



*Porsche also designed the V16 Auto Union Grand Prix car, one of the vehicles that formed the origins of the Silver Arrows legend.*

thorough training, he followed his father to Steyr, where he trained in mechanical engineering, mathematics and technical drawing. Ferry Porsche inherited much of his father's natural flair for engineering, a talent that was to give him a solid platform on which to build so that others would soon recognize him as a gifted engineer in his own right.

At this time Ferry was also becoming something of a racing driver, having driven for Wanderer and being involved with testing of the Auto Union Grand Prix car. However, his father put an end to his competition days, saying: "He might get to like this sort of thing and want to become a racing driver, but his job is to design."

It is perhaps fortunate for today's motoring enthusiasts that Porsche did stop racing because, prewar, it was a very dangerous sport indeed. Many people were killed in their quest for speed, and the world could well have been denied the genius of Dr Ferry Porsche, without whom the Porsche company would never have evolved. Anyway, at the time Ferry joined his father's design consultancy he was 21 years old.

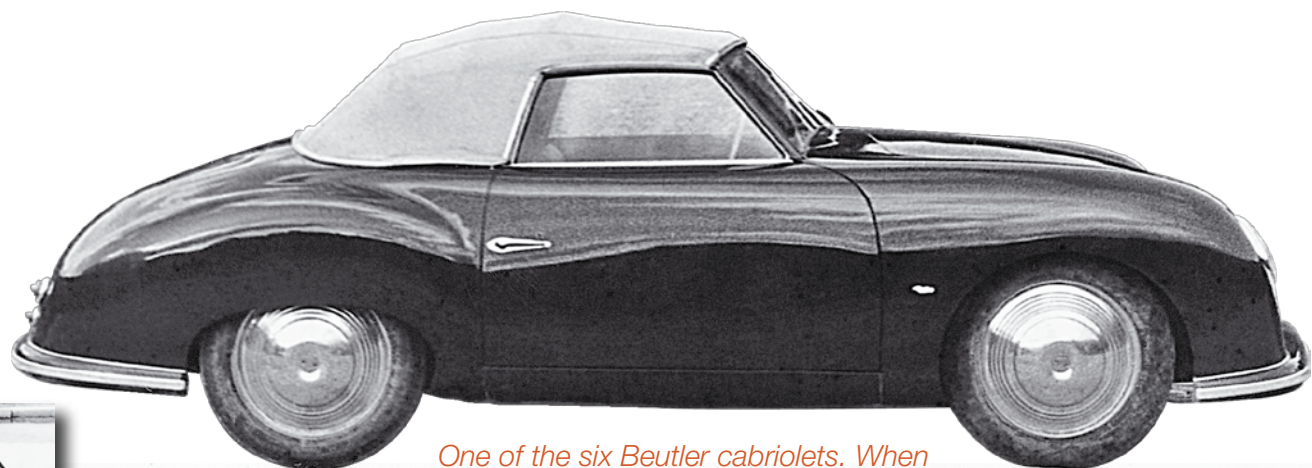
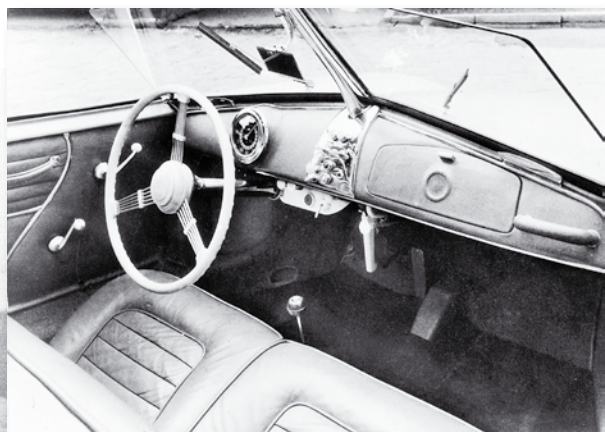
Naturally, in view of the financial climate, times were very hard for the fledgling business, but a steady flow of consultancy work ensured the company's survival. From just 13 employees

