, and has gathered a fair measure of patina over the following 32 years and 30K+ miles. Despite all this, kind friends still give me compliments – both on the car itself, as well as for my tenacity.

I still enjoy driving my Porsche, as well as the challenges of doing most of my own maintenance work. However, I prefer to use only minimal lighting whenever working in the vicinity of the patched-up belly pan. Yes, I know my 356 deserves a full rotisserie-based restoration. But I have gotten to know myself quite well over the past 40+ years of playing with old cars. Well enough to know that such a project would deprive me of at least two years of driving pleasure.

I might just delegate that project to the next generation. 🚗



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Evi Butz Never On Sunday

In our May / June issue we reprinted the September, 1963 issue of *Porsche Strasse*, the company's American distributor house organ. Jim Watson was kind enough to provide that treasure from his collection, which also includes the May / June 1967 edition seen below. In that issue **Evi Butz** (who later married a sandy-haired boy named Dan Gurney) wrote a charming and humorous piece about the effort it took to promote Porsche's racing program. While the 356 was no longer a part of Porsche's lineup by then, the process of disseminating information had not changed, nor had the dedication of Von Hanstein and his press corps. We hope you enjoy it.

PORSCHESTRASSE 42



Dear Porsche Strasse readers!

"Never on Sunday" is not only a famous movie and a famous song, but also has been my permanent answer to any weekend invitations I got during the last two years between April and October, for that is Porsche's racing season. (Still wondering why I am a bachelor-girl?) To make it clear from the beginning, I don't want to complain, I just want to explain, and hope that it's not too boring for you. Well, there are times when you are tired of always saying "Never on Sunday", for instance when a charming boy with sandy hair etc. asks you to come for a swim on a sunny Sunday afternoon.

But as a whole, I think those race Sundays, despite the many disadvantages, are thrilling, because that sort of work is the best way to learn how to think fast and act quickly, not to care too much about "ifs" and "whens" and "maybes".

You have to make decisions at once and on your own and not ask a bunch of people, whether they agree or not. Here, time is not money, but publicity, and that's what we want. Here we are. After a race (normally *immediately* after a race, because there is not one news agency in Europe quicker than him!) my boss, Huschke von Hanstein, the Porsche Racing

Manager is calling me at home to tell me the results and I am supposed to give these results—often together with a little or a long story—on to television, radio, press agencies, newspapers, dealers and of course at first to Dr. Porsche and his collaborators.

This sounds very simple, but in reality it is a bit more complicated, because race tracks are not just around the corner and Porsche is not always winning.

Let's take the Sebring Sunday for an example. The race finished in the States at 11 p.m.,

that means at five o'clock in the morning in Germany and that means at a time where everybody, including me uses to sleep. Moreover, as the race took place late on Saturday/Sunday night, it's too late for getting in the Sunday papers and on the other hand leaves a lot of time for the Monday papers.

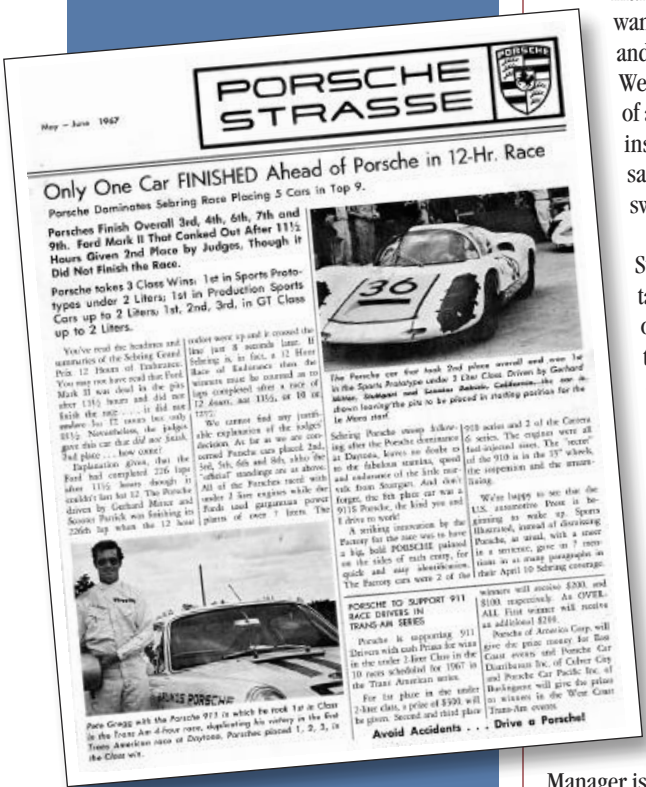
So I was looking forward to a long good sleep, having of course assured myself around midnight by AFN that Porsche prototypes were doing well in Sebring before I fell in the arms of Morpheus (please, don't take me wrong, that's an old Greek god...). At 8 in the morning, when I was dreaming and hoping to continue, the telephone was ringing. That's not too bad, if you have got it in your bedroom, which I don't. It's even on another floor. So, I jumped down the stairs in my pajamas, taking up the receiver and got already the results from a friend at UPI. "But," he cried, "they are not confirmed yet." I was so happy about the tremendous success that I even forgot to tell him that one hour later it would have been time enough to tell me that.

Here I was with my results. I couldn't yet start to work, because nobody at that early date would have had any understanding for races, and I decided not to disturb Dr. Porsche either before 9:30. On the other hand I know quite well race drivers' wives' mentalities so that I could not prevent myself from calling them up and assure everybody that their husbands were feeling fine. So I did and afterwards decided to take a shower.

Feeling the first water pearls on my skin, the telephone rang again. It was Richard von Frankenberg who wanted Sebring news before leaving for a national hill climb. He wanted to use them for his report. I gave him the "unconfirmed" positions and went back to the bath room. Two minutes later, I came out again with a mouth full of toothpaste to confirm to Hans Herrmann's wife Madeleine that her husband really placed fourth! When hanging up the receiver, a reporter from Vienna wanted me to call back right now.

In that moment my sister rushed in the room complaining about the noise. I forgot about dressing and called that boy in Vienna, who was sitting in a bus at an airport track and cried "my" results in the microphone out to the race spectators. Meanwhile it was 9:30 and I called up Dr. Porsche and the big shots of our company. Somebody of my family asked me to come to breakfast table and I honestly tried four times to eat up my egg, but in vain. People seemed to be crazy for Sebring results and the funny thing of it: no newspaper or agency called, because those guys never show up before 2 p.m.

So I got a little rest and waited for Huschke von Hanstein's call to get more detailed information. It came around 3 o'clock and started



At Sebring in 1967 the best-finishing Porsche 910 was 12 laps behind the lead Ford. The second place Ford's race was already over at 11-1/2 hours but it had covered slightly more distance than the 910. A few seconds more and the Porsche would have taken a second rather than third place, as explained on the front page of this issue of *Porsche Strasse*. The top ten finishers included five Porsches (with two class wins) and the Factory press machine went into full promo mode.

with a voice full of anger and reproach:

"Why don't you call me, Evi?"

"Me, calling you, why?"

"Well I asked you for that in my telegram."

"What sort of telegram?"

"I can't understand you!"

"I never got a cable, sir."

"What did you say?"

I blamed the Atlantic and wanted the whole call to go to hell. Finally we managed to understand each other and now real work started.

On my desk everything was prepared: a typewriter, a Sebring entry list, a preview press release, Sebring background material, drivers' curriculum vitae and some 30 numbers to call. First comes always: television and radio. Press agencies come next. While dictating a full report to the newspapers, radio, and television sets must be within our eyes and ears in order to make sure that the people there do what you asked them to do.

It's a fatiguing job to dictate race reports over the telephone, because the girls at the other end of the line, never have heard of words like Ferrari or Bruce Mc-Laren. They consider the first to be a new cosmetic cream and the other an American tailor. So you are forced to spell every single letter and that takes time. After a good hour, my telephone was collapsing. I was close to tears when finding it out, but tears and races? No! So I ran down the stair-case, knocked at the door of a calm, elderly lady "tres distinguee" asking her excitedly whether I could use her telephone for 2 hours to go. She nearly dropped her knitting and gold framed glasses, when I (looking like a tramp with my homemade cord slacks) took possession of her rrococo desk and started the game again. She stared at me like I was the first German astronaut. In the meantime the telephone in my parents' apartment was ringing all the time. People at the other end of the line could understand us, but we couldn't hear them. So we didn't know who was calling and what for. In order to make absolutely sure that everybody got informed about the race, I asked my mother to read into the receiver in any case my Sebring article. She did that perfectly, because since I have been working with Porsche, she is at least as familiar with race reports as with her cooking book.


The other day, however, when the phone worked again, she got a call from my aunt, who was carefully asking whether everybody in the family felt well in the brain. She had called and asked what sort of present my sister liked for her birthday and as an answer my mother told her that Gerhard Mitter won the 2 liter prototype class in Florida. Well, even that race Sunday came finally to an end. Consolation for all the weekend excitement: looking in the papers the next morning and seeing your words printed.



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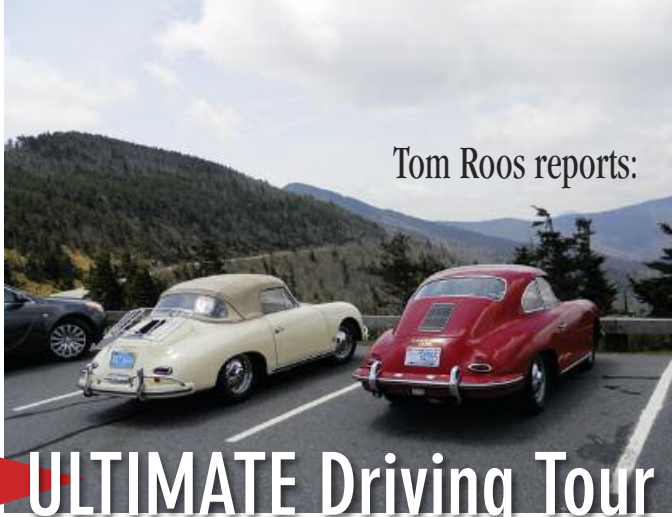
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Tom Roos reports:

ULTIMATE Driving Tour

On a beautiful day in early May, a dozen 356s and 20 or so enthusiasts met in Boone, NC to start the "Ultimate Driving Tour." Ohio's Fred Uhlmann organized it and did a spectacular job creating a low-key event with awesome roads. The attendees came from as far away as New Hampshire and Florida, driving cars ranging from 1955 to 1965. Our ages must have had a forty-year spread, but we were all united by a desire to enjoy our cars on these roads.

The total distance for the adventure was about 340 miles. Spread over three days, each day's drive was long enough to be interesting, but short enough to remain fun. There was not a boring road in the bunch.

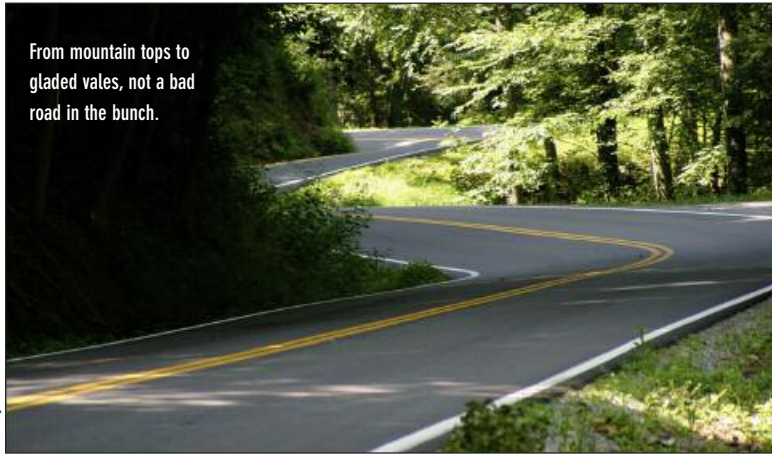
Our first day started off on the Blue Ridge Parkway, but we quickly diverted to some even more challenging local highways winding our way up to Grandfather Mountain. I did not believe Fred's warning that we would actually end up in first gear for some of those mountain switchbacks, but there I was in first, more than once.

We motored on using more impressive roads and made our way to Mount Mitchell, the tallest peak east of the Mississippi. This is all within a state park that encompasses over 1700 acres. It even includes a surprisingly good restaurant. Leaving Mount Mitchell, passing mile marker 356 on the Blue Ridge Parkway, we soon diverted once again to some NC highways, which incorporated the "Diamondback Loop." This name comes from some motorcyclists who obviously know nice back roads. If you listened carefully, you could hear strains of Robert Mitchum singing "Thunder Road."

Day two started in Asheville, NC and we travelled mostly on the Blue Ridge Parkway, ending up in Pigeon Forge, TN. I will never again question how much fun you can have without exceeding 45 miles per hour (OK, 50 or so). Forty-five is the speed limit on most of the Parkway, but the mountain curves had to have been made with sports cars in mind. The many unlit tunnels also added to the excitement. 🚗

We started day three with an hour of more stimulating roads along beautiful mountain rivers, to reach the start of our ultimate road. We finished our tour with a run on the "Tail of the Dragon." This legendary stretch of US 129 starts in Tennessee and ends in North Carolina. This merely 11 mile stretch jams 318 curves into that short distance. With the addition of the wonderful elevation changes, I felt like I was shushing through the moguls. We had a brief get-together at the end of this run, and amidst exclamations of wonder and delight, we started making plans for next year. Roads for 2012 include the Tail of the Dragon, the mile-high Cherochala Skyway, Moonshiner 28, 105 miles of curves, waterfalls and mountain views; Diamondback Loop and Little River Road, designated as one of the 10 prettiest roads in the country. Overnight in Gatlinburg and Asheville.

