



→ 7 → 7A → 8 → 8A → 9 → 9A → 10 → 10A → 11

FRODOX 1600 cc 1600 cc 1600 cc



→ 12A → 13 → 13A → 14 → 14A → 15 → 15A → 16

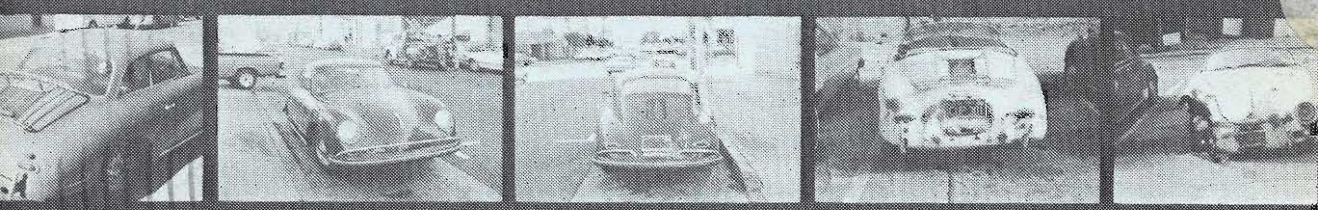
FRODOX 1600 cc 1600 cc 1600 cc



→ 17A → 18 → 18A → 19 → 19A → 20 → 20A → 21A

FRODOX 1600 cc 1600 cc 1600 cc

RODAX 1600 cc 1600 cc 1600 cc



→ 22A → 23 → 23A → 24 → 24A → 25 → 25A → 26A

356 registry



PORSCHE

VOL 1 No 6

1975

index

DEPARTMENTS

TECHNICAL	2
OF INTEREST	4
REVIEWS	5
FOR SALE	7
WANTED	8

FEATURE

CHRISTMAS GRAND PRIX	9
----------------------------	---

credits

Cover: Peter Vandine, San Francisco, Cal. Vandine: "The question of how many old Porsches might be left gave me the idea to photograph all the 356's I would see in just one day, while walking to and from work- my guess is that I see about 25 to 30 different old ones each day. The cover is a contact sheet of these with each frame a different one."

Graphics and types: Shinn Graphics, Westerville, OH

The 356 *REGISTRY* is the publication of the 356 *REGISTRY*, an organization oriented exclusively to the interests, needs and unique problems of the 356 Porsche owner and enthusiast. Our goal is to help in the preservation and perpetuation of the vintage 356 Porsche.

(A 356 is defined as the similar body style series Porsche from the 1948 prototype through and including the 1965 356C models.)

The 356 *REGISTRY* is the central forum for the exchange of ideas, experiences and information . . . this will enable all to share the 356 experience of one another without one to one correspondences.

The 356 *REGISTRY* is a non-affiliated, independent and non-profit organization, by and for the members. Initial membership dues, \$10, U.S./year.

Publisher and editor: Jerry Keyser, 2525 English Rd., Columbus, Ohio 43207, (614) 443-9709.

Tech editor: Vic Skirmants, 27244 Ryan, Warren, Mich. 48092.

Membership Chairman: Bill Durland, 99 Roundhill Rd., Greenwich, Conn. 06830.

1st 356 Holiday Chairman: Bob Gummow, RR No. 1, Box 291, Rockton, Ill. 61072.

Contributions are welcome. All submittals should be typed or printed, preferable double spaced. Color photos generally do not reproduce well; artwork should have good contrast. If you require the return of anything submitted, please include a self addressed and stamped envelope. The right to edit or refuse publication is reserved; not responsible for errors or omissions.

This issue: press run of 500 copies; 350 to members, 20 to potential advertisers and the balance for distribution to inquiries for information.

memo from the --'keyser'

EDITOR

This issue is another milestone of sorts: it marks the first full year of our organized (?) existence! We have come-a-long-way-baby since June of 1974 when the copy for our first solicitation ad was sent in to *ROAD & TRACK*. Today we are in good financial shape--all the bills are paid. We have exceeded most of our goals and have met most of our objectives. I envisioned 1000 members the first year which was too optimistic although I still think that we will eventually reach that figure. The other area where we came up short from initial intentions was frequency of publication. Our original idea of a monthly publication soon (after the first issue) was discarded: it would have proved to be impossible without clerical help and the material contributions were not available from the membership.

We have evolved into not so much a rigidly structured club, but into a quality bimonthly magazine written by and for the subscribers... not dues so much as a subscription used to pay the cost of distributing information to each other.

On the whole, judging from the comments I've heard and from the letters I've received, our efforts have exceeded your expectations. I hope so. Putting the *REGISTRY* together is fun for me and it gives me a lot of satisfaction knowing that we are performing a useful service in helping keep the 356 alive and well. Needless to say, the regular participation from Vic Skirmants, Peter Vandine, Bill Durland, etc., has been invaluable.

If you agree that we're doing the job how about a vote of confidence by your renewal when you receive your notice?

I try to be non-partisan concerning our advertisers in the interest of fairness, *but* I recently received my copy of *Stoddard Imported Cars'* catalog. (Yes, I

[continued on page 6]

VALVE ADJUSTMENT

Porsche used to recommend adjusting the valves on the 356 series every 1500 miles. Unless you drive like an animal, every 2500 - 3000 miles is alright. After an engine rebuild and valve grind, I usually adjust the valves with .002" extra clearance to permit the valves to seat without closing up the lash excessively. I then re-adjust after 300 miles to the recommended setting, then again in 1000 miles, and then 1500 miles. If the valve clearances haven't changed much, I then go on the 2500 - 3000 mile interval.

