#### 1958 Porsche 356A #84518



#### 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

**Optional Equipment** 

Coupe Seats USA Bumper Sealed Beam Headlights Engine Number/Type 68684 Transmission Number/Type 18384 Exterior Paint Color/Code

Silver Metallic/5706 Interior Material Color/Type Black Leatherette/B

Maslan

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

30021

# 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.



#### In The Beginning

Where looks can be deceiving!





Removal of sheet metal floor





# A new Porsche floor, fitted and welded in place





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



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







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



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



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



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

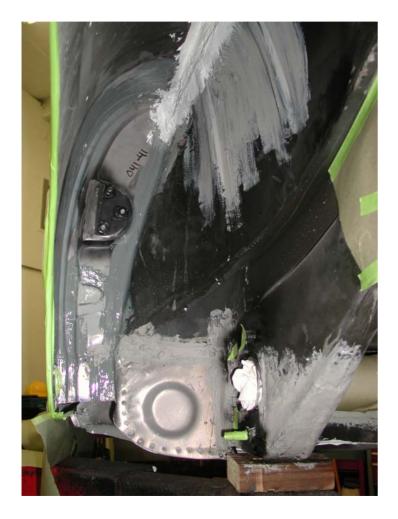




Final primer was applied and the body was now ready for block sanding. The perfect shape was maintained throughout the body refinishing process



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



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.



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



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





#### Trim begins to give the car its first rebirth appearance







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



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



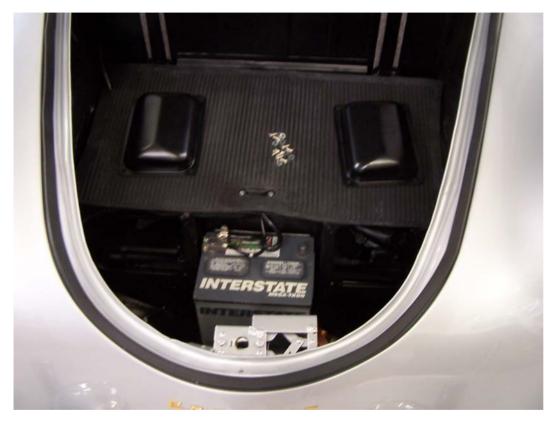
German square weave carpet was installed with original style black leatherette upholstery



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



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



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

#### The engine is installed



- 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



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



#### **Original Marshall driving lamps**



Four wheel disc brakes and alloy 5 <sup>1</sup>/<sub>2</sub> inch Porsche Fuchs with Yokohama tires reduce the un-sprung weight.