From mountain tops to gladed vales, not a bad road in the bunch.



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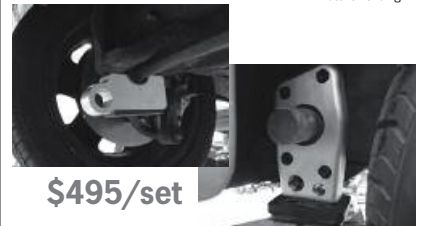
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Photos by Matthew C. Little Automotive Photography (Studio 721)



From top: Jame Stein of Wayland, MA (358) and Dick Snyder of Chillicothe, Ohio (375) finished in places 9 and 17 respectively in Sunday's under 1.5 liter Group 3 production class. The author and Vic Rivera with Vic's Janis Joplin clone Roadster. The 356Burgh Club promoted the marque during the weekend.

The Pittsburgh Vintage Grand Prix 2011 By Jolene Cicci

In celebration of Porsche as Marque of the Year at the 29th annual Pittsburgh Vintage Grand Prix, the 356 faithful traveled near and far to join in the 10-day automotive extravaganza. Local 356Burgh members, with the help and support of the Registry, invited their guests to be a part of Pittsburgh history. Twelve states and Canada were represented, and some even flew in solo, from California, Colorado and Idaho. The final count was 83 356s, not including race cars. Even back in the day when Ed Hugus was selling 356s, there would never have been that many vehicles on the lot, so this is quite an accomplishment for the local 356Burgh group and our guests. The PVGP was very impressed with the turnout and is considering having the Porsche 356 as the "Spotlight Car" in the future.

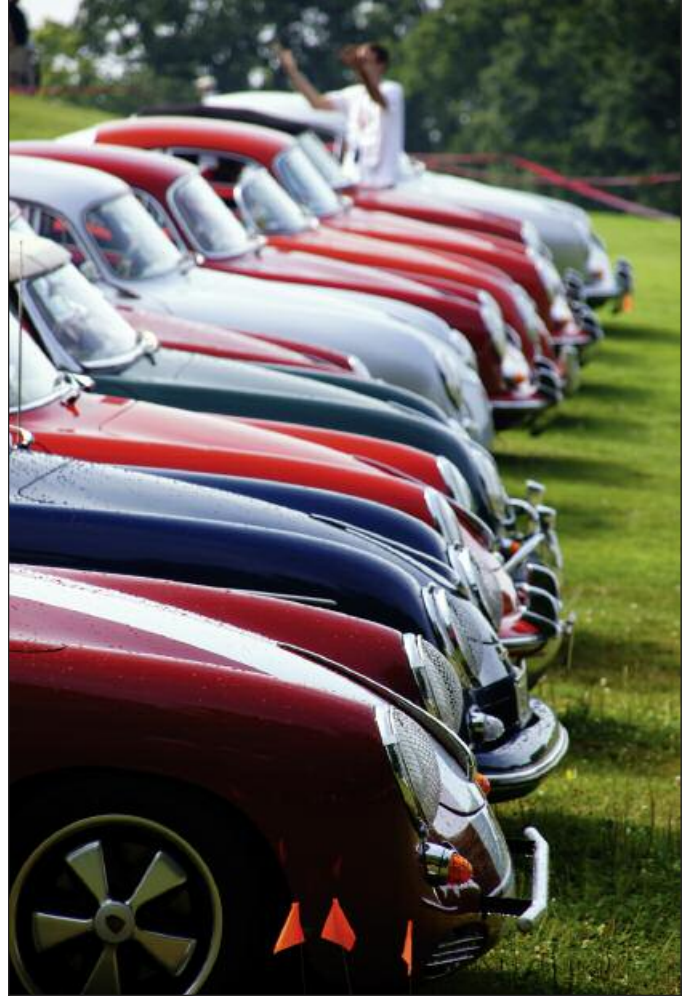
Vintage cars and vintage racing

The highlight of the event was Schenley Park weekend, where over 2200 show cars, including 500 Porsches were displayed on the golf course. With all the hard work and planning, it looked as if mother nature had different intentions. Rains of biblical proportions early Saturday morning threatened to cancel the event for the day. However, after a two hour delay the cars were permitted to enter the golf course. Even with record temperatures, the event carried on. The 356 gang had their very own tent under an old oak tree, adjacent to the race track. There was a concours with Richard and Shirley Gobba of Michigan winning first place in the 356 group with their 1959 A Coupe. Also, Best of Show went to Duncan Neilson of Pennsylvania, with his 1964 Carrera 2000GS. Another first for the PVGP took place on Saturday, when the racers were able to join the 356 group at our tent for lunch. This was a logistical nightmare for Rocky Farrar and the race side team, but turned out to be the highlight of the day. Many thanks to everyone involved in this effort.

Sunday was race day and the Marque of the Year Parade Lap for Charity. The 356s stole the show on the parade lap, with Vic Rivera and his Janis Joplin-clone drawing the most attention. Porsche 356s were well represented on the race side and we are forever grateful to them for keeping vintage racing alive and well in Pittsburgh. Great job, guys!

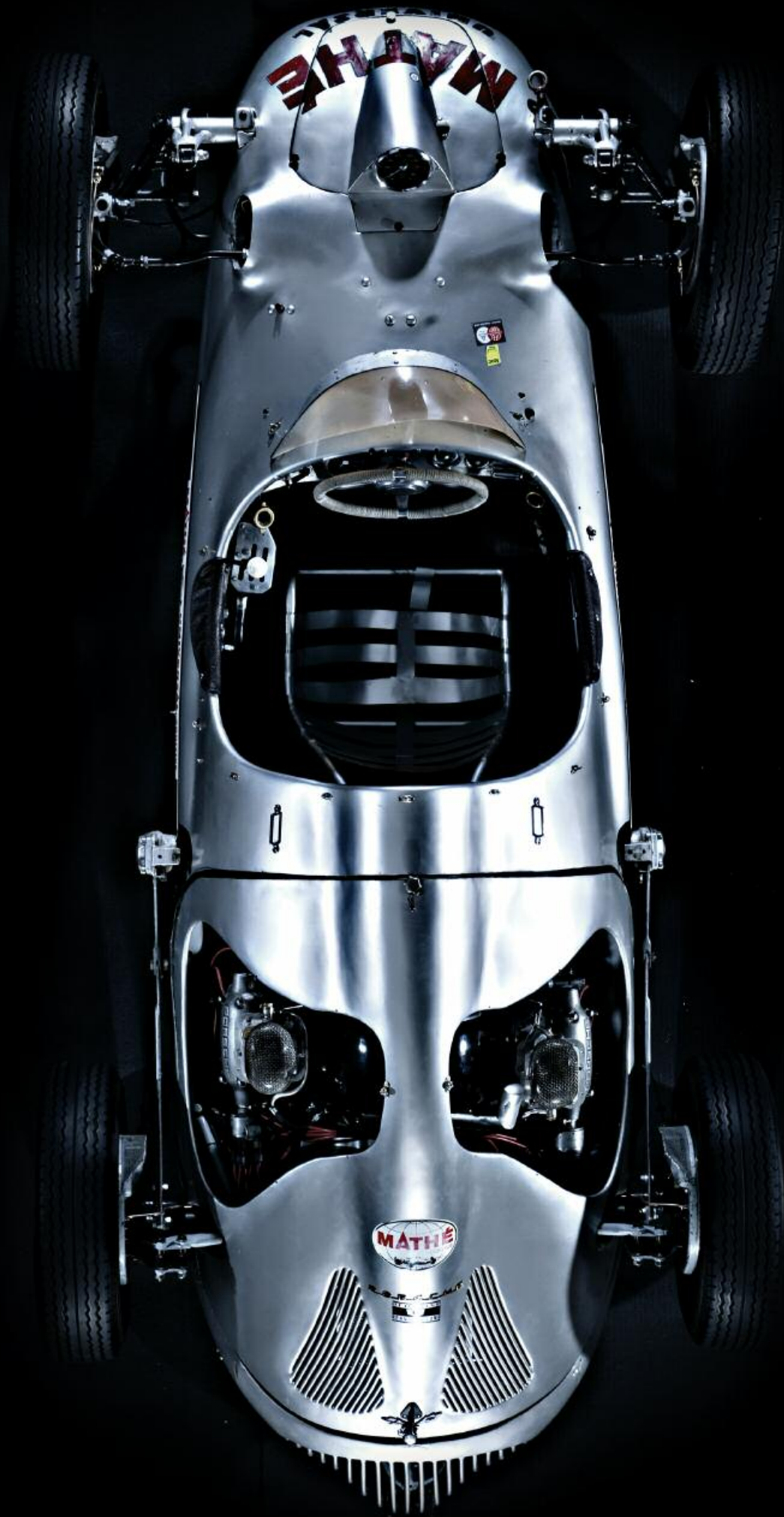


All that being said, the biggest winners of the weekend were the PVGP charities, the Autism Society and The Allegheny Valley School, which provides lifelong opportunities for people with intellectual and developmental disabilities. Since inception, the PVGP has raised over 2.5 million dollars for its charities. The PVGP has two children who are the ambassadors for the event. They are Anita Iyengar and Brandon Fisher, shown below in Tony Tumminello's Convertible D. 🚗



From top left: John Ogilvie's Turkish Red 356 from POG group. The Schenley Park golf course car show featured many 356s among the 2,000 cars on display. G. Dennis Leadbetter, former racer from Savannah in his red Speedster. Duncan Neilson, with his silver Carrera 4-cam, won best of show. The "pits" with 356 racers including Peter Brittingham's # 365. In Sunday's Group 4 race Dave Burton (#20) of Michigan took a win over many bigger-motor cars.



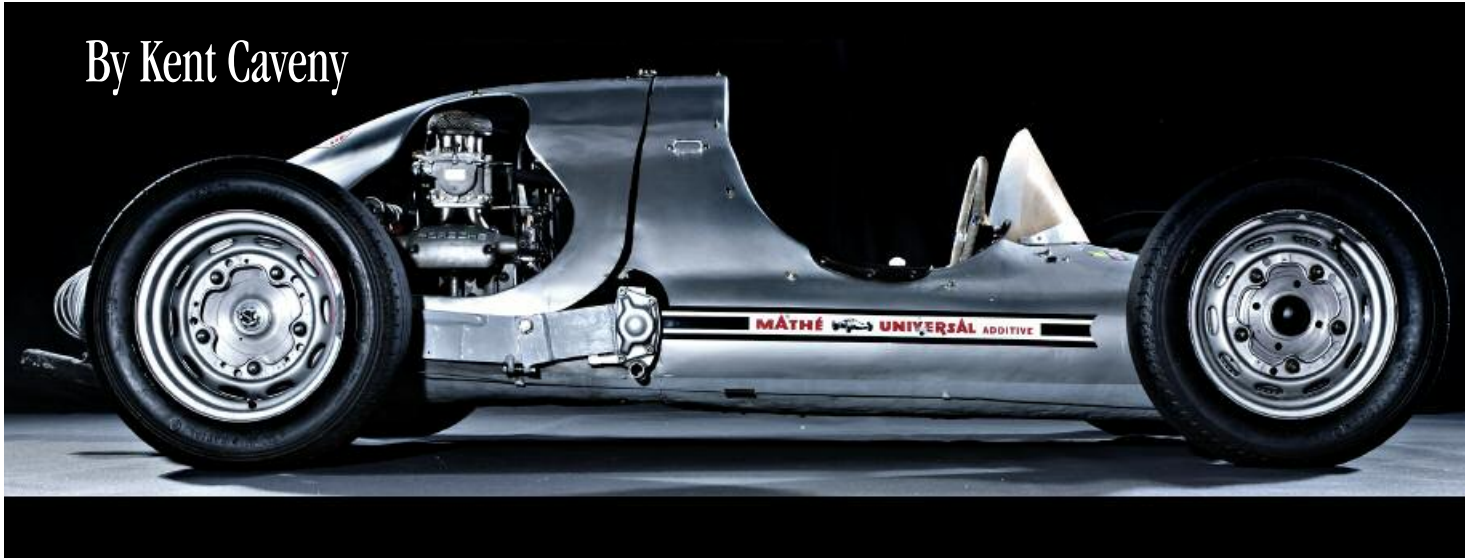


The MA-01 or “tin box” as Otto Mathé called his race and sports car special, was more popularly called the Fetzenflieger - which translates as “tatters scatterer”. It was the best know race car in Austria in the 1950s. As described later, the carburetors were exposed in two oval side portals that were usually covered with cloth to prevent/reduce the dirt and sand entering the motor and to allow quick access to the eight spark plugs. More often than hoped, a backfire could scatter the covers across the track in tatters.

Mathé Special

Ja. Das ist ein Fetzenflieger!

By Kent Caveny



Otto Mathé was a very competitive bicycle and then motorcycle racer until 30 September 1934, when a crash at the Graz Championship race deprived him of the use of his right arm for evermore. He still rode one-handed thereafter, but began to compete on four wheels. He developed a style that included leaning forward to press his chest against the wheel while he quickly shifted. He was a very active and innovative guy who developed fuel and lubrication additives as well as quick-release ski bindings and boot latches. His Fetzenflieger's design details were carefully studied by Porsche and copied for their 718/2, 787, 804, F2 and F1 cars for 1955 through '62.

