



1958 Porsche 356A #84518



PORSCHE

Certificate of Authenticity

The Porsche vehicle with the identification number listed below was manufactured with the following assembly specifications:

84518

Model Year/Type

1958 356A/1600 Speedster

Production Completion Date

02/17/1958

**Manufacturer's Suggested
Retail Price (MSRP)**

Information Not Available

Engine Number/Type

68684

Transmission Number/Type

18384

Exterior Paint Color/Code

Silver Metallic/5706

Interior Material Color/Type

Black Leatherette/B

Optional Equipment

Coupe Seats

USA Bumper

Sealed Beam Headlights

Peter Schwarzenbauer
President and Chief Executive Officer
Porsche Cars North America, Inc.

Ownership

- Known owners:
 - Allen G. Sibley – Aug 8, 1968
Sold to:
 - Jack Wells – Feb 2, 1970
Sold to:
 - Ray Morgan – June 15, 2009

Jack Wells Ownership



Rennfest PCA Autocross
Lakewood Fairgrounds
Atlanta, GA Sept 1970

Background

- Wells, avid in autocross, bought the Speedster for competition. Both he and his wife, Francine, drove the car in competitive events in the early 1970's.
- The car was stripped of its low bow top, interior and windshield. Spyder seats were installed, the original engine was replaced, and a roll bar was added. Oversize rims accommodated racing slicks.
- Disc brakes were later installed.

Background

- In the late 1990's, Wells stopped autocrossing the Speedster and received an offer to have the car 'cleaned-up' by a local body shop. The rusty floor was replaced using flat, galvanized, steel sheet, riveted and brazed in place. The body was painted red and a tan interior installed.

Background

- By 2007, Wells no longer drove the Speedster. It was offered for sale where it moved to Georgia under the ownership of Ray Morgan.
- Morgan, immediately began a total restoration of the car at his company, VMR. The project is fully documented over a two year period.
- The car is period correct for the 1970's including a monster 1800cc, Ray Litz, engine, nerf bars for bumpers, Fuchs alloy wheels, and Carrera gauges. The absence of the folding top is perfect for California style touring.

Restoration



In The Beginning

Where looks can be deceiving!



Restoration



Removal of sheet metal floor



Restoration



A new Porsche floor, fitted and welded in place



Restoration



Ready for media blasting, the speedster was stripped of any remaining surface rust so that panel repair could begin.

Restoration



New longitudinals, rocker panels, and jack spurs were fit and welded in place providing structural integrity to the chassis. The body was primed with zinc chromate to add rust protection



Restoration



With the exception of the front nose panel, the body was amazing original. Doors were re-hung and fit to the openings appropriately gapped on all sides.

Restoration



Light filler was used to smooth the body surfaces before primer was applied

Restoration



A new nose section was formed and welded in place creating a perfect hood fit and front contour.

Restoration



Gaps were painstakingly measured and reset for an exact fit on doors, hood, and rear deck

Restoration



Headlight fit to the fender was checked as was the cowl contour to match the windshield



Restoration



Final primer was applied and the body was now ready for block sanding. The perfect shape was maintained throughout the body refinishing process

Restoration



Silver metallic, two stage, Spies Hecker paint was applied for a brilliant lustrous finish

Restoration



Every seam was sealed with 3M sealant. All bare metal surfaces were treated with a phosphate solution to prevent rust. Then a complete coating of Wurth SKS body shutz was applied to the entire bottom of the car.

Restoration



A special application booth was built to protect the silver painted surfaces during the bottom undercoating process.

Restoration



A crisp black bottom finish was achieved for durable protection from road grime and the elements

Restoration



Trim begins to give the car its first rebirth appearance



Restoration



**Authentic lightweight
Spyder seat frames
were reconditioned
and professionally
upholstered by
Autos International of
San Diego, CA**

Restoration



Carrera gauges are accented by a custom mahogany eyebrow and an original Nardi wheel

Restoration



German square weave carpet was installed with original style black leatherette upholstery

Restoration



Seat frames were squarely installed to insure smooth operation to adjust to any driver's preference

Restoration



Custom elements are combined to produce a spectacular array of Porsche design elegance only embodied in the Speedster

Restoration



Every component of the front storage compartment was detailed to perfection including the installation of the outer weather seal

Restoration

The engine is installed



Restoration

- Engine:
 - Built by Ray Litz of Competition Engineering
 - FORGEDTRUE 1800cc pistons and cylinders
 - Norris 107 camshaft with 304° duration, 0.442" lift
 - Hirth roller bearing crank
 - Lightened flywheel, 180mm clutch disk
 - Balanced and blueprinted

Restoration



Jim Canstas fabricated this Carrera style exhaust system to compliment engine performance and to produce a wonderful exhaust note

Restoration



Original Marshall driving lamps

Restoration



Four wheel disc brakes and alloy 5 ½ inch Porsche Fuchs with Yokohama tires reduce the un-sprung weight.











**Peachstate PCA
Rennfest 2009**

356 Division 1st

Overall People's Choice