I will outline the procedure I use, while emphasizing the fact that *different people use different methods*, all of which are correct, as long as the basic idea is adhered to: make sure you are at Top Dead Center (or near it) for the cylinder you are trying to adjust. Remember that you do not have to set the crank pulley with a dial indicator; one inch

either side of the mark will still ensure you are on the base circle of the cam, and not beginning or ending a lift cycle. Various procedures are used by people from personal preference; here's mine: (Remember that the valves must be set cold.) Remove the distributor cap and look at the rotor. On the top edge of the distributor body is a very light scribed line in the 4-5 o'clock position. The rotor should point to this line or near it when cylinder #1 is at Top Dead Center. *NOTE!* It is possible, if your engine was ever rebuilt, that the distributor drive gear may not have been installed in the correct orientation, in which case check to see where the ignition wire for #1 is located in the distributor cap. Assuming you've found the approximate point where #1 should fire, look at the crank pulley. It should be close to the "OT" mark. Now rotate the crankshaft clockwise to the point on the pulley that

[continued on page 3]

TABLE OF CLEARANCES

ENGINE TYPE	2-PIECE CASE		3-PIECE CASE
	WITH STEEL PUSHRODS	WITH ALUMINUM PUSHRODS	
1100 Int.	.008"		
Exh.	.006		
1300 Int.	.004	.008	.004
Exh.	.004	.006	.006
1300A Int.		.008	
Exh.		.006	
1300S Int.		.008	.004
Exh.		.006	.008
1500 Int.	.004	.008	.004
Exh.	.004	.006	.006
1500S Int.	.006	.008	.004
Exh.	.004	.006	.006

1956 - 63	1600N	Int.	.004
		Exh.	.006
1956 - 59	1600S	Int.	.004
		Exh.	.006
1960 - 61	1600S	Int.	.006
		Exh.	.004
1962 - 63	1600S	Int.	.004
		Exh.	.006
1960 - 63	1600S-90	Int.	.006
		Exh.	.004
1964 - 65	1600C	Int.	.004
		Exh.	.006
1964 - 65	1600SC	Int.	.004
		Exh.	.006

Alloy, cylinders, alloy pushrods
New style rocker pedestal

C.I. Cyls, Steel pushrods,
Alloy pushrods,
Ferral Cyls.

Biral Cyls, Steel pushrods

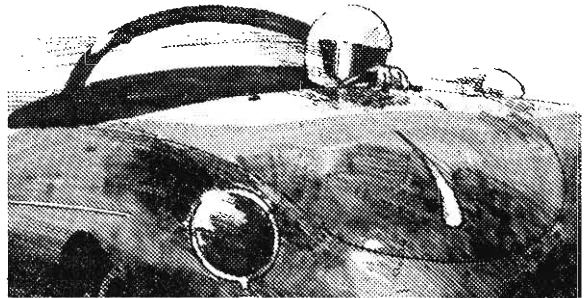
TECHNICAL

[continued from page 2]

is 180 degrees opposite "OT". You are now hopefully on #4, which is the left rearward cylinder, and your distributor rotor has rotated 90 degrees clockwise from #1. (rearward and forward on a Porsche are always referenced to the direction of travel; the flywheel is the forward end of the engine, the crank pulley is the rear of the engine). Some people jack up the car to get to the valves; it is not necessary, but does make the job easier. Lay some newspaper under the left valve cover, pry off the wire clip holding the cover, gently pull the cover off, and wipe the oil off your elbows. Check the gasket in the cover; if at all loose, replace it. As I mentioned in an earlier column, be sure to glue it in place (in the valve cover only). Permatex #3 and 3M contact adhesives do a good job. While checking the old gasket, look at the oil in the valve cover. If anything of a wearing nature is going wrong with your engine, the particles will flow up the pushrod tubes and some will settle in the bottom of the cover.

Take the necessary feeler gage (see table at end for clearances) and slide it between the valve stem and rocker arm. Some people now loosen the adjusting screw locknut, rotate the adjuster until the clearance feels "right", and then tighten the locknut. As soon as you tighten the locknut, your clearance changes, no matter how tight you hold

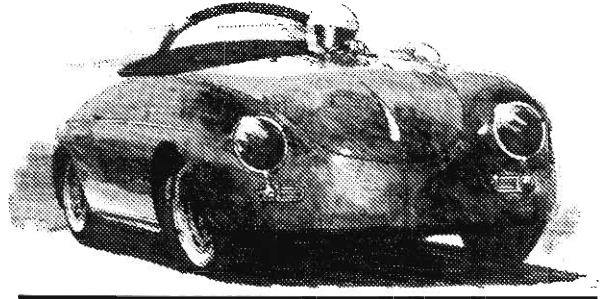
the screw with a screwdriver. My procedure is to determine if the clearance is too loose or too tight, then: unlock locknut, loosen or tighten screw very slightly, lock locknut, then check again. Repeat as necessary. This may sound tedious, but it isn't any more difficult than adjusting, then tightening, and then re-doing because it changed on you. Because, if you have to rotate the screw more than one-half turn, you're probably on the wrong cylinder, or something is wearing too rapidly in your engine. The exhaust valves are toward the outside, the intakes toward the center of the head. Adjust exhaust and intake, then rotate pulley 180 degrees clockwise to the "OT" mark; you're now on #3, which is the left forward cylinder. Adjust #3. Wipe off cylinder head mating surface, and install valve cover. Make sure the cover is seated. Rotate the crank another 180 degrees clockwise, pull the right valve cover, adjust #2. Rotate crank one last time (yes, 180 degrees clockwise), and adjust #1. If you've stayed awake during all this you may have noticed that I merely followed the firing order; 1-4-3-2, I just start at 4-3-2-1.