The first post-war race in Austria was the “Race Around the Hofgarten” in Innsbruck on July 1, 1948, where Ferry Porsche introduced his “Porsche 356” coupe (T64) and Herbert Kaes drove 356 No 1 on a demonstration lap. Otto Mathé was there too and took second overall with a Fiat Ballila 508 S that he had carefully prepared. On June 14, 1949 Mathé bought the only surviving Porsche T64 which, according to

Opposite: Top view of the Fetzenflieger by Frank Oreil, the Eric Stenger of today. He currently takes all advertising images for Porsche AG. Everything required is placed compactly into this mid-engined go-kart.



Top: There is no wasted space or extra features. Notice the 4-bolt pattern in the front drums and the adjustable rear suspension links. The socket below the rear torsion bar end cap is a mount for the fenders. Frank Oreil photo.

Above: You'd smile too if you could drive this little rocket. Right: Another way to have fun is what the Austrians called it Ski Jöring. This was a competition event with groups of Ski Jörers on the track together –



Archive photos courtesy the Prototyp Museum, Hamburg



Right: In this photo by the author, you get a peek under the skin shows how compact the packaging is. It isn't all pretty, but it is effective. At the left, just inboard of the trailing arm you can see one tine of the "pickle fork" that was split and moved out-board.



the sales papers, consisted of the chassis from 38/41, the motor from 38/42 and the body from 38/43. Since Porsche built and maintained the cars, they retained all residual parts from the cars that were lost along the way. They had no further use for that "junk" and included it in the sale to Mathé. He raced the T64 very successfully along with a Cisitalia D46, his Fiat and Gmünd Coupes numbers 40 and 52, but he also began to develop a concept for a very competitive mid-engined Formula II racer for 1952 – the Fetzenflieger or MA-01.

What is a Fetzenflieger?

Porsche had pioneered mid-engine race cars and the two most recent examples, that Otto knew well, the Cisitalia 360 and 356/1 had space frame tube chassis. He followed those leads using the available parts from the wrecked T64s. He used the front suspension and steering and originally the transaxle from T64 38/42. Instead of putting the rear torsion bars behind the motor as Ferry had done with 356/1, he cut the two T-64 (38/43) "pickle fork" tines loose from the center of the rear torsion bar tube and moved them to the outer ends so that the motor could sit between them. At the rear of the tines, he bolted a cross-member that supported the motor and transaxle. That required lengthening the rear trailing arms and building a shift linkage that reached from the left side of the cockpit around to the rear of the transmission.

Towers were fabricated to mount single tube shocks up front and duals at the rear. There was an adjustable roll bar at the front. The roller throttle and cable clutch pedals from the T64s were also used. For brakes and wheels Mathé mounted large Fiat hydraulic units as he did on the T64 and Gmünd Coupes. Besides, he had the Fiat ice racing tires already. The cockpit included small, flat fuel tanks mounted on either side of the driver's legs and a minimal gauge board (oil pressure & temp plus 200 km/h speedometer) - both reminiscent of the Cisitalia 360. A large 8,000 rpm tachometer was mounted in full view in a pod above the front torsion bars. The car was wrapped in a minimal aluminum body with the shred-able cloth covers over the carburetors and a small Plexiglas wind-screen.

Initially power came from a new 1500 cc pushrod motor, but that was quickly replaced when Ernst Piëch helped obtain one of the first four-cam, 1498 cc motors; even before the first 550 Spyders were delivered to private customers. Along with the new motor, the chassis was converted to a Spyder transaxle (locked for ice and sand racing) and associated hydraulic brakes and wheels. The 5-bolt Spyder drums were drilled with an additional 4-bolt pattern to allow continuing use of the Fiat wheels and tires.

Another modification added height adjustments to the rear trailing arms to adapt to different tires and racing surfaces.

Ready to race, the Fetzenflieger weighed 395 kg (870 lbs) and could reach 210 km/h with the 130 horsepower Fuhrmann motor.

Not satisfied with only open-wheeled Formula II racing, Otto devised a set of bolt-on lightweight (95 kg = 210 lbs) fenders with head and tail lights that allowed him to compete in sports car classes. After he passed away, the Fetzenflieger was fitted with a wider windshield and there are many pictures of 2 adults packed into the fendered car. The original windshield is now back on the car.

What do you do with a Fetzenflieger?

Race it! Otto ran the car on sand tracks, ice and pavement wherever he could compete. Between 1952 and 1959 he gained more than 100 Austrian class victories and was many times National Champion. Niki Lauda frequently described him as his inspiration and idol. Jean

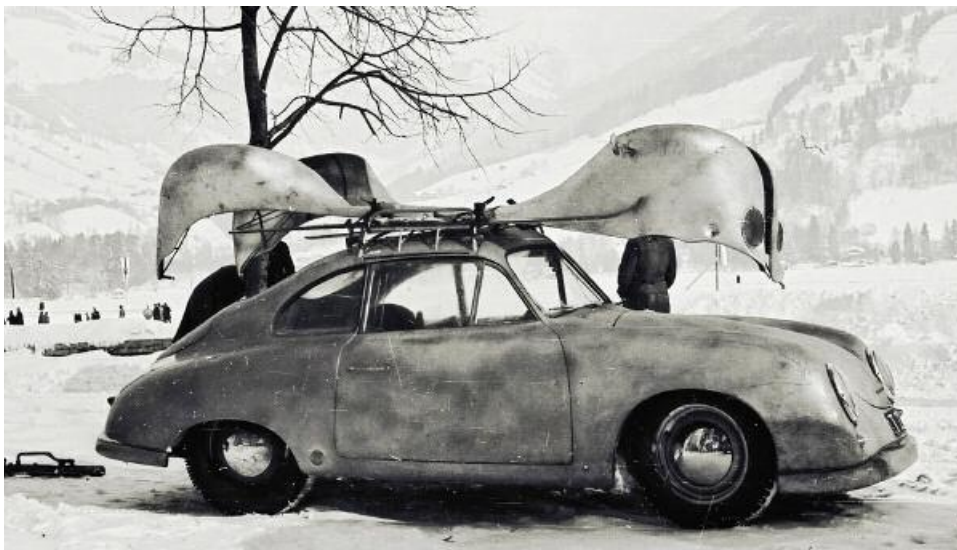


Opposite, top: This looks like USAC racing in the '50s, except for that BMW 328. The two specials are similar to cars in the PRO-TOTYP Museum with motorcycle motors. **Opposite, bottom:** The cloth covers that gave the Fetzenflieger its name are in place. Straight pipes and a slight bulge over the cam driven distributors under the cloth are earmarks of power.

Above: This is probably February 5/6 1955 at Zell-am-See, based on the two late pre-A "bent windows" that were available from April '54. The flyer on the bar window promotes the Ice Races.

Below: Check out the deck lid gaps on Gmünd Coupe No 52 with license plate T 2222. Mathé used that plate on a lot of vehicles including his Type 64 Coupe.





Another view of the tow car, Gmünd Coupe 52, with perfect door gaps. Notice the tube frame (superleggera) inside the fender shells. Take note of the roof rack design details for your 356 tow car.



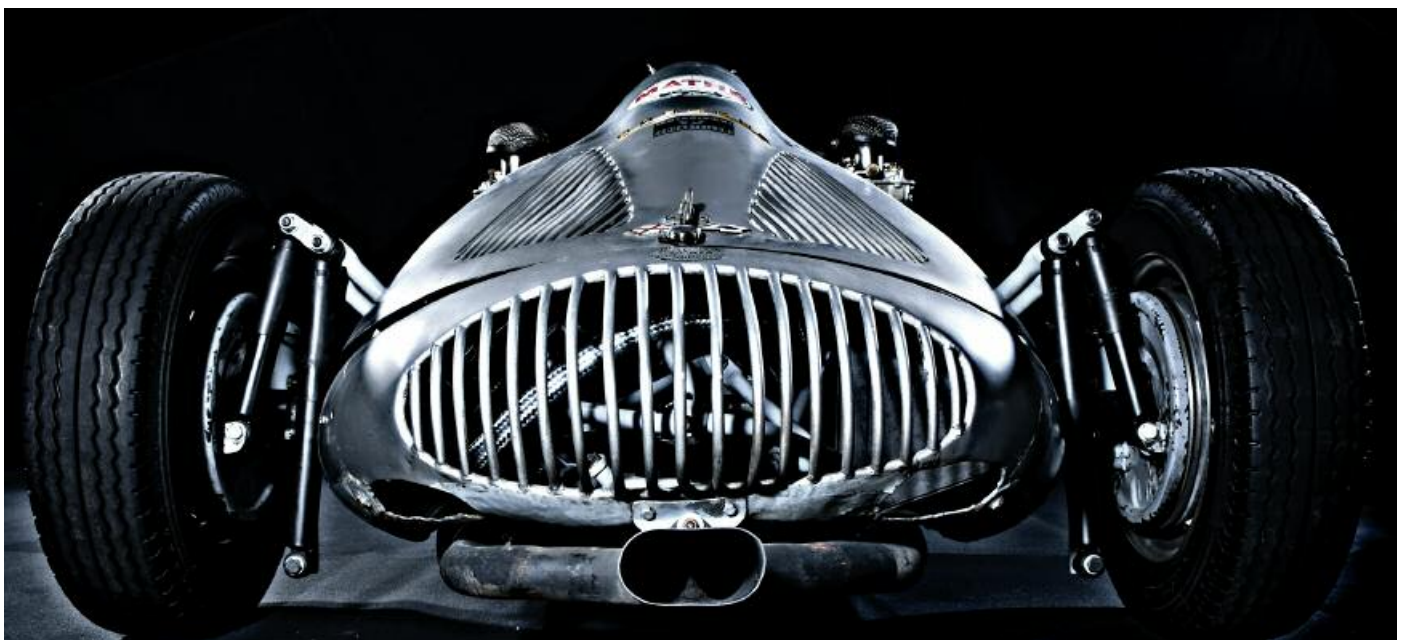
Behra was a close friend who admired Otto's racing career. Perhaps his biggest victory came in the 1959 Professor Porsche Memorial Race on the ice at Zell-am-See. In that race he beat Richard von Frankenberg and Huschke von Hanstein both in Porsche Works Spyders. But then what chance did they have against a one-armed driver in a car with half the weight of theirs? Both ice and sand track racing were perfect for Mathé's one-armed driving style. He could use the engine torque, light weight and loose traction to avoid shifting often so he could concentrate on steering.

Tow it. One of Otto Mathé's most perceptive realizations was that the Fetzzenflieger was so light that it could easily be towed by his Gmünd Coupe "transport vehicle". It was probably also an effective psychological ploy to help the other racers understand just how lightweight their competition was.

Show it. If it isn't participating in an Old-timer driving event, the Fetzzenflieger can be admired at PROTOTYP in Hamburg, where it's on display with contemporary F2 cars and unique Porsches of all sorts. Some of the motors and ski binding parts that came with the car are also on display. As you will understand, PROTOTYP removed the parts from 38/42 to use in their beautiful new restoration of 38/42. The Fetzzenflieger uses 38/43 parts where possible. 🚗

Left: This is said to be an example of the photo coverage by Porsche AG, which studied the "Flieger" in detail to develop their race cars from '55 to '62. The spike shadows show different shapes that provide both lateral and fore-aft traction.

Below: What the competition saw. There is a distinct similarity to the Cisitalia Typ 360's rear.





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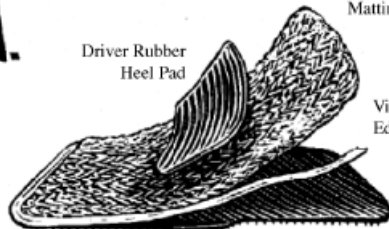
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Family Heirloom

By Dana McDaniel



Mr. James McDaniel and his boys Dana and Gary in the jumpseat, Burbank, 1958. The persimmon color is paint job #3 for the car.



In 1966 Dana molded off the trunk handle, sprayed the car silver himself (the car's fifth paint job), added nerf bars, 15" wheels and driving lights.



This car came into our family on July 22, 1957. My father bought it used from Burbank Sports Car Center in California. He traded in a 1951 MG TD that was mother's daily driver. Since my brother and I rode in the back, it had much more room than the package tray behind the MG seat. On Sundays my father packed the whole family of four in the Porsche for fun drives along the winding roads of the L.A. area. We don't know what attracted my father to a Porsche although my brother says he thought that my Dad was tired of getting beaten by the neighbor's XK120 Jaguar.

The Speedster body had already been repainted white before we bought it, so we didn't know that the car was originally Speedster blue. The interior was original with cream-colored Acella Bast vinyl seats, tan carpet and painted blue dash. It had red seatbelts with a friction buckle like the old canvas belts one would wear. Since there weren't many Porsches with which to compare we didn't know what was correct on a Speedster nor did we really care.

My mother thought the car looked like a ladybug and convinced my father to paint it 1957 Mercury Persimmon, a somewhat popular new color at that time. He also chromed the bumpers to look more like those on a normal American car. The original muffler had capped header pipes added near the left and right ends that could be opened to pretty much bypass any noise reduction.

In 1959 my father decided it was time to leave the L.A. smog and moved our family north to the Bay Area. Six months later he opened a small body repair shop. While the Speedster was still my mother's car my brother and I were pushing to have it painted a more reasonable color. Eventually we prevailed and paint job #4 was a dark gold used on Chrysler Adventurer models.

