

PORSCHE 356B ROADSTER

Year	1960	Style:	2-door Roadster
Color:	Aetna Blue/Tan	Engine #:	601762
Price:	\$139,500	Chassis #:	87536

History:

Originally delivered into the US, this car was subsequently purchased by the current owner in 1978 and was used occasionally until 1987. It was then sold to a close friend, where it remained and was used occasionally until 2002, when it was purchased back by the current owner. He proceeded to commission a full restoration by Kirk Schreffler at Eurosport in San Diego, CA. The car received careful treatment all systems were rebuilt or replaced with factory-original parts. The car has its original engine and gearbox, as detailed by the factory Cardex. The engine was completely rebuilt by Steve Bergen, son of the famous Porsche restorer. The car was completed in 2009 and was shown for the first time at The Quail in 2009. It is being offered complete with an extensive file of restoration details and some spare parts.

Condition:

This T5-bodied roadster has been expertly restored to factory original condition throughout. It is stunning in its original Aetna blue color with the original light brown (tan) leather interior and convertible top. No expense was spared in the restoration of the car and with an estimated \$75,000 in receipts available. Every part was removed, inspected, and rebuilt or replaced if absolutely required, with OEM or NOS parts. It was delivered with the optional reclining seats and Phoenix tires. It comes with a factory Cardex, and is available for inspection in the San Diego area.



Body Design	Porsche	Body Built By	Drauz
Chassis No.	87536	Engine No.	601762
Engine Type	4 cylinder opposed	Material	Alloy case & heads
Size	1.6 Liters (1582cc)	Bore & Stroke	82.5 mm x74 mm
HP	90 bhp & 100 ft lbs torque	Valve Train	OHV

Transmission	Original 4-speed Porsche manual with single-plate dry clutch; # 35316		
Carburetion	Dual Solex P40-II carbs		
Suspension	Front & rear: independent torsion-bar, swing-axles in rear		
Brakes	Front & rear finned drum brakes		
Wheels	Factory steel rims with chrome wheel covers		

Overall Length	3956 mm	Wheelbase	2100 mm
Rear Track	1270 mm	Front Track	1308 mm
Dry Weight	1847 lbs	Power/Weight	1:21
Top Speed	180km/h (112 mph)	Total Built	2,192 Roadsters

Under the advice of Max Hoffman, the sole importer of Porsches into the U.S., the 356 'Speedster' was introduced in late 1954. The idea was to produce a lower cost vehicle that was a racier version that would appeal to the American market. Proving to be an instantaneous hit, the Speedster came with a low, raked windshield that was easily removed, bucket seats, and a minimal folding top. In 1954, the Speedster was available for \$2,995. This unit was available in a variety of six different engine types, the 1100, 1300, 1300A, 1300S, 1500 and 1500S. The 1500Super was the top of the line model, while the Coupe and Cabriolet wore the 'Continental' badge designation. In 1955 the 1600 motor went into production.

In 1956, the 356A was unveiled to the world, and had an all steel body, curved windshield and smaller wheels. When the cars were introduced, numerous subtle differences in the shape of the body and features were highlighted. In 1956 the 10,000th 356 unit rolled off the assembly line. The 356 Carrera was introduced at the same time, which came with a 1500GS engine. Before being replaced in 1959 by the Convertible D model, the Speedster peaked at a total of 1,171 units produced. In this same year, the 1300 engine was dropped from the line. A new project was the result from continued improvements to the 356A, the Type 2 or 'T-2', now with a new transmission, the 644 replaced the earlier 519 with an improved shifter, better synchros, dual nose mounts and a split case design. A higher horsepower is achieved in 1958 as continuous improvements were made in the Carrera engines.

The D model featured more comfortable seating, along with a more practical windshield, and glass side windows. In an attempt to boost sinking sales, around 1300 of these models were produced. While previous models were developed by Reutter coachbuilders, the Convertible D model was developed by Drauz, which is what the 'D' stands for. The D model falls somewhere between a Speedster and a Cabriolet in both luxury and lightweight appointments. In the later months of 1959, the Convertible D became a roadster with the new T-5 body style. Today the convertible D is considered very desirable, due to the low number of units produced.

In 1960 the 356B offered the S90, or 'Super 90' motor as an available option. The vehicle also had a counterweighted crank, sodium-filled valves and Solex P40-II carburetors. The Karmann Coachworks were employed in 1961 to produce the 'Hardtop', a Cabriolet body with a fixed hard roof. The nickname 'Notchback' was affixed to these cars because of their profile. Nearly 1750 of these vehicles were produced during the two years of its production.

It was one year later when the 356B was introduced, updated with an entirely new body and Super 90 engine. In 1962 and 1963, the engine was once again revised, and changed body styles. A very small number of 356B 4-seater coupes were produced by a Swiss company. Though rare, several models are still around today. Next was the introduction of the Carrera 2 in April of 1962, and only around 450 models were produced in both Coupe and Cabriolet form. In the same year, Karmann produced 2170 coupes, and Reutter produced 4100. The production for the year topped 7900 when the almost 1600 Cabriolets are added into the count. The discussion is broached by Porsche with Reutter to purchase the coachmaker, and finally, after 12-years of co-operation, the successes are consolidated. 'Christophorus', a customer magazine filled with news and background on the Porsche lifestyle is launched by the Porsche factory.

Finally the 356C, the final model, known also as the Type 6 (T-6), was available in 1964 with an engine that came from the same lines as previous Spyder engines, the most powerful pushrod engine Porsche ever produced, was cable of producing 130 horsepower. Offering the 1600C, 1600SC and Carrera 2 engines, the 356C featured 4-wheel disc brakes. Both the C and SC were available for purchase in either Coupe or Cabriolet form.

In 1964, a total of 14,151 356 units were produced. Porsche had achieved a production rate higher in that year alone than the entire line production of the first 10 years of the Porsche 356. The 911 was introduced at this time, presaging the end of the 356 run. Through the end of 1965, the company continued to sell the 356C in North America as a lower-cost vehicle.

Achieving a victory in the 1100cc class during its first outing, the original 356-001 vehicle was raced at the Innsbruck city race. In Austria, on the 8th of June 1948, the Porsche was homologated by the state government of Kärnten. Frequently touring the world for special car shows and historic events, the original Porsche '001' vehicle is in the Factory Museum.

Near the end of 1965, more than 76,000 Porsche 356 models were produced and sold. Following 17 years of production, the model 912 eventually took over the 356's stance in the market. The push-rod engine from the 356 was reused to power the 'entry level' 912 model that was produced from 1965 to 1969.

More photos are available at www.dobsonmotorsport.com/inventory