PORSCHE

Specialists in the maintenance, modification and repair of Porsche automobiles

3109 South Pipeline Road ■ Euless, Texas 76039 ■ Phone (817) 267-1441



If your engine has been rebuilt and has different cylinders or pushrods than originally supplied, stick to the following:

Basically, for the engines with the aluminum rocker arm pedestals, aluminum cylinders, and long aluminum pushrods, set to .006" int. and .004" exh. The pushrods with the short aluminum center (long steel ends) had the same expansion rate as the steel pushrods. The S-90 "Ferral" cylinders (thin steel coating in aluminum cylinder) are to be treated like the "Super" aluminum cylinders with chrome lining (as far as expansion rate is concerned). The SC and 912 "Biral" (thick iron liner in aluminum cylinder) cylinders are to be treated like cast iron cylinders. For engines with cast iron or "Biral" cylinders and steel pushrods, set to .004" int. and .006" exh. If you have cast iron cylinders with long aluminum pushrods, add .002" extra clearance.

I dreamed I went to the 1st 356 Holiday in my Porsche Bra!

of interest

(letters and other miscellany)

CHANGE YOUR ADDRESS?

Please forward U.S. Postal Service form #3578 to notify us as soon as convenient so that your *REGISTRY* mailings will be uninterrupted. Send notifications to Bill Durland, Membership Chairman, 99 Round Hill Rd., Greenwich, Conn. 06830

Have a friend who would be interested in what we are doing? Forward his or her name and address and we will gladly send a complimentary copy of the *REGISTRY*.

NOW AVAILABLE

Membership and car registers; two sets:

1) members ordered by zip codes

2) 356's that we know of (300+), listed by serial numbers; includes some non-member cars.

These computer printouts are available now in Xerox copy form to members only for their own, non-commercial use, for a nominal \$1 charge to partially cover copying and mailing expenses.

Please allow 2-3 weeks for delivery.

356 *REGISTRY*, P.O. Box 7845, Columbus, OH 43207

When ordering from our advertisers, mention where you saw their ad!



Chuck Cooper's '59 Convertible 'D' in recent action.

"Thanks for bringing us (Porscephiles) together through the *REGISTRY*. The association is rewarding and the publication is an anticipated treat...in fact the 356 *REGISTRY* is about 90% responsible for moving me off a high center position with the restoration of my early B Cabriolet, I'm happy to report progress is again being made. No telling how many fellows (and gals?) are similarly indebted to you." *Barrie Hutchinson, Shawnee Mission, KS.*

"Enclosed is a copy of a letter which we received from our insurance agent ("Your insurance carrier will only renew your automobile insurance in their non-standard program due to your sports car Porsche. They want to renew at a premium above \$870..."). At present it is under \$500! (The car is a 1965 SC Cabriolet.) This is for my parents insurance alone! For me to drive it will cost an additional \$400... I am looking forward to driving the car into which I have put hard work, time and money and I may not even be able to drive it. It is a family car, but it will suffer if the insurance rates can't be found cheaper somewhere else. I've been working all summer and hate to waste money on insurance, money that can be used to better the car. Can you help!?" *B. Rollinson, Palo Alto, Cal.*

"Memo to 356 VP (Vintage Porsche) Owners--

I believe we all like a little nostalgia or we wouldn't be in this group to save our endangered species. Remember the (good old) days when all Porsches had 4 speeds and 4 cylinders? These days are being recreated in Rockford, Ill. August 30-31, 10 years B900.

At the 1st 356 Holiday you don't have to be a serious Concourist (an annual cleaning doesn't hurt anything); install a wash job on the dear thing and put it in the line-up. Who knows-- you might have the oldest 356 or be the longest Original Owner.

Bring your spare 356 pieces and parts so someone else can fix or finish his car.

Sunday will bring forth an informal tech exchange on the perpetuation of the breed.

A logo has been designed and jacket patches are being made to commemorate the occasion and will be presented to all entrants.

My 1959 Coupe will be in attendance but will not be competing.

See you in Rockford-- share a little Kameraderie."

*Bob Gummow, Chairman
1st 356 Holiday
[815] 624-7396*

As a group, Porsche owners, and especially Porsche 356 owners tend to be a fanatical lot. We get up early in the morning to rub expensive wax onto our cars. We gladly spend outrageous sums for a new crankshaft, because our pride and joy has the teensiest nick in the number two journal. We repair and replace and pamper to a degree that's been unmatched before or since - all so we can tell people how reliable the 356 series is. Well, all right, we are fanatical. And if you other members are like me in my fanaticism, then in addition to looking at, driving, and working on your cars, you also like to read about them. The Reviews column is intended to help in this respect, by making known some of the available publications which deal with the 356 series, or as we'll see, some which can be applied to our cars, even though they were intended for others. For this issue, I've chosen to review the two opposites of Porsche workshop manuals - Henry Elfrink's *Porsche Technical Manual*, and John Muir's *How To Keep Your Volkswagen Alive*.