Since we owned a body shop there were numerous changes in family cars and, since the Speedster was sitting in the garage rarely used, it was unsuccessfully put up for sale in the early sixties for \$1,500. It sat for several more years until I graduated from high school when it became my graduation present. It was not the cool car I would have wanted. It needed some work to get it running, as the original 1500 alloy cylinders were using oil and needed replacing. In addition I no longer liked the gold color.

Having a father who was a mechanic and body man, I worked with him to install new 1600 normal pistons and cylinders. I prepped the car for paint job #5 using 1963 Corvette Sebring Silver that I sprayed myself for the first time. Incidentally, each new paint job was simply sprayed on top of all the previous paint jobs. No "bare metal" re-sprays for us!

We added a black top, black vinyl seat covers and door panels, and black carpet to the front and side areas. The tan stayed in back until I could afford to do more. Instead I bought 15-inch wheels to replace the original 16s, I added Koni rear shocks, a Bursch exhaust and front nerf bars.

While I had raced quarter and half midgets since I was 12 and driven on the street occasionally since age 13, this was my first street car. I spent many hours on the roads in the Santa Cruz Mountains learning and enjoying great handling without a lot of power.

In 1969 my plan was to increase the power. I bought Super 90 pistons, a used set of Zenith carburetors and manifolds, and got a performance cam from Johnny DeLong in San Jose. It ran with a wonderful lumpy idle. In fact, once it had some break-in miles we found it overpowered the clutch in second gear.

From then on life took over. Irmela and I were married, we moved to the North Bay, my dad died, and there were things that needed doing that were more important than getting an ailing car running again. The Speedster was parked in the garage to be dealt with in the future. That was in 1970. It remained a "someday" project until 2009.

In late 2008 Irmela crossed paths with Jennie Derich sitting in the Derich's Speedster in the Santa Rosa Costco parking lot. Jenny and her husband Tim were returning from the 356CAR Mendocino gathering. Jenny invited us to come to a 356CAR Sacramento breakfast to get to know the Porsche 356 community. At the January 2009 breakfast we met Jim Hardie. The next thing we knew we had begun a hands-on restoration with Jim's assistance and the help of many others in the local Porsche 356 community. Irmela spent countless hours stripping paint, removing the windshield posts, cleaning parts, restoring fasteners and keeping track of all the bits and pieces. Most of the original parts were refurbished with only a small number replaced.

The car was finally ready for the road on May 14, 2011. Less than a week later we drove it to the North Meets South 2011 event in Morro Bay. With only a few minor adjustments required, it made the round trip as well as the Saturday drive to the winery at Carmody McKnight Estate Vineyards on Chimney Rock Road. We met many more great people at the event and proudly took 2nd place in the Speedster class at the Saturday Concours.

We would like to extend our appreciation and thanks to the entire Porsche 356 community for their assistance, support and interest in our project. We would like to particularly thank the following people directly involved in the restoration: Jim Hardie as the project leader, who guided and worked the entire restoration; Ron Ueyeyama for his paint and body work; Roy Nielsen for his spectacular interior and top; Bob Cannon for special projects.

In addition, Bill King, Del Sessions, Tom Sansone, Bob Murray, Ted Blake, Ron's Transaxles, Jim Breazeale, Ed Rutherford, Keith at NLA, Terry at International Mercantile, Rich Peters, Wolfgang Reif, Paul Colby, Bob Lee, and several others I'm sure I've inadvertently overlooked help make it all happen.

We'd like to extend a special thanks to the late engine builder Tony Simeon for the engine we purchased that was a high school science fair project with his daughter. Tony passed away before the engine was completed so Jim Breazeale and a number of East Bay vintage Porsche owners finished the project with his daughter. Needless to say, she took first place in the science fair. We're happy this engine is now part of our family car. We still have the original dismantled engine for a future project. 🚗



From top: Shortly after the restoration was finished, the Speedster went to the 2011 North Meets South event at Morro Bay. Dana and Irmela with their restored car, now in its original Speedster Blue color. Dana and daughter Eric start out on a drive.



Two Bonhams Auctions - Australia and England.

Let's lead with some interesting auction results from overseas where Bonhams had two of their bigger annual events, one in Australia and one in England. The down-under event was held June 25th in Sydney at Byron Kennedy Hall. Bonhams had only one 356 in that auction, but it was a big piece.

Lot 307 was a 1957 356A Speedster, serial number 84202. It was a rare Speedster that was delivered new in Australia through the Hamilton family's distributorship in Melbourne. It had user friendly specifications including right-hand drive, a mph speedometer, and American bumpers with over-riders. Several other aspects of the car would be desirable anywhere: The black #5701 paint and its Super Type 616/2 Super 75-horsepower engine, both relatively rare on a Speedster. Both selections together are very rare. We should shout out a "well-done" to the Aussie who ordered this puppy.

Reportedly, the car came off the road early in its life and spent 20 years in hibernation before being purchased in 1981 and slated for restoration. That work came another 20 years later, starting in 2002. The car was sent to O&S Restorations outside Sydney. An Aussie friend reports that O&S does very decent work, having restored a multiple concours winning 356A Cabriolet for one of his mates. Eight years and a reported \$366,000 later this Speedster was fully restored, emerging last December. The restoration was fully photo documented.



Some changes happened to the car along the way. It lost its original engine and a replacement was installed, # 81453, also a Super and close in number to the car's original engine. The U.S. bumper over-riders and uprights were changed over to Euro-style setups and the body holes were dealt with in the restoration. As a matter of convenience and preservation, the undercoating was changed and the car was converted to 12-volts.

Some notes on the restoration: The body overall looks attractively done with some variation in gaps. Because of the way black shows in photographs, it is difficult to assess the paint and no way to assess the presence of plastic, so let's give the car the benefit of any doubts, given O&S's good standing with the locals. The outside Reutter badge is reproduction. The engine compartment is missing some decals; the oil filter housing is incorrect; and although they converted from 6-volts to 12-volts, it nonetheless would have been nice to use the larger black 12-volt regulator so the look was period-correct. The front trunk is tidy with what looks to be a reproduction tool kit. The hood hinge bolts and the gas tank strap bolts are not painted. (Okay so I'm getting picky, but wait until you see the price.)

The interior features a bench seat that is not shown to be on the original option list – but it is way funky. There is a proper Super tachometer. Restoration of the door hinge area and the door hinge cover with the Reutter and color plates is quite sloppy. The owner's manual is original issue, but the vinyl cover is much later production.

This Speedster sold for AUD \$225,000 including the buyer's commission, equivalent to about US \$207,500. It is fair to assume that a Speedster that sold new in Australia and that has right-hand drive deserves a premium. In the U.S., your correspondent thinks this might be a \$160,000+ car. Is the Aussie-matching status worth another \$47,500? Perhaps, but we'll call this car well sold.



Bonhams had two 356s in their auction held in Chichester on July 1st, on the weekend of the Goodwood Festival of Speed. The first one was Lot 412, a 1959 Convertible D, serial number 86005. It is attractively turned out in silver with a black interior. It was originally a U.S.-delivered car and equipped with a 1600 Super engine. It was restored in 2003 and has been lightly driven since then. The paint and body panel fit look very decent. The top fits well. Trim looks fresh. The interior is attractively turned out with the desirable map pocket door panels and only a couple of minor visible faults. The engine is very nicely prepared. The restoration did take liberties with the original U.S. specification by taking off the car's bumper uprights and over-riders. In Europe those bumper pieces are sometimes not highly valued. Given the cost of acquiring and restoring those uprights and over-riders, it is easy to understand how they could get left off.

This Convertible D sold for £ 91,700 including the buyer's commission, equivalent to US \$149,500. Recently, a Convertible D in very comparable condition sold in California for about \$160,000. Take off for the bumper uprights and over-riders and the two cars sold for about equivalent money. The Bonhams sale feels like a fair deal.

Next we'll have something different and difficult to assess. Bonhams lot 431 was a 1964 356 SC coupe, serial number 219234 with SC engine number 820796. The car was a street car when acquired in 1988 for rebuilding into a historic rally car. Extensive modifications followed, including a full rebuild of all mechanics, including a short-geared box, and electrics. Then came modern bucket seats with full harnesses, a roll cage, large fuel cell, external oil cooler and a full-flow filter system with Aeroquip lines, and skid plates. After the build, the car was used in many long-distance rallies including sorties to the Arctic, Jordan, and Egypt. More recently the engine was rebuilt by marquee specialist Andy Prill in the UK.



The car's overall condition was reported to be "good," but obviously the car largely has been used under duress. Although it is worth considering because SCs are now valuable, putting this coupe back into street trim would involve a lot of money. The car's best and highest use is most probably as a road rally/tour car. So what is a used



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rally/tour 356 SC worth? Bonhams auction says it is £ 32,200 or about \$52,500. That price seems fair to both sides. As we see in heavily modified racing early 911s, it is impossible to make any money on a race car built after the day. Obviously, factory-built and good in-period history race cars are entirely different matters.

Next time, we'll have results from the auctions in Monterey. We'll be attending with camera and paint meter in hand – and there are a lot of nice Porsches on the dockets at all four auctions. It will be a busy week.

Lastly, a very helpful 356 Registry member emailed me with a report for this column on his Speedster purchase. I cleverly put all his emails in a single file and then accidentally deleted the file. If that helpful member is you, please email me again. Big thanks.

Comments, questions, or sales reports are always welcome via email at KellyCT@optonline.net.

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Prescott Kelly



Collectibles

Gary Wolfgang came up to this correspondent during the Lit Meet with two items in his hands and asked me if I was interested. Turns out I was. The basic item is one that many of us have, the 1950s booklet that lists the parts that interchange between VW and Porsche. In English it is named "VW-spare parts applicable to Porsche cars." The booklet is A5 sized, 56 pages, with a gray vellum cardboard cover carrying burgundy type.

About 300 parts are covered, sorted for use in cars using engine Types 369, 506, 546, 527, and 528. Most of the parts are applicable to all those cars. Many of the items listed are small parts such as bolts, nuts, studs, gaskets, washers, springs, and such. Other listings are for more important components like connecting rods (only 369 and 506), oil coolers, fans, fuel pumps, fuel cocks, torsion bars, steering columns, front axles, rear axle shafts, generators, distributors, and some items in the tool kits. If you're an early 356 mechanic, you already know about these interchange parts. Tom Birch knows the numbers from memory. But for the clean-finger-nail crowd, this is interesting stuff. The booklet, however, was not the true attraction in Gary's hands. That status was reserved for the factory letter that came with it.

We need a moment of back-grounding. There has long been a rumor that Porsche withdrew the VW-interchange booklet with some verve, wanting all the copies left in distributors and dealerships returned. Supposedly, once Porsches were largely free of VW parts, the Factory was anxious to not actively acknowledge that comingled past.

The letter from Porsche is dated November 3, 1955. That is pretty late relative to the stories about the factory withdrawing the booklet. It was mailed to a Mr. R. W. Slater who lived in Hamilton, ON. In part, and please read around the occasionally awkward English, the letter says:

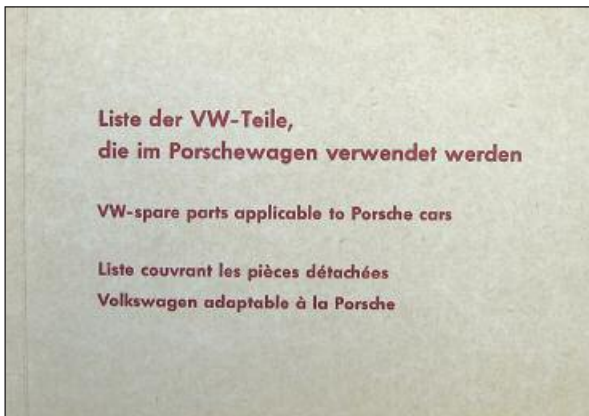
"Volkswagen-Spareparts can be used in your car only in a small amount, if your car was delivered before October 1954. After that date we use very little VW parts. Please find enclosed a list of the VW-parts applicable to Porsche cars. But we want to point again to the fact that this is only competent for cars that were delivered, respectively bought before October 1954. Porsche-parts are not always the same as VW-parts, even if they look the same – but there is great difference in the material itself. In some cases you can use a VW-part, but it has to be exchanged soon by a Porsche part."

Does that letter read like it is from someone who is a little defensive about VW parts being used in Porsches or being interchangeable with parts Porsche procured from the same sources? Do the rumors about the withdrawal of the booklet have some basis?