*Early Volkswagen prototypes outside the Porsche family home in Stuttgart.*



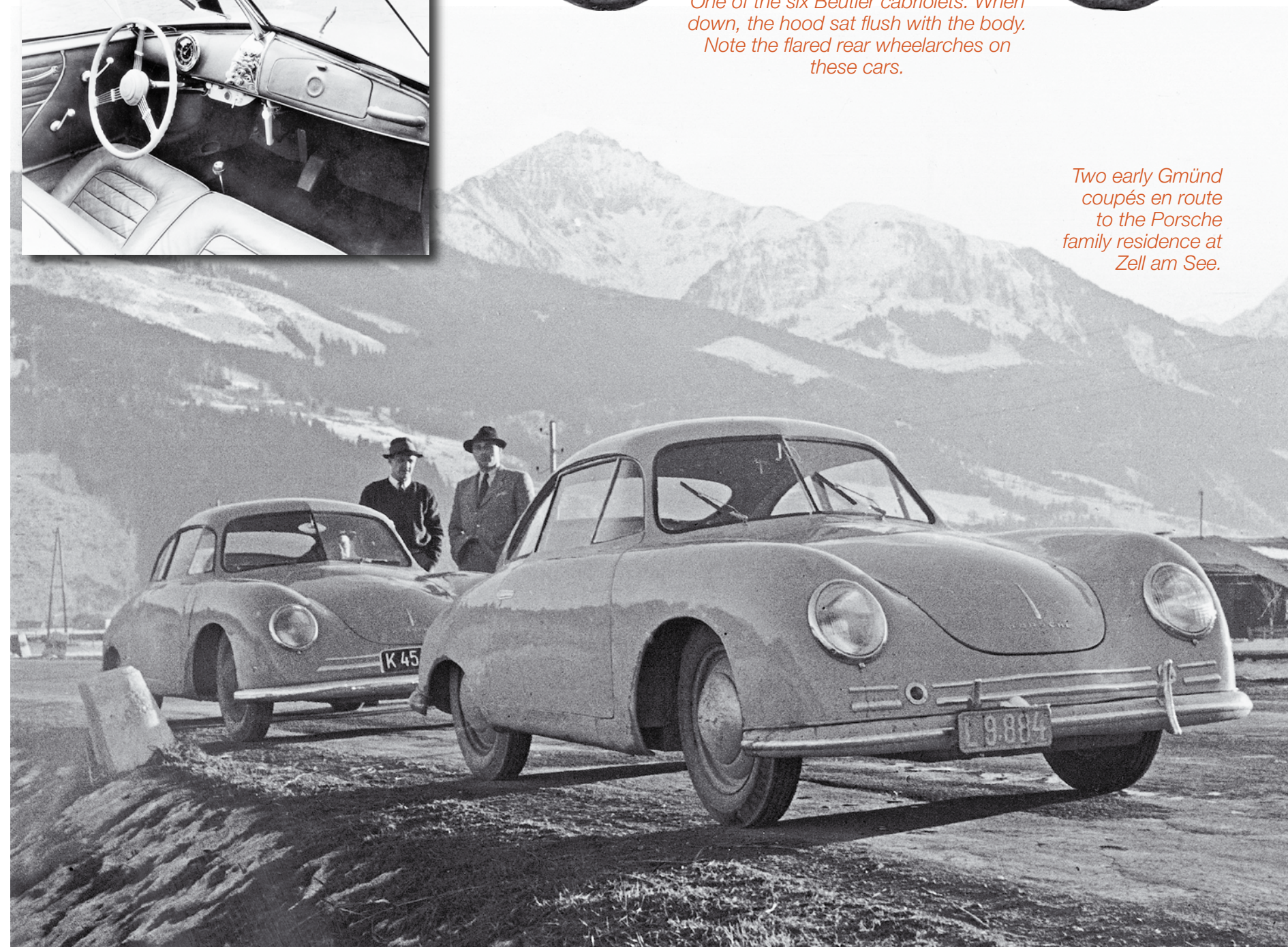


*The interior and fascinating dashboard of a Gmünd-built cabriolet of 1949 vintage (one of only two built). Some Austrian cars had individual seats, others a bench seat.*



*One of the six Beutler cabriolets. When down, the hood sat flush with the body. Note the flared rear wheelarches on these cars.*

*Two early Gmünd coupés en route to the Porsche family residence at Zell am See.*







# FOUR

## The 356B

On 9 September 1959, a new Porsche model was announced. The T-5 body (design studies for the T-3 and T-4 modifications had been rejected) made its public debut at the 1959 Frankfurt Show and, distinguished by the higher position of the headlights in a new wing-line (to conform to regulations in US states), this latest incarnation was given the 356B designation.

The 356B's distinguishing features included stronger bumpers mounted higher at the front and rear "for better protection against Detroit cars." Air intakes were added underneath the front blade, and those next to the restyled front indicators were modified to appear smoother.

At the back, in addition to the latest bumper arrangement, the number plate lights were moved to the top of the blade (a much neater design), while a reversing light and two reflectors were positioned underneath it; the novel idea of running the exhaust pipes through the rear overriders was carried over, incidentally.

The 1.6-litre, 60bhp 616/1 engine of the 356A was retained, as was the

616/2 Super powerplant, although the latter was now known as the Super 75 to differentiate it from the new 616/7 Super 90 engine. This 90bhp unit was available from March 1960 and considered powerful enough to render a Carrera model unnecessary.