Wait! All you purists who just stopped reading in disgust, please bear with me a little longer. Believe it or not, Muir's book does have application to the 356 series, and to boot, it's the best manual I've ever seen for an amateur mechanic. Read this review, look at the book in the bookstore, and then see if you don't agree. Please don't let the old "oh, Porsche is the VW sportscar isn't it?" business stand in your way!

First of all, let's look at the *Porsche Technical Manual*, by Henry Elfrink, published around 1965. It is available from Classic Motorbooks, 3106/Y05 West Lake Street, Minneapolis, Minnesota 55416, for \$5.00, and as such it has to be THE best buy in Porsche workshop manuals. The author is a bonafide Porsche mechanic with many years of experience with the 356 series. As Vic Skirmants pointed out in an earlier issue, his information on the later cars (late 356B's and 356C's) gets a little jumbled. However, for straight, concise, necessary information on repair procedures, specifications, etc. this book is hard to beat. It covers the engine, transmission, suspension, braking, and electrical systems of the 356 series. (it does not cover the 911/912/914 Porsches.) It has page after page of detailed descriptions of how the various components work and how to dismantle and repair them when they don't work. The photographs are first class (a rare occurrence in most shop manuals) and the excellent technical drawings and renditions of various 356 models are worth the price by themselves. If there is a complaint to be made about the book (other than the mixed up model information) it would be that the author assumes a high degree of automotive mechanical sophistication among his readers. As such, he is occasionally

somewhat terse. But the information is all there, and I would go so far as to say that if the Porsche 356 owner were going to own but one workshop manual for his car, it would have to be this one. That's how good it is.

Now, on the lighter side, are you purists ready to argue the merits of a lowly Volkswagen book? Well, let's give it a try. Of course I'm referring to Muir's *How To Keep Your Volkswagen Alive*, available at most large bookstores for \$6.50. First off, let me say that if you don't know a whole lot about how cars work, especially that complicated Porsche of yours, then this book is definitely for you. It is written from the standpoint that you don't know anything about cars and therefore need step-by-step explicit instructions even to get a spark plug out. Good amateur mechanics will find the book useful too, as well as amusing. But you say, what good is a VW book? Well, our revered Porsche engines are darn near identical in design, if

[continued on page 6]



PARTS & PARTS

658 Irwin Street
San Rafael, CA 94901

Late A; B & C Tailite
assemblies, complete 16.00 each

B & C Parking light
assemblies, white lens 13.00 each

Bank Americard & Master Charge only. Send
number & expiration date. We'll add actual
shipping chg. & tax.

REVIEWS

[continued from page 5]

not construction, to the typical bug engine. A tune-up for instance, is the same on all counts but carburetor synchronization. The book does tell how to balance the twin carbs on certain VW models, so you can get the general idea, but it's not quite the same. The Porsche front end and brake systems are very similar to certain VW models, and the repair procedures are the same. Plus there's a lot of information on things like adjusting the clutch, using a torque wrench, setting toe-in, and so forth all of which is applicable. The chapter on engine rebuilding is especially valuable. Muir also discusses certain mechanic's techniques which are useful to someone just starting out. As an example of the difference between this book and Elfrink's manual, consider the job of getting the engine out of the car: Elfrink tells how in a brief half-page, and then gets on to tips on line-boring your main bearing journals, and so forth. Muir goes on for about five pages giving every little detail, including the size of the wrenches you'll need *before* you slide under the car! Of course, there's a lot in the book that you won't be able to use, but I find that it is informative, amusing, and well written - easily worth the price. So, I recommend it, and I'll promise not to tell anyone that you own it!

There are other workshop manuals for the 356, and I'll be writing about some of them in later months. But I've found that between Elfrink's book for hard, fast 356 information, and Muir's book for the down-to-earth tips and techniques, I've been able to do just about everything my '63 356B has needed thus far. Next time I'll discuss some articles that will tell you what your tired, aging, 100,000-mile Porsche was like when it was brand new - namely road tests. See you then.

(Ed.'s note: Rick authored a feature story in the November, 1973 *ROAD & TRACK*, "A Nice Morning Drive".)

EDITOR

[continued from page 1]

paid the \$2.00!) It is the most comprehensive and ambitious 356 parts undertaking that I have yet to see. Everyone who is serious about a 356 restoration ought to at least see a copy because there are some real "goodies" listed. And, oh yes, who said that collecting and restoring Dusenbergs is a rich man's sport while doing the same with 356 Porsches is still a middle-class, man-of-average-means' sport?!?

There is a rumor out and about that when a Porsche factory authorized parts distributor receives notification from the factory that a particular 356 Part is

*International
Mercantile*

POST OFFICE
BOX 3178
LONG BEACH,
CALIFORNIA
90803

SPECIAL OFFER 356 HOODHANDLES

- 356A Hood Handle \$19.95
- Hood Rubber seal (compartment) \$8.00
- 356A Bumber deco. rubber kit \$21.50 ea.
- 356B-C Bumber deco. base strip \$3.50 ea.
- 356B-C Deco. base strip under door \$3.00 ea.
- 356B-C Strips between guards & bumber (complete 8 pieces) \$6.00

- All decals that came on engine from factory (valve adjust., air cleaner, oil filter cover) 4 decals \$6.00

Calif. residents add 6% sales tax, please add \$1.00 shipping on all orders.

officially NLA, some will junk the parts with a bonded salvage company and use this for a tax write-off! Another highly reputable source says that there are now at the bottom of San Francisco Bay a quantity of NLA, but new, 356 racing parts!