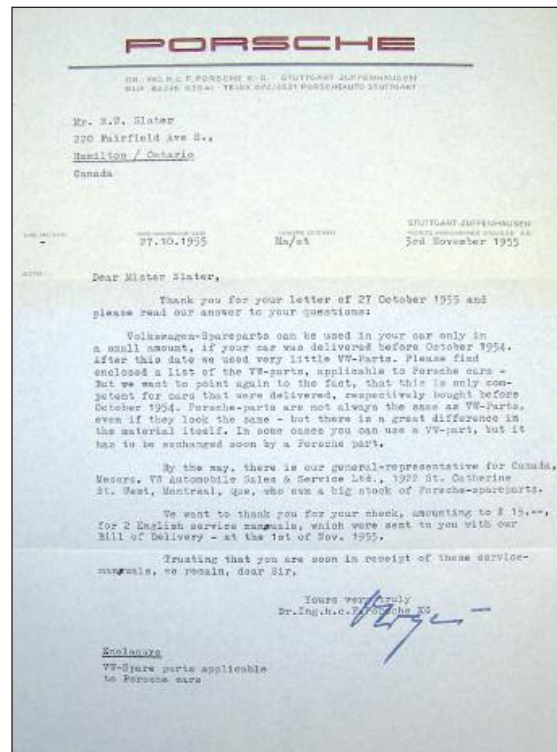
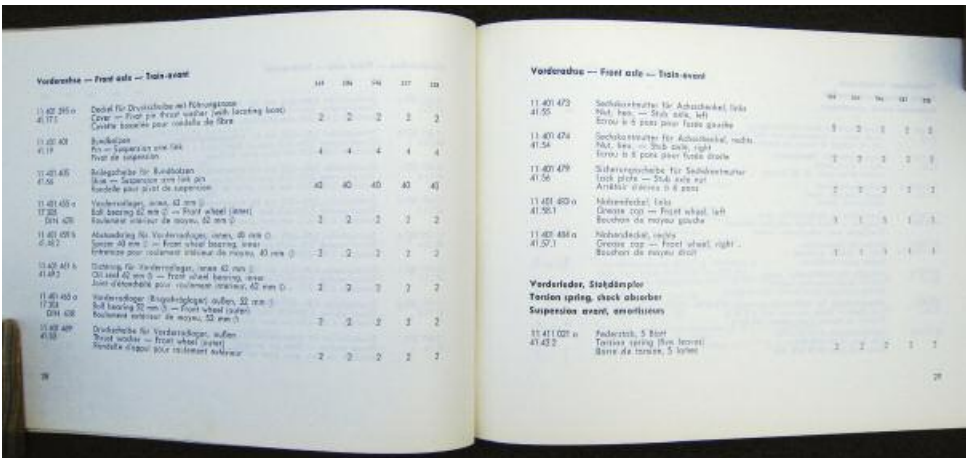
Sales Pointers

This reporter has many hundreds of factory bulletins – service, marketing/press, parts, and general/miscellaneous. Many of them came in pretty complete packets put together to give out to new Porsche dealers as they came on-board. Some of those packets came from Harry Weber, who worked with dealers on the West Coast. These bulletins are awaiting a long, rainy week-end during which there will be a sorting session, and then some time feeding info to Roy Lock.

We're going to by-pass the Ladenburg Auction items for this issue and turn back to some interesting items found at the LA Lit Meet last March.



The 1950s Porsche factory-issued booklet, "VW-spare parts applicable to Porsche cars." Supposedly, it became slightly embarrassing to Porsche and was actively withdrawn. The booklet was 56-pages and referenced about 300 items, both inconsequential parts and some important pieces. We assume that not many of them were distributed as it has always been relatively rare.



The factory letter from November 1955 that accompanied one of the VW-Porsche parts interchange booklets. It went to a Porsche owner outside Toronto. It stressed that it was preferable to use Porsche parts.

At the Lit Meet in March Tom Conway showed me a portfolio of Porsche of America's "Sales Pointers." It was the first time I had seen an accumulation of them. This grouping runs from Volume I, Number 1, undated but from the fall of 1960, through Volume III, Number 4, dated August 1962. All of the pieces carry the address 527 Madison Avenue, where PoA had their offices before moving to Teaneck, NJ.

Before these bulletins, the U.S. distributor – first Max Hoffman's operation and then the factory-owned Porsche of America – used factory produced pieces for such bulletins, differentiated in the early days as "ausland" for foreign countries and "inland" for the home market. These 1960-62 "Sales Pointers" could well be the first such bulletins done in the U.S. by PoA. They provide some very interesting insights into the world of Porsche in their early days, discussing personnel, models, customers, company objectives, and a lot more.

One example from Volume I, Number 2: "Porsche engineers strongly feel that not more than 10% of the Porsche owners in the U. S. have either the experience or the equipment to service their cars properly...It is obvious that every dealer – and every sales member of his force – will have to do a real education job to get the perils of 'do-it-yourself' service across."

Or from Volume I, Number 3 this admonition on the new Super 90: "We should keep in mind that not all Porsche fans really need a Super 90. Certainly the driver who spends most of his time in city or suburban traffic – with an occasional spin in the country – doesn't require the newest Porsche entry. Both the "Regular" (note that they did not use "Normal") and the "Super" are, after all, spirited cars, fully capable of winning laurels in many a rally or race. The Super 90 only supplies even greater power that is solely needed by the top-level weekend competitor...Remind the would-be Super 90 pilots that their warranty is voided if the car is entered into competition." Fortunately for us, Porsche's customers and salesman ignored that advice, and Super 90-powered luxury-optional Coupes and Cabriolets are certainly out there.

A light moment from Volume II, Number 3: "A very limited number of Carrerasas, in the coupe only with Reutter or Abarth bodies, will be available in 1961. Reutter coupes have aluminum doors and fore and aft hoods while the light-

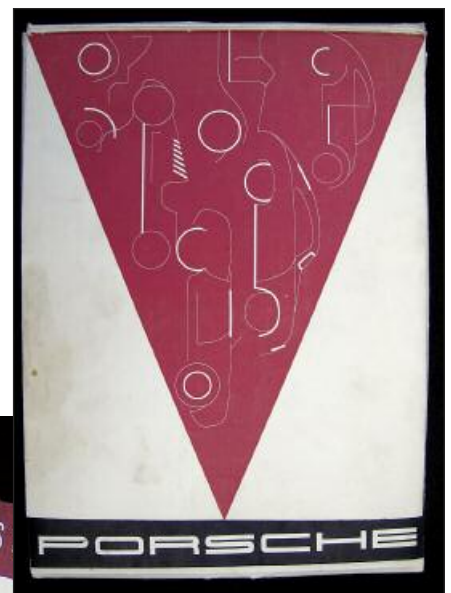
weight Abarth has an all-aluminum body. Both are thoroughbred competitors and should not be recommended to the average customer who simply wants a 'hot' car for town driving. Discourage him unless you want to see his Carrera in your shop every weekend." Pretty good product-awareness on PoA's part, eh?

One last selection from Volume II, Number 5: "Just WHO are Porsche buyers or prospects and where can you find them...and then what to do about it? Records show that Porsche buyers fall into fairly well defined groups...by profession. In order of importance, these groups are:



1. Engineers and technicians, 2. Doctors and dentists, 3. Executives and merchants, 4. Salesmen (traveling). Other groups to which this mailing piece can be profitably directed would be: Porsche owners ('56 model year or older); Karman-Ghia owners and some VW owners; Mercedes, Jaguar, Healey, Thunderbird and Corvette owners. Sports cars clubs of all types will be useful in providing selected prospect lists."

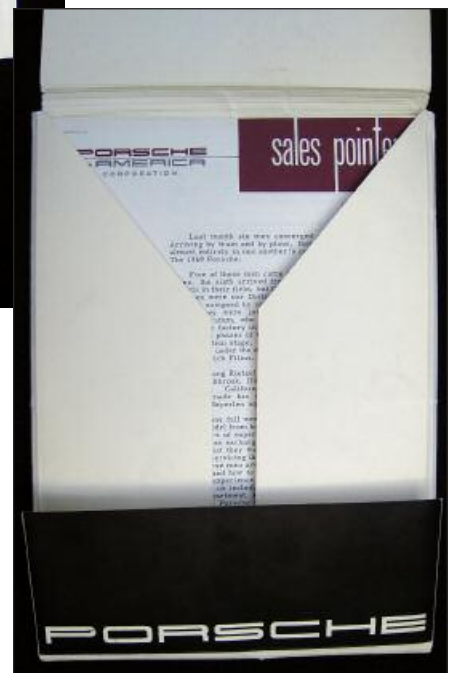
The "Sales Pointers" provide interesting insights into the state of mind at Porsche of America as the company was growing to become Porsche's highest volume distributor, accounting for 50% of worldwide sales.



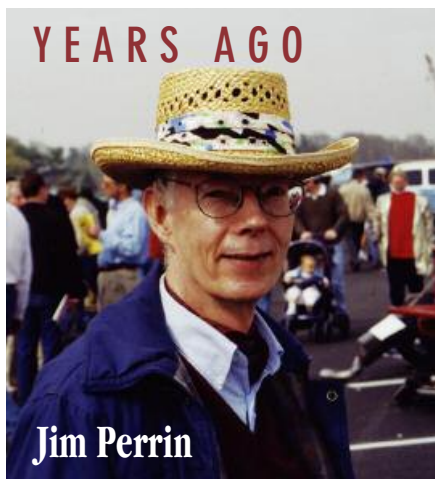
Above: This Porsche of America portfolio was American-printed and seldom seen. The same artwork was used on several Vasek Polak printed pieces, usually in just black and white.

Below: The portfolio here is filled with Porsche of America "Sales Pointers" bulletins as it might have been passed out to a new dealer. The bulletins provided information for the use of Porsche dealer salesmen.

Left: The "Sales Pointers" arrayed dating from the fall of 1960, through August 1962. The U.S. distributor used several different types of such updates over the early years. We'll review another one, "PorscheStrasse," in an upcoming



As always, please direct comments, questions, or ideas for the column to me at KellyCT@optonline.net. Thank you. 🚗



The following is from the October 1986 and the September-October 2001 issues.

25 Years Ago

The cover of this issue has a photo of a 356 cabriolet being driven by Jacqueline Bisset with famous passenger Steve McQueen. It is a Warner Brothers promotional photograph for the movie "Bullitt".



Two photographs of an Apal are shown in this issue. These cars were produced in Belgium with a fast-back coupe body and 356 mechanicals. I believe they were on a VW chassis. The front end is similar to an Abarth Carrera. There was a very-nicely restored red one owned by Tommy Trabue at the last spring Tennessee Tubs BBQ and Car Show at Cal Turner's farm in Tennessee.

Brett Johnson's Restoration column had an article on gauges by Richard Miller of San Diego. Included in the discussion are gas gauges and senders for early cars. There had apparently been a controversy in previous issues about Speedster front trunk mats. Richard commented that just because the part doesn't appear in the Speedster section of the parts book doesn't mean they didn't have them, and that all the Speedsters he had seen have them. Personally speaking, I owned nine Speedsters during the 1960s. One of the first things I would do is put a front trunk mat in them, as a number of the ones I had didn't have trunk mats. I also threw

away the cheap cloth belts used to hold the spare tire in place and replaced them with the leather belts as used in Coupes/Cabs. About the third time I was about to toss one of the cloth ones, I realized I was making a mistake! As far as I know, some came without them and some probably came with them.

Gene Babow, who had a column called Odds 'N Ends, wrote about Glockler. He visited the Glockler Porsche dealership in Frankfurt to see the Glockler Spyder they had recently restored. He learned the earliest meeting between Walter Glockler and Ferdinand Porsche was at Professor Porsche's Stuttgart home in 1949. Gene learned that Glockler became a dealer for Porsche in 1950. About the same time they received a 356 engine from Porsche and prepared it for racing in their own shops.

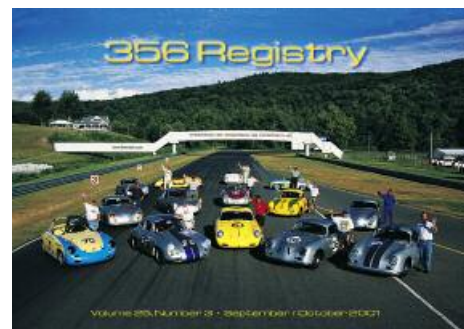
Dick Pike wrote at length about paint colors for 356s. His comments about gold were "Forget it", and that it was in the same league as multiple gold neck chains. Well, sorry Dick, when I purchased my first Porsche, a 1953 1500 Super, the only one available where I lived was gold. So that was what I drove until purchasing my first Speedster two years later! I've owned 356s painted lots of different colors, and the one that got the most attention was not the gold car (which most people then thought was another economy car from Europe like the VW beetle), but the Carrera Speedster which was orange with two black stripes.

10 Years Ago

The outer wrap of this issue has a great period shot (1959) of a Speedster getting the checkered flag. It was taken at Stout Field in Indianapolis by Chuck Langenskamp.

This Registry had a tool kit article by Orr Potebyna with a few photos I had taken. It covered complete kits, their components and jacks for "an introduction and overview to guide those new to the tool kit hunt". In the mid-1980s I visited Jerry Keyser one afternoon and proposed a series of articles on 356 tool kits. At that time, there was much misinformation about 356 tool kits, and I wanted to do more research and document what I had learned. I eventually wrote a half dozen or so articles for the Registry over several years. The interest in 356 tools increased substantially after those articles, and unfortunately so did the prices!

Orr's article gave price ranges for individual tools and kits for push-rod cars. Many of you know that Spyders, Abarth Carreras and 904s also had tool kits. These had some of the same push rod tools, and also a number of additional tools for four-cam engines. As cars such as Spyders and 904s have reached astronomical levels, I have wondered what a tool kit for one of those cars would bring these days - probably a lot!



Brett Johnson's restoration column mentioned that some 16" wheels had holes on the outer rims, which were not the ones used to secure turbo rings. The answer was found in the 1954 workshop manual that showed wheels with weights riveted to the wheel! He also discussed early disc brake hub caps. An owner wrote in who had purchased her 356C in September, 1963. She commented that her hub caps were plain ones with no crests, and that they were quite flimsy (easy to dent) compared with the later crested C hub caps.

Prescott Kelly wrote about the first factory-issued Porsche sales brochure. This is the so-called "Gmünd" brochure as it shows the cars produced in Gmünd, Austria. The cover has a front 3/4 view of a Gmünd Coupe, with the colors being red and black on a white background. It was available in English and German. Prescott points out that the early version, which was for the true Gmünd aluminum-bodied cars, lists the engine as being 1131 cc and as having mechanical brakes. These brochures have always been rare, but are occasionally seen on eBay and at the Los Angeles Hilton Lit Meet.

