

356 Registry Magazine

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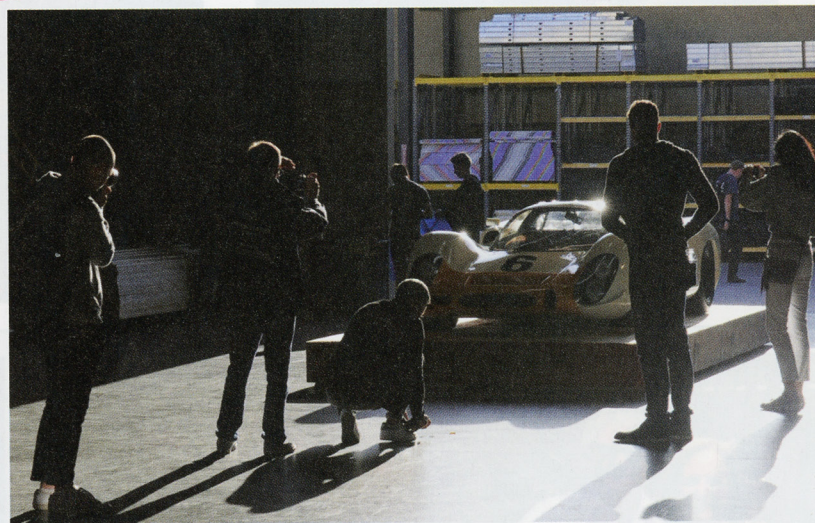
# Porsche 356 Registry







# Luftgekühlt 5 How Cool is Kühlt?



The Porsche brand has always stood for excellence, for competitiveness, and for panache, though not necessary for hip, cool, or for being stylistically brave. For good reasons; Porsche has built its brand on holding back, just that perfect amount, and for most of its history, the world has gone along willingly. Until Patrick Long and Howie Idelson, with some generous support and guidance from Jeff Zwart, mainlined some artistic SoCal energy straight into the corotid and introduced us to the realm of the possible: Luftgekühlt.

What began as just a small group of friends for Luft 1, grew to sixty or so people for Luft 2, then 300 cars and a couple thousand spectators for Luft 3. Each time, the settings have ranged from a cool café, an avant-garde design studio, a retro furniture factory, and on to a converted Long Beach warehouse/brewery, each one improbable in its own way, yet in practice perfect for the mood of the day. It's part of the Luft mystique: where this year? It's a secret closely held until just a few weeks before the event. One that adds to that mystique. This year's event was held at the Ganahl Lumber Yard in Torrance, California. Lumber, you say? How the hell do you take Porsches, put them in front of a stacks of sawed boards and get cool? As with every one of the five Luft events so far, you had to be there. And if you haven't heard by now, you've either been staring too long at the paint code charts, the period-correct knob bin, or vacationing on the Kamchatka peninsula for the last four years.

The improbable setting was perfect for displaying 500 cars and owners and another several thousand enthusiasts who came out to enjoy a beautiful day of Porsche displays and socializing. Let's start with the cars. Of course Luftgekühlt translates as air-cooled, so we're talking about anything from 1948 to 1998; no further explanation needed. There were several examples of classic Porsche race cars, such as the Dan Gurney's Rouen-winning F1 804, and the 1972 917-10 that George Follmer used to unseat McLaren as perennial Can-Am champions. There was a 904, a 906, and several other exotic examples of racing machinery, some in classic silver and many as bright and colorful as Germanic jelly-beans.

Several Porsche celebs were on hand too. Quick Vic Elford was on hand to regale the crowd with some great racing stories. Chad McQueen continues to represent his family's Porsche legacy very well. Endurance champion Hurley Haywood was on hand to sign his new autobiography, and racer/actor Patrick Dempsey was seen talking with several fellow enthusiasts.

There were pristinely restored 356s of practically every year and variation, as well as some outrageous outlaws. But our favorites were the slightly rugged-looking, but well maintained cars that are used in some cases as daily drivers and in others as long distance touring cars. One notable attendee, Mark Pribanic drove all the way from Jacksonville, Florida for the second time, having also brought the car out for Luft 3 two years ago. There were others equally as outrageous and enthusiastic. While just a few years ago, some of our fellow enthusiasts might have been aghast at seeing the "rougher" cars in public, their character earned them a place of distinction at Luft.

With so many out enjoying the sun, the cars, the music, and the stars, the lumberyard was yet another of Luft's great settings. What will they come up with next?



• Text,  
Sean Cridland

• Photos,  
John Hearn



Rod Emory shows a mini-Speedster, towed behind an Outlaw. The whole event is a juxtaposition of elements, like this 917/10 and an early body buck.

*Continued*





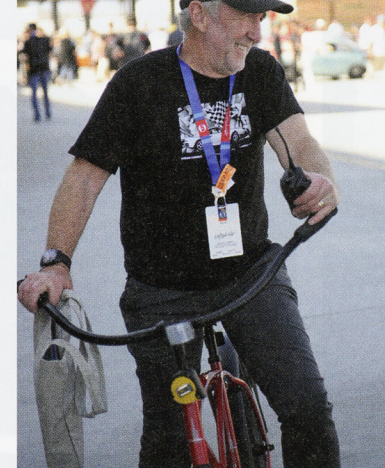
Things  
you don't see  
every day  
1.



Things  
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2.

**Left from top:** A 1963 special built by Curtis Thews, South Bend, Indiana on a DKW chassis, Porsche motor. Mark Pribanic drove his A coupe from Florida to the event. Again. Inside the warehouse this Carrera coupe had a vintage, scary-looking studded tire for ice racing that looked like a medieval torture device.

**Right from top:** No wax needed here. Several 356s were grouped together in a "patina" class but there were others scattered around. An old decal on the window of this faded red B said, "356 Rat Patrol". The Emory-restored Gmünd coupe that won its class at LeMans in 1951 was there. 356s enjoyed protection from the sun under Ganahl's canopies



**Left from top:** Speedster Blue is a timeless color. Marino Franchitti, Patrick Long and Patrick Dempsey. Otto Mathé's famous Gmünd coupe plate number. A 962 for the street, Vern Schuppan's Road/Race. **Right from top:** Host Ganahl Lumber had a traffic jam of Porsches in the morning, but things went smoothly throughout the day. Some 964s in '90s jelly bean colors. Jeff Zwart was a one-man rapid response team. Yes, there were Outlaws!



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3.



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4.