This doesn't make any sense to me but the sources are very knowledgeable. Possible this is why some parts are in such short supply considering that 356's were in production for 15 years. If there is any truth to this and it is still going on, there ought to be something that we as a 350+ member organization can do. Anyone willing to comment on this hush-hush apparently sensitive issue?

I am looking forward to meeting quite a few of you in Rockfor, Ill., Labor Day weekend... it is not too late to be included but you better not trust the mail in getting your reservation in. I suggest that you call the Chairman, Bob Gummow, (815) 624-7396. See you there!

for sale

- Electric fuel pump for A, B or C; \$10., '56 Normal engine, lightened flywheel, super pushrods, Zeniths, extractor, chrome oil filter, 10:1 comp., hot cam; \$475., new Sekriut (original) windshield, fits '58 & '59 Coupes; \$75. Have 2 '59 bodies that I am dismantling, send wants and SSAE to *James Taylor, Jr., R#1 Box 333-5, Wellford, S.C. 29385.*

- '64 C Coupe. White/red interior, original carpet. Texas and Oklahoma car, zero rust, straight and intact, extra clean and original. All trim and bumpers, hubcaps original and perfect. Engine and trans smooth & quite. Phone days, [817] 267-1441.

- '59 356A Coupe for parts. No engine, gearbox or windshield. Body very bad, hood & rear deck lid good. Doors, no dents but much rust, \$5. ea. Interior & electrical parts, complete black vinyl upholstery for Cabriolet, nearly new, \$75. New rear bumper moulding 356A, \$20. Exc. left door for 356 or early 356A, skin only, \$30. SSAE for complete list. Shipping additional. *Brett Johnson, 4410 N. Keystone Ave., Indianapolis, Ind. 46205*

- '54 Cabriolet #60548, 1500 Super original motor, 63000 mi, very strong. New top, orig. material. Original leather seats with no sign of wear. All carpets original with no tears or freyed areas. Always garaged in Calif. Nothing missing from this benchmark. Original paint and gauges w/ owner's manual and original like new spare, Telefunken 3 band radio. Purchase of new home forces sale. Asking \$9800. *Wesley Minear, 8432 Sharp Ave., Sun Valley, CA 91352 [213] 767-3570* Send \$1. for pictures.

- '57 Speedster 1600S. Rebuilt and balanced engine, mechanically perfect. Used only for hillclimbs and autocross since 1963. All emblems and trim intact and original. Red exterior, grey/black interior. Original Speedster seats. New Pirelli tires. Ph. day [817] 267-1441

- '61 356B 1600S coupe, #116418. Ruby red, exceptionally good body & engine. Always garaged & properly maintained. \$2600. *J.W. Sewell, 14547 River Forest, Houston, Tex. 77024 [713] 497-5114*

- '58 356A Cabriolet. New red paint, new clutch and recent top. Has '61 Super 90 engine. Originally from Calif., body and frame very solid. \$2800. or best offer. [216] 734-4193

- '61 white Roadster, #89147. 2nd owner. 1600S eng., exc. mechanicals, orig. solid floor, minor surface rust on upper body. Red inter., boot & tonneau with white top. 5 chrome wheels, new Michelins, Abarth. \$2700. *Jack, [617] 531-0646*

- Short 356/356A reproduction bumper guards (style w/o overrides) of polished aluminum. Pre '55 export cars and European thru '59 came with these. \$60./set incl. shipping, etc. (At least \$124./set from Porsche + tax and shipping...if you can find them!). Limited availability: extra care in production & selection of guards, suitable for concours, \$80./set. *Barrie Hutchinson, 5927 Cherokee Dr., Shawnee Mission, KS 66205*

- Cabriolet carpets: complete set from AutoMat. Never used, still in box. Includes everything, \$95. *Bill Perrone, P.O. Box 563, Needham, Mass. 02192 [617] 449-3458. After July 1st, 1057 Marcellus St., Long Beach Cal. 90807.*

- Original owners manual for "A", all there but tattered, \$6. '59 horn button, exc., \$10. Horn ring, perfect \$10. Steering wheel, Perf., \$25. Electric fuel pump for A, B, C \$10. '56 Normal engine, lightened flywheel, super pushrods, Zeniths, exactor, chrome oil filter, 10:1 comp., hot cam, \$600. Have two '59 bodies that I am dismantling, send wants and SASE to *James Taylor, Jr., Box 333-5 Rt. 1, Wellford, S.C. 29385*

- '63 B Coupe, sepia brown/tan. Strong base engine, trans, new brakes, chrome wheels, Blaupunkt AM. A very solid car that drives as it should. Will take a badly rusted car in trade for parting out purposes. \$3000. Have many A and C parts to sell/trade. *Bob Cotant, P.O. Box 657, Dothan Al. 36301 [205] 792-9493.*

- '55 Continental Coupe, 53050, easily restorable, 80% original, min, rust, \$1600. '55 Continental Coupe, 100% original, some easily repairable rust, 52898, \$1600. '64 C Cabriolet Super, solid, needs paint and carpet, \$3100. *Joe Ryba, 69 Redmont Rd., Stamford, Conn. 06903.*

[continued on page 10]



Wes Minear's '54 mint Cabriolet. (See for sale section)

wanted

• Wanted: volunteer member CPA or accountant to do our financial statement for publication in the **REGISTRY**.