These Gmünd brochures have sold in the past in the range of \$3000 to 4000, and sometimes for even more. In the 1970s I answered a Hemmings ad offering foreign car sales literature. It was from an estate, and the seller told me the Porsche group had newspaper clippings, magazine clipping and a few sales brochures. The price was \$1 per item, for a total of \$31. I asked what other sports car groups were available, and the seller told me the others had all been sold except for the Jaguar group. That was \$1 for each of the 20 or so items, so I purchased it also. I met the seller at Spring Carlisle, and handed over my \$51 or so dollars. In the Porsche group was a Gmünd sales folder! I still have that folder to this day, now with Ferry Porsche's autograph on it. 🚗

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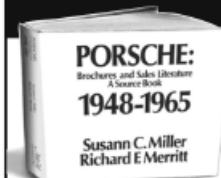


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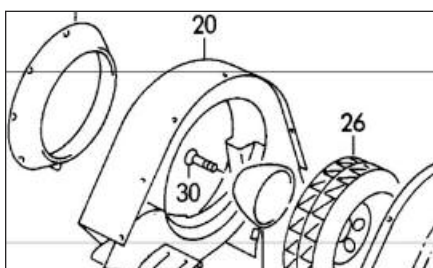


4-Cam Carrera air intake insert ring

Bids: 5 Sold for \$282.50

Looks like a pretty small and unexciting piece to deserve that much attention, but the picture is deceiving. It is a fairly large part that forms the front surface of the air intake of the cooling shroud on an early Typ 547 4 Cam engine (see the diagram below).

The seller stated that the part was new but had some original paint missing, so he shot it glossy black for protection and suggested it be properly painted before installation. Although you cannot see it with the engine installed, there is no doubt in my mind that it will be done. Three different bidders knew what it was and apparently liked it to the tune of \$282.50.



356 Stork Oil Press Gauge, for parts

Bids: 6 Sold for \$255

Sold for parts, this gauge had good domed glass, all of the mechanism, but no bezel. A good barometer of how dear early 356 items have become, we are now parting out parts!



Orig. A restored open car deck grill

Bids: 28 Sold for \$396.56

Here is an original A open car deck lid that appears to have been restored to high standard. The seller described it as comparable to the best you can find out there. Just like 4 cam parts, anything "early", or cabriolet/Speedster/Roadster, there are almost guaranteed results, and one was a real battle. Although there were 26 bids placed, only 4 bidders participated. One bidder spent nearly the entire last day of the auction sneaking bids upwards \$10 at a time. It appeared that he just would not give up until that last, final try. He still lost by \$5.

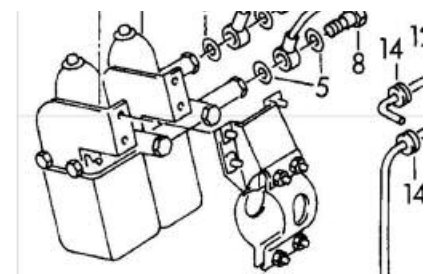
I always wonder if the runner-up might get some satisfaction knowing that although he didn't win, the guy who did paid for it!



Carrera 6V Autopulse fuel pumps

Bids: 10 Sold for \$1225

This Autopulse 6v fuel pump for 4 cam cars was first deemed by the seller as needing a full rebuild. Upon testing the unit, the seller amended the auction description saying they found that it had been properly stored, worked just fine and recommended replacing only the cork bowl gaskets for proper operation. That was July 11th and the high bid at the time was \$610. By the time the auction ended on July 16th, the selling price doubled which no doubt delighted the seller. But I believe the buyer did well here, too. They received a good working 4 cam fuel pump from a known seller that to me means no headaches, which I value above almost anything.



356B Zenith Air Cleaners

Bids: 4 Sold for \$137.50

All 4 bids were above \$125 with a starting bid \$3.56. This is a pretty good deal for a set of "B" air canisters (these are different from the "C" model canisters which have a long neck with vent tubes for the "C" filler can). I see them go at swap meets for much, much more than this on a regular basis (but isn't that where all the bargains are?). They had been stripped and painted but the paint on the lids was a little flatter than the bodies. One decal had a small blemish, but for a driver, these were ideal.

Last issue I stumbled upon some great marketing while scouring eBay in the form of Distler "parts cars". I like this example equally as much. The seller had several parts lots to move and described each separate auction as "Porsche Early 356 & Pre-A & Cabriolet Parts Collection". We all know that any auction title for 356 parts that has the words 'early', 'pre-A' and 'cabriolet' will get attention from even the most casual shoppers. The vague yet tempting title just dared you to not click on the listing, which you had to do in order to see what was actually for sale.

Here is just a sample of the items sold:

Early Square Door Handles

Bids: 14 Sold for \$710

Early Interior Door Handles

Bids: 8 Sold for \$99.69

Early Door Top Trim

Bids: 1 Sold for \$50

Brake Drum

Bids: 3 Sold for \$152.50

Brake Drum

Bids: 3 Sold for \$152.50

Beehive Tail Light Parts

Bids: 12 Sold for \$482.69

Front Spindles

Bids: 10 Sold for \$144.50

Transaxle Parts

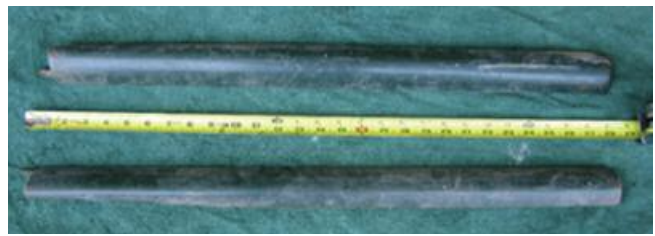
Bids: 11 Sold for \$631.51

356 Windshield Squirters

Bids: 5 Sold for \$152.50

Parts Grab Bag

Bids: 11 Sold for \$515



Others sellers regularly bombard eBay with multiple listings, but get very few sales. This was not the case here. The title grabbed your attention, the starting bids and reserves were reasonable, but most of all she had really good stuff to sell. That, in the end, is what sells old Porsche parts.



As always, questions, comments and criticism are welcomed and encouraged. I can be reached at spg356@sbcglobal.net. 🚗





Collecting

vintage sports cars – mostly Porsches. Surely that's a collection. My standards are low. If I had even three, I'd be calling it at least a small collection. I've got to be realistic, after all, and I don't have financial advantage of a TV show named after me.

A single marque collector?

My fantasies beg the second question: How many Porsches would we need before turning to another marque? Even back at its adolescent origins, my passion for vintage sports cars put Porsches on a pedestal. Yes, I had the obligatory Jaguar XKE poster on my bedroom wall, and I still remember a *Road & Track* fiction about a couple taking a spur-of-the-moment picnic drive on a pretty sunny day in their 300SL Gullwing, pictured by the side of a country road (I still have the picture). For reasons I still cannot fathom, however, my automotive lust for 356 Porsches was without reason and beyond all measure. As we know, Porsche was hardly the most popular marque of the day, and their rear, air-cooled engine would have seemed downright strange were it not for all the VWs running around.




In your mind's eye the perfect collection of Porsches stretches off into the distance of your beautiful fantasy warehouse / garage / museum. Starting with a Gmünd Coupe (hey, why not?), through all the models of 356, open and closed. Since we're dreaming, a further row of early 911s can almost be seen, just past the 904 and RS 61 Spyder.

Tom Farnham photo

Nevertheless, as opportunities came along over the years, I was never tempted to consider anything but Porsches and air-cooled ones at that (we won't mention the momentary departure of good sense when I bought a 924). I tried a 911 and a 914, but kept coming back to 356s. As a poor college professor, they were usually my only car, and what I remember most about them is that I never, ever got tired of driving them. Even routine commuting trips were causes for a moment of anticipation as I walked to my car. Behavior is my business, but I still can't adequately explain why this particular marque (at least their rear-engined models) stirred such ardor in me. Why have I never been tempted to buy other vintage sports cars along the way?

I drool over most of the cars at the Amelia Island Concours each year, everything from the gorgeous classics of the 1930s to million dollar Ferraris. Never mind they are not realistic options for my modest automotive budget, not to mention their lack of practicality for everyday use. Who among us wouldn't delight in discovering a Mercedes 300SL in our garage one morning (I'll take the roadster, thank you)? More realistically, I wouldn't even mind a 190SL for casual cruising, which is all they're good for anyway. Although Italian marques don't always leave me breathless, wouldn't we all love to have a Ferrari or an Alfa to play with? There are so many to choose from, why not two or three? British cars are not at the top of my list, but the early Jags have those swoopy lines I love, and the Healey is always fun. Then there are all the low-production types to choose from, and so on.

Automotive pundits often malign single marque enthusiasts for their narrow-minded perspective. "A single marque enthusiast is not a true car enthusiast." They have "single marque tunnel vision." Is this the problem, or is it more a matter of how many cars it takes to satisfy our automotive priorities? If we have an infatuation with Porsches, even just 356s, that has not yet cooled, why would we not choose yet another when the time comes? There would presumably come a point, were our funds and garage space unlimited, when we would finally have enough Porsches. We would have, or at least have owned, one of every Porsche variant we desire (be still my beating heart). At that point in our career as a collector – but only then – might we turn to other marques.

So maybe there is no such thing as a single marque collector, only collectors who are still working through their priorities. Most of us may never get far enough down our list to prefer another marque for our next purchase. Facing our financial reality, we're unlikely to get to the point of choosing a 300SL over a Carrera GS/GT Speedster or a 1973 RS. For me at least, those Porsches will come first. 

Are you a single marque collector? Or would you be if you could afford it? There are two issues embedded in this query: Whether you are a collector (or want to be) and whether your collecting, real or imagined, focuses on more than just Porsches.

Are you a collector?

Your status as a collector of vintage automobiles is easily answered by looking in the garage. If your beloved 356 sits alone, lacking the company of a sibling - or at least a cousin - of similar age, you're not quite there yet. You may be a collector in your own mind, but unless there are at least two vehicles out there built without any microprocessors, you're still a vintage car collector waiting for your collection. I'm guessing most of us fall into this category.

It's debatable whether even two cars should be called a collection. A stable, perhaps, but a collection? Doesn't that imply at least a few – enough that you have to think for a moment about which one to drive? At our house, the decision flow chart is still pretty simple. If it's kind of cold or rainy, it's the Coupe. If it's kind of warm and sunny, it's the Speedster. I pretend these options allow me to casually refer to our stable of 356s, hoping the listener will imagine a long building with a row of car stalls, an automotive tack room, and maybe a comfortable office for managing my vast automotive affairs, complete with a large flat screen, a couple of easy chairs, and an overflowing trophy case.

My dream, which I fully expect to be fulfilled (others would call this magical thinking), isn't casual. I know exactly what other 356 variants I want, everything but the serial numbers. A twin grill Roadster is at the top of the waiting list. And just to show I'm not a 356 snob, I'm willing to include some air-cooled 911s. (I'd start with a 1973 RS and a 1998 993 2S, but that's just me.)

So, if two is only a modest stable, just how many does it take for you to refer to your "collection" without risking embarrassment when someone then asks how many you have? One friend of mine has an even half dozen vintage Porsches. Is he there? Another has a full dozen

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356B/C VDM Steering Wheel Comparison

Roy Lock

A while back, I was asked what the physical differences were between the VDM Carrera 2 (C2) wood wheel, the VDM T6 plastic wheel, and the VDM T5 plastic wheel. At first glance I didn't know. I assumed they were the same except for the plastic and wood outer rings. But being blessed with ownership or access to all models of these steering wheels, I was able to see and accurately compare the physical differences. The more I dug, the more I realized there are glaring differences not only in paint and outer grip ring material, but also in the metallic construction of both wheels. In reality, all three have major differences structurally and cosmetically.

T5 VDM Plastic Steering Wheel

In a casual observation of the T5 steering wheel, one would assume the differences between the T5 and T6 plastic steering wheels were identical except for the configuration of the spokes. Closer examination proved this to be false. There were differences not only with the spokes, but also with the rear center hub plate, and the number of finger grooves on the outer plastic ring.

The T5 wheel also has flat spokes. The manufacturing method is interesting; the spoke is a high pressure stamping. The flat spokes lent themselves to this method of manufacturing.

T6 VDM Steering Wheels

With the introduction of the T6 model in 1962, VDM supplied two different styles of steering wheels, plastic and wood. The plastic wheel was standard equipment on all models of the 356 except the Carrera 2. For the top-of-the-line Carrera 2 model, VDM supplied a wood wheel as standard equipment. This C2 VDM wheel was an option for other T-6 models. Today, these wheels are a highly sought-after option. However, due to their construction method, many original wood wheels delaminated or cracked. Today, it is rare to find an original Carrera 2 wheel in good condition. There exists an active market for remanufacturing plastic wheels into C2 wood wheels. Due to the rarity of original C2 wood wheels, a direct comparison of C2 wood and plastic wheels is based on the author's experience with a limited number of original C2 samples.

A comparison of the T-5 (left) and T-6 standard VDM plastic wheels. The raised edge on the back of the T-6 spokes is evident and the transition from central hub area is smooth, as opposed to a ridge at the base of each spoke on the T-5 wheel. The backside spokes of the T6 plastic are painted black. Holes for rivets, screws and horn button connector are in the same position on both. The number of grooves on the T-5 is 14 on top and 8 in each lower section. The T-6 wheel had a much "finer" collection of 24 on top and 14 each below.