Despite the romance associated with the four-cam engine,



*The 356B's arrival heralded another new chapter in Porsche history.*

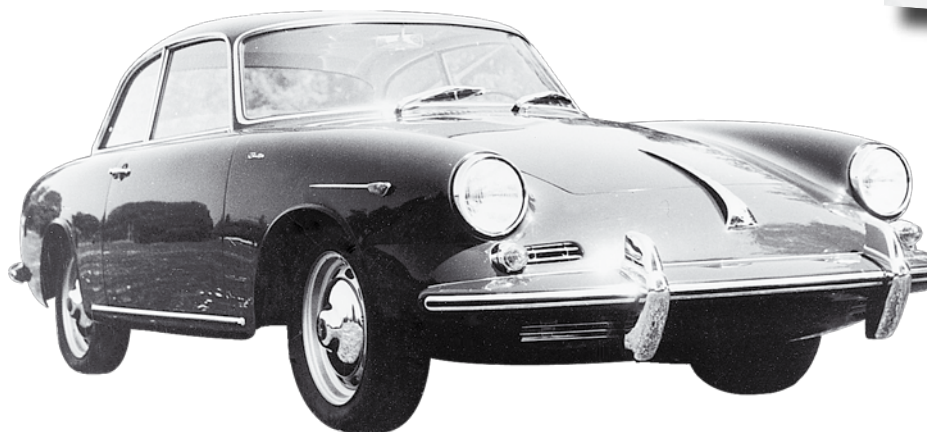




*The Dusseldorf police were regular Porsche customers. This picture, showing an early 356B, was taken in 1961.*

*An elegant Beutler-bodied, four-seater 356B of 1960: the ideal option for the Porsche enthusiast with a family, but very few were sold.*

*Period American advertising showing the 356B coupé (T-5 body). Note the reflector location – usually placed above the bumper on US cars rather than below it.*



Centre at Weissach was opened, although at this stage in the proceedings it consisted of a skidpan and little else other than that. Over the years that followed, however, the site proved of immense importance to the Stuttgart marque.



Ever drive behind a Porsche? Whenever you do, you notice there's much more to a Porsche than its lithe, wind-sculptured styling. There's its superb roadability—as it maneuvers through traffic with a responsive agility to the wheel you can almost feel yourself. You admire, too, the stirring getaways and commanding sureness of its stopping power. Then you watch—as it soars out onto the open road—taking the sharpest curves and steepest hills in stride. Here's where you begin to fully sense the pure motoring pleasure Porsche owners enjoy mile after mile. Why not enjoy it too? Ask for a guest-drive soon—and discover for yourself why—“All it shares with other cars is the road.” Porsche of America Corporation, 527 Madison Avenue, New York 22, N.Y.

Dealers from coast to coast in the U. S. and Canada.



### **The British market**

In a recent Classic Cars Group Test, Brian Palmer noted that the 356B Super 75 Cabriolet had “a carved-from-solid feel.” This is indeed quite a compliment, as scuttle shake is a problem that is very hard to resolve, even for today's convertible car makers. Other people in the test praised the vehicle for its driver appeal, describing it as “charismatic.”

However, the Porsche was still rare in Britain, as its price put off many people. In May 1960, the standard fixed-head coupé stood at £2049.12s.6d, the Roadster was £2232.7s.6d with a detachable hardtop, while the cabriolet commanded £2296.2s.6d. The Super 90 variants were even pricier; the Roadster was £2358.9s.2d, the coupé £2409.9s.2d, and the cabriolet a hefty £2657.7s.6d. At the same time, a Karmann Ghia was priced at £1166, or a convertible Renault Floride would have cost just £25 more than the Volkswagen. Even the semi-exotic





*Publicity shot of the 356C cabriolet, available with 1600C or 1600SC engine options. The drophead model cost 1000DM more than the coupé, with the 1600C retailing 15,900DM and the 1600SC 17,450DM; the hardtop added a further 950DM.*

camshaft running in a redesigned head. The 616/16 was an update of the Super 90, featuring aluminium cylinders with a Ferral coating, a counterweighted crankshaft, and the latest head (although the camshaft was carried over on this engine).

All-round disc brakes supplied by Ate (under Dunlop licence) were standard across the range, but a drum was still mounted on the rear disc to give an effective handbrake. For this reason, the rear discs were slightly bigger, the outside diameter measuring 285mm (11.2in) compared to 275mm (10.8in) for the front.

The gearbox housing had been modified (at this time, the SC came with a 3.09 ratio on first, 1.76 on second, 1.13 on third, an overdrive 0.85 on top gear, and a 4.43:1 final-drive), along with the rear suspension, although the transverse leaf spring (as fitted to the 356B Super 90 model) was still a special order item on

the lower-powered cars. However, all Porsches gained a beefier anti-roll bar up front.

Denis Jenkinson of *MotorSport* was one of the first people to try the new car: "Several modifications have been made to the current Porsche range and the type is now designated the 356C. The 60bhp model is dropped leaving the 1600C which has 75bhp with improved torque, and the 1600SC which has 95bhp at 5800rpm against 90bhp at 5000rpm of the old Super 90 model. Disc brakes are now standard equipment on all wheels. I was able to drive one of the latest models, and it was soon apparent that Porsche engineers read magazine road test reports for the heater knob has been replaced by a lever, and the awkwardly placed light switch has been moved so that the driver does not have to reach through the steering wheel to operate it. Some suspension