• For '64 Coupe: left window ratchet & arm, windshield washer tear drop covers, etc. *Roy Endersby, 766 Villa Ave., San Jose, CA 95126*

• For '56 356A Coupe restoration: stubby screwdriver for tool kit, color chart to buy or borrow, decals for engine shroud, coil & oil filter, wire mesh air cleaners. *Walt Sobek, 4709 Franklin, Western Springs, Ill. 60558*

• SC Cabriolet, prefer in mint original condition, no rust or alterations. Would accept restored car only if done correctly. Will pay fair price and will travel anywhere in country for right car. *Jerry Leonard, R#8, Box 284, Greenfield, Ind. 46140 [317] 326-2703*

• For '55 Speedster: one set of cast headlight grills. *John Carapiet, 994 Clayton St., San Francisco, CA 94117*

• Late B or C to restore. Must be original and unwrecked. Priority is good interior, then good underneath, then good body, last engine. Prefer something close by. *Mike Warner, 413 Ridgecrest, Chapel Hill, N.C. 27514 [919] 967-5757*

• Porsche sales literature & advertisements, English only. (This is one of my hobbies, not a business.) Have a few "good" '50 & '51 sales folders to trade. *Michael Barbush, Jr., Three Allegheny Center, Pgh, Pa. 15212. [412] 323-1278*

• Technical type cutaway drawing of one of the Carrera-4 engines suitable for framing. *John Blackwood, 5215 Milam St., Dallas, Tex. 75206*

• For 356A: front end body work complete, ie, nose, fenders, hood, & underlying sheet metal. This is for a '59 Convertible 'D'. Have to trade or sell various trans parts & housings, complete set of 'C' disc brakes and wheels, plus other odds and ends. *F.M. Lemmon, Jr., M.D., 1447 Ebenezer, Rock Hill, S.C. 29730*

• Late Speedster, Convertible 'D' or Roadster: only rust free, original examples need apply. Mechanical condition will not eliminate the right car. Photos returned. Send complete details w/ phone number to *Jerry Keyser, 216 Millfield Ave., Westerville, OH 43081*

• Material contributions for Vol 2 No 1, 356 **REGISTRY**. Artwork, photos, articles, stories, anecdotes, what-have-you? Step forward and get your name in print. 356 **REGISTRY**, P.O. Box 7845, Cols., OH 43207

• Oil temp. sending unit for '59 356A Super. Also owner's manual. *Glenn E. White, 1709 8th St., Moundsville, W.VA. 26041 [304] 845-8519*

• The round black plastic piece that is on the back of the Cabriolet. It is held in place by a phillips screw. *B. Rollinson, 60 Hamilton Ct., Palo Alto, CA 94301.*

• For '55 Continental Coupe to complete restoration, the following lettering: PORSCHE, (2) CONTINENTAL COUPE, PORSCHE 1500. Also bumpers and power supply box for AM-FM SW Telefunken. *Frank Scheller, 696 S. Pascack Rd., Spring Valley, N.Y. 10977.*

• Floor complete with jack pans from any 356 series car. Will pick up in a 200 mile radius of Boston. *Peter Thompson, 71 Haverhill St., Rowley, Mass. 01969 948-2225.*

• For '57 Speedster: Bumpers, inside rear view mirror, front insignia/trunk handle, will pay any reasonable (and maybe unreasonable) price. *Karl ZoBell, 1840 Castellana Rd., LaJolla, CA. 92037.*

• Pair of Iron Cross torsion bar covers produced by Porsche Stuff Engineering (they went out of business in about 1968) *Edwin McIntyre, 119 Mark Ave., Syracuse, N.Y. 13205.*

• For a late '61 coupe: heater boxes & tubes (manifolds), rocker panels mouldings, crested hubcaps, battery cover and hardware, plastic truck liner, original round mirror and gasket, 3 prong horn button (will trade ring type), courtesy light (pass. side), clock bracket and nuts, rear window knob set-screws, all exhaust parts between muffler and bumper guard, tool kit. *Lawrence Vavra, 839 Bloomfield Ave., Akron, OH. 44302.*

• Desperately need to complete restoration of '58 coupe: tag light in mint condition or information on where a poor tag light could be restored. *Jess Woodham, P.O. Box 1044 Thomasville, GA. 31792 [912] 226-4559.*



(Reprinted by permission of Howard Shoemaker and the PCA Great Plains Region newsletter, **DER SKOONER**.)

By Pat Millberry, Seattle

It was mid December, 1953. An early morning overcast covered the Eastern Washington sky. No new snow had fallen during the night, there remained only the traces of last weekends fall. Christmas vacation from Washington State University was upon us. John and I loaded the last packages into the Hudson and went back into the house for a final cup of coffee. (Gary from next door, came into the kitchen and sat down with us as we stared into our cups.) He asked if we were driving over to Seattle this morning. We replied that we were. Gary said he was too, maybe he'd see us on the road.

The three of us left at about the same time. Gary climbed in his new little foreign sports car named after someone in a Shakespeare play, Portia, but spelled differently. It was a squat little silver hardtop, looking something like an upside down bathtub. John and I slipped into the Hudson Hornet, started up, and away we went. The Hudson was less than a year old. It had the big six cylinder engine, dual carbs and a three speed with overdrive. It was the epitome of the automotive art for high speed travel.