T6 spoke-to-outer ring interface. The black plastic (left) covers more of the the spoke. Additionally, note the faint mesh pattern on the plastic wheel, covered by paint. The C2 wheel (right) does not have this mesh pattern.



On the Carrera 2 wheel, there are 15 finger grooves in the top section and 9 finger grooves in each of the lower sections. The spokes are similar to the standard T-6 wheel with a smooth transition and a pronounced lip, but do not have paint on the back. The recesses in the front of each rib, however, have black paint.

Three rivets hold the rear center hub plate to the spokes. Three screws hold the cancel ring (lower photo) in place. Note the chamfer on the rear center hubs, T-6 top, C2 below. Hub base diameter on all wheels is approx 102 mm. The T-5 plastic wheel shares the C2's hub top diameter of approx 98 mm while the T-6 wheel is 100, a slighter 2mm chamfer in 6.5mm



From top: A wood segment and typical splice on a C2 Wheel. The top and bottom layers have 9 segments each. A side view of the wood layers of the C2 wheel. Top and bottom layer are mahogany sandwiching a layer of ebony. Since the top and bottom layers are segments, during the manufacturing process, sometimes thin double layers within a segment were used to conserve wood. This pattern was random.

One additional major physical difference exists. Both the plastic and wood in all three wheels encapsulate a steel outer ring. The outer steel ring on the C2 wheels is 10mm and hollow. Both the T5 and T6 plastic wheels are 8mm and have a solid outer ring. This fact can only be verified by X-ray or by destroying the wood or plastic wheel for visual inspection.

A usage chart of all three wheels follows on page 65.

Arizona Outlaws 4th Annual Bulldog Cliffs Rennen

Globe to Alpine, Arizona • April 15-17 • By Roy Pederson



Dave Wildrick



Susie Mitchell



From top: Arizona Hwy 70 traveling east from Globe. The Morenci Mine is located adjacent to the town of Morenci in southeast Arizona. Starting point for the tour, the Apache Gold Casino, near Globe.

Right: Lone Star guys perform a second starter replacement.



Mary Jane Oring



Dave Wildrick

Arizona, Californians, New Mexicans and Texans met on Friday afternoon at the Apache Gold Casino, 5 miles east of Globe, Arizona, on Arizona Hwy 70. Great weather, about 80 degrees in the afternoon and a pleasant breeze with no clouds. But we were in for more than just a routine event.

On Thursday we got an email from Dave Wildrick of the Lone Star Club out of Houston. He had a starter problem with his '65 C Coupe in Deming, NM. In spite of worrying about facilities in that fair town, they found a shop that could help and they got their spare starter installed. Great! Sort of. By the time they covered the 225 miles to the Apache Gold from Deming Dave needed yet one more starter. The 356 gods were smiling: Joe Almers from Albuquerque had a spare with him so Sat. AM at about 6:00 Dave was in the parking lot with his Lone Star pals Jim Learmonth (also with a red '65 C Coupe) and Jim Hughes ('58 Coupe) and they were ready to go at the 9:45 start time.

We got to Safford, AZ, 70 miles east for a fuel and pit stop only to find Tom Reyman (Arizonan) with a clutch cable issue for his Cab and needing a shop. Big O Tires filled that bill and Tom got back on the road in a couple hours. But while we worried about Tom, Lone Star Jim Hughes discovered his tranny would no longer go into 3rd or 4th gear. The by-this-time well experienced Texas team got that fixed in time to make it for a late dinner in Alpine but missed the wind-down party. More later on this episode.

Most took the Hwy 191 option (Old US 666 & dubbed the Devil's Hwy) instead of the milder alternative on US 180 in western New Mexico. The Devil's Hwy includes the bonus of a fantastic aerial view of one of the world's largest open pit copper mines in addition to about 400 curves (many very tight) in 92 miles. This route also approaches 9,000 ft. elevations in a couple of places (chug chug).

Advance publicity on the event warned of the presence of wildlife and we weren't disappointed: mountain goats at the copper mine and on the Hwy 180 route, a forest fire. The lead group got past the fire as it was just starting, but the Lone Star contingent got there when the fire was blowing high and the road was closed. So they had to backtrack about 80 miles and take 191 to Alpine. They missed the party but got the bonus of taking one of the alternate routes both ways and the other one way. Triple the fun that the rest of us had. Their dinner was late, though.


The après-drive parties topped off both Friday and Saturday. A great spread thanks to Trudy Murch and Mary Jane Oring who hauled all the "stuff" in a Tundra. Devoted ladies I'd say. Great event! Bob Murch designed some cool T shirts. We'll try to top it next year. Hope you can come!

356B/C VDM Steering Wheel Comparison, Usage

Since there are three different steering wheels, what is the usage? Which steering wheel is appropriate for which model 356? The following information was derived from the Factory Parts Manuals. The three parts manuals referenced are: The T5B; it is the foundation from which the subsequent two supplements reference. The T6B parts manual supplement covers the differences between the T6B model and the T5B model. The T6C parts manual supplement covers the differences of the C model 356 from the previous T5B and T6B models.

Section And Page	Item Number	Part Number	Description	Usage				Comment
				T5B	T6B	T6C	T6 C2	
3.5 pg10	38	644.347.801.05	Steering wheel, 425 mm dia	X				
3.5 pg11	45	644.347.803.05	Signal button, complete	(X)	(X)	(X)	(X)	Optional
3/5 A pg 2	n/a	644.347.081.06	Steering Wheel Assembly		X			Standard Plastic Wheel
3/5 A pg 2	(38)	644.347.801.06	Steering wheel		X	X		Standard Plastic Wheel
3/5 A pg 2	(38)	644.347.082.15	Steering wheel with wooden coating (optional) for Carrera 2 serially		(X)	(X)	X	Standard Carrera 2 Wood Wheel, Optional for all other Models
3/5 A pg 2	(38)	644.347.801.07	steering wheel with 30 mm higher hub		(X)	(X)		Plastic with higher hub
3/5 A pg 2	(38)	622.247.084.05	Steering wheel with wooden coating and signal ring (optional)		(X)	(X)	(X)	Steering wheel with Signal Ring optional for all models

The bold letters highlight the three main VDM steering wheels and the extended hub version of the plastic wheel. Signal rings were optional for all models of the 356 including Carrera 2's.

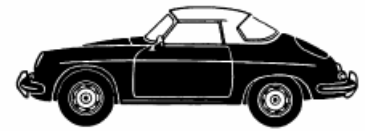
There have been references of an earlier T5B VDM wooden steering wheel similar appearance to a dished Nardi wheel, but not signed. I have not seen one, and the Porsche Factory Parts Manuals for the T5B and T6B/C Model 356 does not list it. Les Leston (LL) steering wheels were standard equipment on competition model Porsches such as the 904. Many other steering wheels were available as aftermarket or dealer installations. This does not preclude their existence or usage. 



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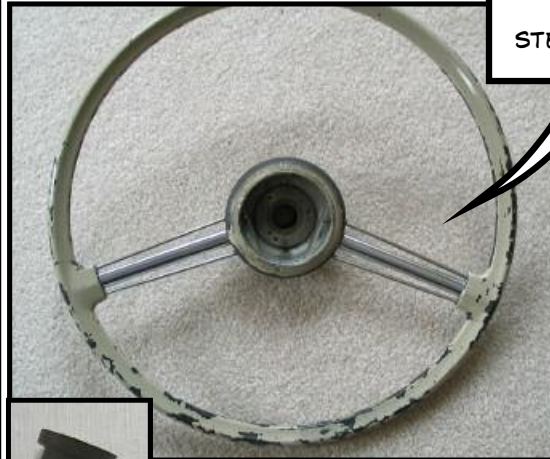
STEERING WHEELS HAVE CHANGED QUITE A BIT DURING THE LIFE OF THE 356. FROM 1950 THRU 1952, THREE SPOKE WHEELS BY PETRI OR PEALIT WERE MOUNTED. THESE DID NOT HAVE THE PORSCHE LOGO. IN 1953, A TWO SPOKE WHEEL BY VDM WAS INTRODUCED. THE PORSCHE CREST WAS NOW PROUDLY DISPLAYED ON THE HORN BUTTON. DIAMETER OF THESE EARLY WHEELS WAS 400MM. IN 1954 A PARTIAL HORN RING WAS INTRODUCED. IN 1956 A FULL CIRCLE HORN RING WAS INTRODUCED AND A 425 MM WHEEL WAS AVAILABLE ALONG SIDE THE 400 MM MODEL. COLORS AFTER 54 WERE EITHER IVORY OR GREY. AN OCCASIONAL BLACK T2 VDM WHEEL HAS BEEN SPOTTED AS WELL. FOR THE T5, THE WHEEL WAS COMPLETELY REDESIGNED. FOR SAFETY REASONS IT BECAME DISHED. IT WAS BLACK WITH THREE CHROME SPOKES AND A RAISED HORN BUTTON. THE T6 AND C WHEELS LOOKED THE SAME BUT HAD SOMEWHAT THICKER SPOKES. A CHROME HORN RING WAS AVAILABLE AS AN OPTION. IN ADDITION TO THE ABOVE WHEELS, MULTIPLE WOODEN WHEELS WERE AVAILABLE, EITHER INSTALLED AT THE FACTORY OR AT THE DEALER. THIS RESTO IS ABOUT THE STANDARD T2 VDM WHEEL.



356 Resto Strip

Edwin Schweitzer

Das Lenkrad

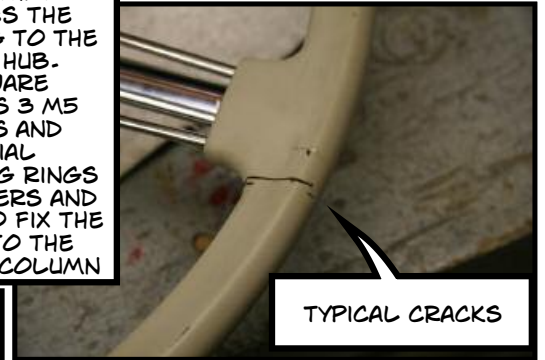


425MM T2 STEERING WHEEL

CHROME RING MOLESTED BY A TURKEY WHO DID NOT KNOW HOW TO REMOVE THE BUTTON. IT'S DONE FROM THE BACK OF THE HUB!



"CUP" THAT ATTACHES THE HORN RING TO THE WHEEL HUB. HARDWARE INCLUDES 3 M5 SCREWS AND SPECIAL INSULATING RINGS AND WASHERS AND THE NUT TO FIX THE WHEEL TO THE STEERING COLUMN



TYPICAL CRACKS



TURN SIGNAL CANCELLATION RING

GRIND THE CRACKS TO AT LEAST A 2MM OPENING THEN FILL WITH WITH EPOXY PUTTY



BLOC SAND TO A NICE SMOOTH FINISH THEN PRIME. REPEAT IF NECESSARY.

THE PAINTED WHEEL. AFTER COMPARING MANY SAMPLES, I SETTLED ON RM UNI CODE 2075A

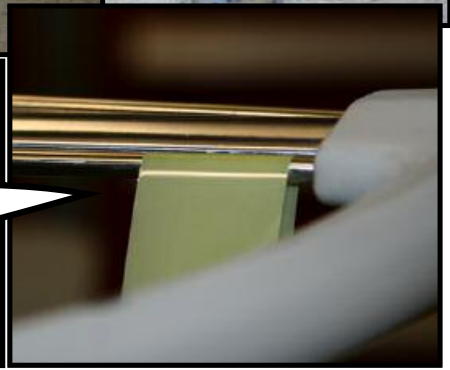


PUT SMALL HEAT SHRINK TUBES AROUND THE SPIGOTS THAT PREVENT THE HORN RING FROM TURNING. THIS PREVENTS POTENTIAL RATTLING.



RE-PLATED CUP WITH WASHERS AND FOAM RING IN PLACE

USING 3µ FILM TO POLISH THE SPOKES. A LONG NARROW PIECE ALLOWED ME TO MAKE RADIAL MOVEMENTS AND LEAVE AUTHENTIC POLISHING "LINES".





POLISHING THE FLASH BUTTON. STARTING WITH A 5µ ABRASIVE THEN FOLLOW UP WITH PLASTIC POLISHING COMPOUNDS

AFTER DE-CHROMING THE FLASH BUTTON RING, IT WAS PUT ON A "WOODEN BUCK" THAT EXACTLY MIRRORS THE INSIDE OF THE RING. WITH ALUMINUM HAMMERS, THE RING WAS SLOWLY BROUGHT BACK TO ITS CORRECT SHAPE. THE SAME BUCK WAS USED TO ROTATE THE RING IN THE LATHE WHILE POLISHING IT.



MEASURING THE OUTSIDE DIAMETER AND THE INSIDE DIAMETER OF THE HORN RING. THE CHROME SHOP WAS INSTRUCTED TO STAY BETWEEN 50 AND 60µ WITH NICKEL AND CHROME TO GET A CLEARANCE BETWEEN 0,02 AND 0,03MM BIT OF A GAMBLE BUT THE FIT TURNED OUT REALLY NICE.

FITTING THE RING TO THE... RING. WITHOUT CHROME IT WAS RATHER LOOSE!!



IN MY CAR THE CONNECTIONS WERE: BROWN WIRE TO THE HORN RING, THE BLACK ONE TO THE FLASH BUTTON.



HORN RING MOUNTED ON THE WHEEL. MAKE SURE IT IS ELECTRICALLY INSULATED FROM THE WHEEL BY USING THE RUBBER SEAL, THE SPECIAL WASHERS AND THE FOAM RING.

A QUICK CHECK TO MAKE SURE CONTACT IS MADE BETWEEN THE RING AND HUB WHEN THE RING IS PRESSED.



RUBBER SEAL UNDERNEATH THE HORN RING. BEFORE MOUNTING THE RING, BEND THE BRASS CONTACTS A LITTLE FURTHER OPEN TO ASSURE GOOD CONTACT WITH THE WHEEL HUB. THIS SEAL IS VERY SIMILAR TO THOSE BEHIND THE TACH AND SPEEDOMETER. WHEN SHORTENED IT CAN BE USED.



BOTTOM FOAM RING ON WHICH THE CUP "TILTS" TO MAKE CONTACT.

LEFT, AFTER THE WHEEL HAS BEEN MOUNTED TO THE CAR AND SET CORRECTLY, THE HARDY LOCK PLATES AND NUTS SHOULD RECEIVE A TOUCH OF YELLOW PAINT TO TESTIFY A QUALITY CHECK WAS PASSED. RIGHT, STEERING WHEEL READY TO GO!



PETWIN AUG 2011

Tech-Nique

Paul Christensen

This story first appeared in the Southern California 356 Club magazine, Fall 2006. I feel this material and an updated addendum with a couple of blatant plugs would be an appropriate follow-up to the recent *Registry* article titled "Reconditioning Flywheels and a Slight Circumcision" from the May/June 2011 issue.

This article is directed toward the clutch issues I encountered when installing a clutch in John Kerby-Miller's 356A Speedster with a 644 transmission (no guide tube).



A close up of the aftermarket clutch disk. The arrow points to where the rivet had contacted the pressure plate.

An Engaging Problem

Kerby purchased the car new and he, his wife Bonnie, and kids used it for transportation, camping trips, and racing. Later on Kerby had Lukes and Shorman build and install a "race engine". Years went by before Kerby tried to get his original case back. He missed the opportunity by a very narrow margin of time; it had just been scrapped. I had an engine with numbers very close to his, so we built his dream street engine so he could tour and just drive the car

The engine project began, and as we all are aware, some of the original parts are no longer available or superseded by new parts. I must confess that I ended up assembling a potpourri of some of the VW and generic aftermarket parts supplied by a handy local VW vendor for this 356 engine. The subject of this article is the VW transporter 180mm clutch parts with the center ring for the throw out bearing. This quest resulted in going to the local VW parts supplier to purchase the throw out bearing, pressure plate, and disk. Comparing the prices to Porsche parts was a bit of an eye opener. Being like many of the "thrifty" 356 folks, we chuckled all the way from the VW supplier to the workshop thinking that we had made the economical savings of our life. Heck we all know that our advertising vendors of 356 parts live in mansions and laugh all the way to the bank with the huge profits they make. We just saved a bundle - or did we? In the long run we should, by now, realize that our vendors do not live the high life and they are our best parts and information sources.

The engine went together and all the parts fit nicely. I installed the engine on the run up stand and all things checked out great. I took the engine and all my tools to Carmel and Kerby and I put the engine in his car. It again started right up and seemed to work well, except for the metallic noise in the midrange of engaging the clutch. The pedal had a funny feel to it half way in the movement, as well as a slightly chattering clutch when trying to drive. Kerby and I were not at all happy with this. Being as anal about this stuff as I am, we decided it was not right and needed to be corrected. After a few weeks I returned to California with an assortment of parts and removed the engine to find the following:

The spring clutch disc rivets were inter-

fering with the pressure plate. The pressure plate was a Sachs, but the aftermarket disc did not have any identification marks or numbers stamped except information regarding which side of the disk faced the flywheel.

Needless to say, I went to NLA and purchased another selection of all-Sachs clutch parts. I always trust Brad and company to know what products work. I then started to compare all the components. As mentioned above, the clutch disc did not have any identification and was different. The Sachs disc # 616.16.013, has smaller diameter springs and a smaller diameter inner spring hub 100,0 mm (3.937"). The aftermarket hub had a diameter of 107,0 mm (4.212"). Additionally, the aftermarket hub is 2.5 mm (0.100") taller than the Sachs hub.



Clutch discs with a dial indicator on the hub of the aftermarket disc and a digital caliper measuring the Sachs hub diameter.

I set each disc in the 116.012.00, 180 mm Sachs pressure plate and rotated the disk. The clay indicated 1.91 mm (0.175") clearance for the Sachs plate. The aftermarket plate interfered with the pressure plate rivets.



The arrow points to the pressure plate rivets. At the top, the arrow points to a rivet that had contact with the pressure plate. The clay (at about 3 o'clock) is peeled up. This was measured for clearance.

The clutch was reassembled with the new Sachs parts and Kerby just loved the new correct combination, and of course so did I. Unfortunately we lost Kerby a short time ago. Bonnie, his wife drives and enters the car in the Carmel-By-The-Sea "Concours On The Avenue" which is held during the week of the August Monterey vintage races.

From this time forward I will preassemble and check all the areas of possible contact for the various combinations of the Porsche A-B and C clutch assemblies for compatibility.

Secondly, I will rely on the advertising vendors who supply us with quality parts of known origin for our Porsches. I will also follow the same guidelines for buying parts from the VW vendors for my VW double cab truck, and my son's 21-window and double-door delivery bus. I know there are some VW and Porsche parts that are compatible and can be interchanged, but still check those clearances.

So now with this information and the previous article regarding flywheel reconditioning, the story continues with:

**"I've never seen this before." - or -
"Oh that, it happens all the time."**

There we all were, at the Pacific Northwest Historic Races held at the great Pacific Raceways track in Kent, Washington. This track dates back in time, and is absolutely stunning. The elevation changes and the course that runs through the forest is both challenging and magnificent.

During the last race on Friday, my Zenith engine was running great. I started last because I had a timer problem in the qualifying race and I was working my way up to the front. This was a new and unusual experience for me, I'm usually in the middle. At the end of a long straight, just before turn one, I was in fourth gear turning about 6200 rpm. There was a loud bang, the car lurched and hopped, the engine spun up and all hell broke loose. I guided the car off course and after the race I was towed in. I jacked the car up and turned the rear wheel. Everyone around thought I had blown the GT differential. It was fine, but when I spun the rear wheel, the flywheel spun freely and made a slight rumbling sound, yet the engine was stationary. The flywheel had come off, but I could press in the clutch and it felt perfect. There was no difference in the clutch pedal feel or action.

I was proceeding to haul out the beer cooler and made plans to stock up on adult beverages and watch the races from the bench, but my 356 pals would not hear of it. Arthur Conner, (ACE 356, the maker of the really cool pushrod tubes and deep sumps) offered his spare motor. Then Leonard Turnbeaugh, race friend and partner in crime for the past 39 years, also the



Above: The gland nut still holds the flywheel hub to the engine. Note the slight web of metal that held the flywheel.

Right above: The flywheel where the hub broke out.

Right: A side view showing how thin the web was.

maker of Neutek cams and the new owner of Shasta Design, hauled out his spare engine. I know this is not the first time Leonard or Arthur have offered assistance to others. I am grateful that there are people like Arthur and Leonard in the 356 community.

The back of the car went up in the air and out came the engine. The flywheel stayed on the input shaft and the ring gear had machined a nice groove out of the transmission case.

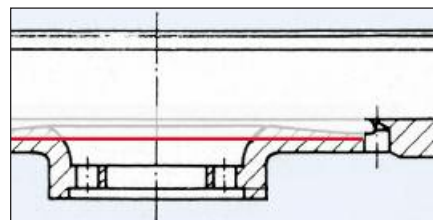
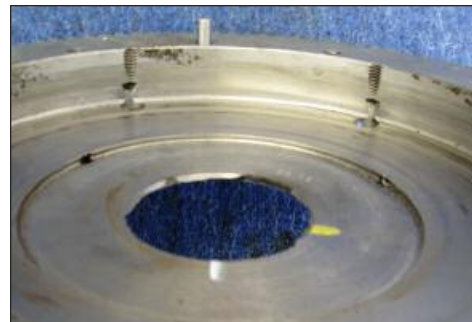
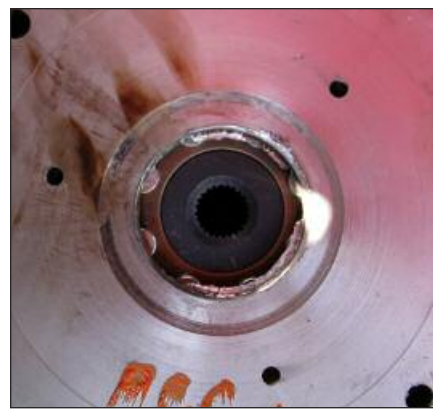
The flywheel had broken right at the hub area with the hub still held on by the gland bolt.

Again another great outfit at the races had a 400 ft lb impact gun powered by nitrogen. We used this and the gland bolt came out. A quick test indicated that I had a few bent valves.

Everyone who came by to check out the problem had the same comment, "I've never seen that before." That was better than – "Oh yeah, that happens all the time." As I learned later, Vic Skirmants stated he has seen this on occasion. It happens when the flywheel is improperly lightened. I obtained this refaced and lightened (11 lb.) flywheel some years ago. At that time, I didn't think to check the thickness of the area around the hub. It was machined straight across leaving a very thin area. The failure was most likely the result of the area being too thin to withstand the rotational stresses combined with the lateral forces applied by the clutch.

Remember when you lighten a flywheel, the weight must be removed from the outer diameter areas to be effective. Metal removed from the smaller diameter is counterproductive for effective lightening, plus it can result in failures such as this.

Back at the track, we put Leonard's engine in. However, it had a 12-volt generator and I was still 6 volt. Additionally, our external oil systems were slightly different so that took a little extra



Above: Rough diagram of improper machining (red line).

Below: The incorrectly machined flywheel. Note the lack of metal and contour under the straight edge. **Bottom:** Stock flywheel. Note contour of the hub area under the straight edge.



time. His engine had Solex carburetors. At that time we both had a devilish grin, more power. All systems were a go by the first run group on Saturday morning. Wow that engine sounded great. His combination of the Shasta pistons and a Neutek SX3 cam really produced the power. I actually finished first in a well-run race with a great driver in a fast Alfa. This was my first race win ever after 102 race weekends.

In the next race another Alfa changed tires and was able to drop down from an upper class. We went head to head for the entire race and again I came out first. Then in the last race and it was a hot race with the two Alfas and me. In the last lap, the Alfa Spyder spun in the last turn and I won with the second Alfa .04 seconds behind me. What great drivers and good cars to compete with. I am anxious to get my engine back together. Yes I have the Neutek Zenith Stage 2 cam and legal 83.5 mm Shasta pistons. Additionally, I use Arthur's one-piece aluminum pushrod tubes and extended sump. My Solex engine project will be completed soon utilizing these parts. Maybe I could be first one more time - you think?



Left: The back of my improperly lightened flywheel. Note the excess material removed from the entire back with more removed from the inner hub area.



Below: The back of a stock flywheel lightened like a S 90 flywheel.

I would like to acknowledge and extend thanks (and a blatant plug) for Leonard Turnbeaugh (www.shastadesign.net) and Arthur Connor (ACE356@hotmail.com) for their help, support and keeping our cars going with high quality parts and services.

As known to some of my "friends", **Putt Putt Paul.** 🚗

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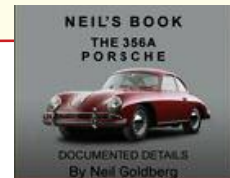
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Advertiser index

356 Enterprises	49
356 Carb Rescue	61
356 Registry Goodie Store	72
356 Services	15
356 Specialties	41
Aardvark International	40
Air Power Racing	65
Automotive Innovations	61
Automobilia Monterey	11
Automation	12
Autos International	61
Brack Auto Garage	53
Bruce Crawford	73
Better Body's	57
CarQuip	71
CD Brakes	73
Chatham Motorsports	73
Classico Corsa	39
Coco Mats	49
CULayer	39
Dennis Nachtigal	41
EASY	71
Euganeo, Tony	73
Europa Macchina	21

European Collectibles	25
Foreign Intrigue	31
German Tech, Inc	39
GK Restorations	33
GT Werk	39
Gullwing Motor Cars	73
Heritage Upholstery	33
International Mercantile	57
Jim Gordon Restorations	53
Klasse 356	41
Leland West	21
Lereyn Company	40
LN Engineering	57
M&M Literature	57
Mainely Custom	71
Mr. Okrasa	49
Neil's 356 Restoration	33, 71
NLA Limited	2
North Hollywood Speedo	53
Neutek Cams / Shasta	61
Palo Alto Speedometer	71
Panelwerks	39
Parts Obsolete	61
Personalized Autohaus	49
Porsche Cars North America C. of A.	12
Porsche Race Car Classic	11

Precision Matters	12
Radbill's Restoration	53
Rennwerke	31
Restoration Design	57
Retro Salvage Works	71
Saddle Shop Luggage	71
Sam Sipkins	73
Sierra Madre Collection	25
Steve Hogue Enterprises	49
Stoddard	back cover
Stuttgart Perf. Eng.	57
Tim Goodrich	71
Toad Hall Motorbooks	73
Trevor's Hammerworks	37
Neutek Cams / Shasta	61
Udo Schaarf	33
Velocespace	37
Vintage Auto Collectibles	37, 41, 73
Vintage Auto Posters.com	57
Vintage Werkes	61
White, Charlie	73
Willhoit	65
Wills Werks	41
YnZ's	65
Zalex Industries	71
Zims	Inside back cover

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