We left town on 195 just behind Gary in his Porsche. The speed limit was posted at 50 MPH but we knew there wouldn't be many cops on these roads. We figured they probably couldn't catch us in the Hornet anyway. John began to put his foot into it. The Porsche ahead swung out of sight around a curve. We knew Gary could and would go fast in the winding sections but we'd put it to him on the flat, straight stretches that make up most of Eastern and Central Washington.

At Colfax we turned on Highway 24 and headed west. As the morning edged on we passed through Dusty, then Hooper, and Washtucna, then Ralston and eventually to Ritzville where the major east-west highway, 10, intersected our route. We turned west. This was the flatlands and John really accelerated as we planned to make Moses Lake for lunch. We hadn't seen Gary since we left Pullman. The day was clearing up but stayed cool. Perfect weather for 100-110 miles per hour in a hot rod Hornet.

In Moses Lake everyone liked to eat at Viola's Cafe on the main highway. We came screaming into town and slowed down to pull into the graveled lot of the restaurant. Parked in front was the silver Porsche. Gary was just coming out of Viola's with a

toothpick in his mouth. He waved, smiled at our astounded looks, hopped into his car and started up. His four cylinder engine started quickly and idled smoothly. He blipped the gas and accelerated neatly out of the lot. John was incredulous.

We rushed in to the cafe and grabbed a sandwich and a coke. It couldn't have taken more than a couple of minutes. We stormed into the car which was still running in the parking lot. John gunned it and popped the clutch strewing gravel everywhere as we got back onto the highway. No four banger foreign car was going to beat us to Seattle. As we left the city limits John was well past twice the speed limit. We couldn't see Gary ahead but figured we could catch him. The next sixty miles were our type of road--straight. The Hornet roared along in overdrive at 115 MPH. In just over half an hour we reached Ellensburg and the Beginning of the climb over Snoqualmie Pass. We still hadn't seen Gary but guessed he must have pulled off for gas somewhere along the way and we had passed him. We were convinced we were leading the Christmas Grand Prix. John backed off a little as the two lane road began to wind up the foothills. By now he was well into the spirit of the drive and was moving briskly and quite skillfully. There was surprisingly little traffic. We reached the summit and started down the Western side. John nearly lost it on a tight right hand bend as the Hudson slid noisely around it but did no damage except to scare me a bit. We began to encounter traffic again in North Bend but worked our way smartly through Issaquah and Bellevue then to Mercer Island and on across the floating bridge to my house in the south end of Seattle. We figured we had averaged nearly 70 miles per hour from Pullman, a distance of about 320 miles, no doubt a schoolboy record.

Smiling with pride John and I carried my bags into the house. My mother greeted us at the door and pointed to the kitchen with its food and beer. As John and I reached the refrigerator elated with self congratulation Mom called after us.

"Some fellow named Gary stopped by a while ago to see if you boys had arrived yet."

"How long ago was that, Mom?"

"About an hour ago, why?"

(Ed.'s note: Pat says this story is based on a recollection of an acquaintance with just a little fiction thrown in...)



toddard imported cars, inc.

PORSCHE Since 1957

FACTORY ENGINES

We have recently acquired the remaining factory stock of type 356 engines. These were built by the Factory for their exchange engine program and are complete, ready to bolt in and drive away. All components are new including shrouding, carburetors, generator, muffler and heat exchangers. These are not to be confused with rebuilt engines having used components.

All engines have the Factory 6000 mile, 6-month warranty.

SUPER	75 DIN HORSEPOWER, at 5000 RPM 8.5:1 COMPRESSION RATIO, 1600 CC	356C	75 DIN HORSEPOWER, at 5200 RPM 8.5:1 COMPRESSION RATIO, 1600 CC
	— \$1850. exchange		356C, USA heater — \$1995. exchange 356C, European heater 2100. exchange

**THIS IS A RARE OPPORTUNITY TO PURCHASE A NEW
STUTTGART-BUILT 356 ENGINE — NO MORE WILL EVER BE
AVAILABLE WHEN THESE ARE GONE!**

CATALOG - Our new 56 page catalog containing 356 restoration items, 900 series specialty products, technical publications, gifts, and many other items to add enjoyment to your Porsche is now available. Send \$3.00 (sent by 1st class mail).

38845 MENTOR AVE. • WILLOUGHBY, OHIO 44094 • (216) 951-1040

COMMERCIAL RATE SCHEDULE

Centerfold	(7 1/2" x 13")	\$75.00
Full Page	(7 1/2" x 6 1/2")	\$50.00
Half Page	(3 3/4" x 6 1/2")	\$30.00
Quarter Page	(12 square inches)	\$15.00

The above rates are for your ad ready for the camera, black ink, per insertion. Bleed not available.

Ad preparation is available at extra cost. Submit your requirements for a quotation.

One time insertion in For Sale section, 50 words or less - \$10.00. Terms: Net upon receipt of invoice.

MEMBERS: Your ad(s) in For Sale/Wanted sections, no charge. Please try to limit your ad to 50 words or less. While space permits, your ad will appear in 2 consecutive issues; after that it must be expressly renewed.

The right to edit or refuse publication is reserved; not responsible for errors, omissions or misrepresentations.

The deadline is September 26th for Vol. 2 No. 1; mailing on or about October 15, 1975.

[continued from page 7]

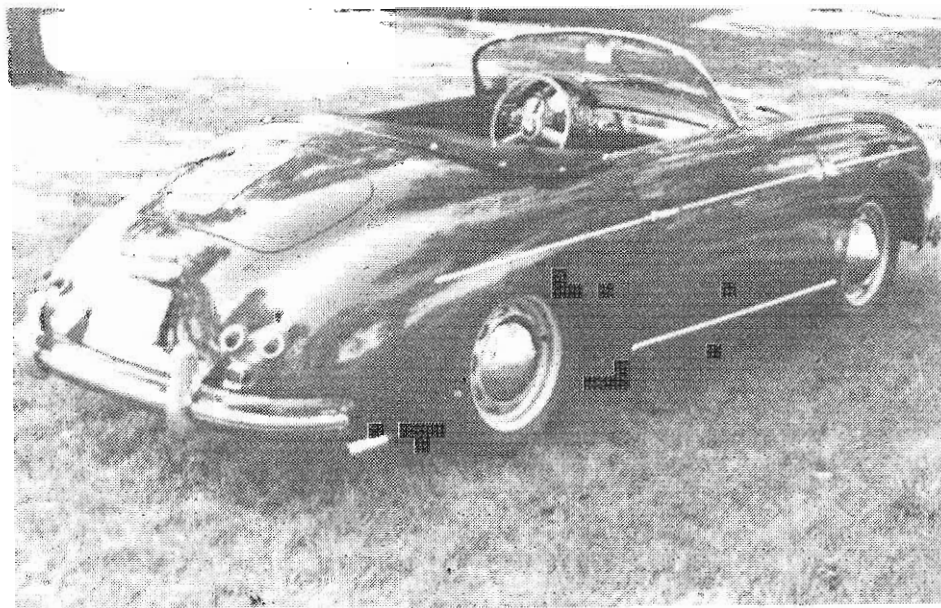
- '50 Coupe 5323 W/ 1100cc rebuilt engine and 5 years of original spare collection including 1951 Cabriolet parts car. '52 split window Cabriolet 10443 w/ rebuilt 1500cc engine. Car has collection of many new parts. Car has early style F&R bumpers that bolt to body and has been partially restored. Send SASE for details. *Jim Barrington, 110 Wisteria Way, Mill Valley, CA 94941.*

- '54 Speedster 80111 (111th Prod. model) exceptionally clean and original. Dolphin gray w/ white low bow top and curtains, Black interior Speedster buckets, 16" wheels, german wool carpet, orig. bumpers and guards. New tinted windshield and Konis. Driven daily - always garaged. Absolutely no rust! Sacrifice \$5400. Will trade for 4-cam coupe. *John Willhoit 4131 Country Club Dr., Long Beach CA 90807 [213] 424-6404.*

- '54 Coupe 52346, original engine in superb condition. Low mileage, no rust whatsoever, completely restored, then garaged. New paint and new original upholstery. Original wheels, tires, bumpers, badge, radio and service manual. Extra chrome wheels & new radial tires. Stored for 7 years, plenty of extra parts. \$4500/offer. *Peter Hobson, 17669 Los Alamos, Fountain Valley CA 92708.*



PRECISION BUILT--PRECISELY SERVICED. We have not seen you for some time. For greater pleasure and peace of mind, make use of our preventive maintenance plan. Our highly trained mechanics with special tools and fully stocked parts depot await you.



Jerry Leonard's '57 Speedster. Greenfield, Ind.



R. Harry Muellich's '62 Roadster Dubuque, Iowa.
See it in person at Rockford, Labor Day.



356 *REGISTRY*

back issues available:

Vol 1 No 1 very limited availability
 Vol 1 No 2 NLA (No longer available)
 Vol 1 No 3,4,5 Limited availability

SSns \$1 per issue (U.S. postage stamps welcome)
 to: 356 *REGISTRY*, P.O. Box 7845, Columbus, OH
 43207

**W
E
I
T
H
I
N
S
I
D
E
O
F
A
P
O
R
S
C
H
E**

Restoration Specials

356A Front Bumper overrider bars — high or low	\$ 90.00 ea.
Speedster sidecurtains, new in bag	90.00 pr.
Speedster mirror rod	12.95 ea.
Speedster mirror rod block, holds inside mirror	5.50 ea.
Speedster sidecurtain door top receptacles	12.95 set
Speedster windshield rubber kit	29.95
356 Moon hubcaps	19.50 set
356A/B/C Spare tire strap	9.50
356A Rubber kits, every piece of rubber on entire car	Call for quote
Carrera 4 CAM parts in stock	
European Teardrop Taillight Lenses	4.00 ea.
356A Outside Mirror	18.95
Pre '57 Square Door Handle Rubber	1.75 ea.
356A License Light Assembly — Complete	70.00
356 ('54 ed.) Owners Manual Reprint	9.95
550 RS ('54/'55 ed.) Owners Manual Reprint	19.95

Orders shipped UPS COD unless payment received with order. California Residents add 6% sales tax.



ALAN JOHNSON
PORSCHE + AUDI

3663 ROSECRANS STREET
SAN DIEGO, CALIFORNIA 92110
(714) 225-9373

356registry

PO.Box 7845 Columbus O. 43207

to:

LAWRENCE SKOGLUND
7045 OLIVER AVE. SOUTH
MINNEAPOLIS MINN 55423

