

Porsche Panorama
Volume 712
July 2016



PORSCHE



THE OFFICIAL MAGAZINE OF THE PORSCHE CLUB OF AMERICA



42



56



30



78



66



86

DEPARTMENTS

- 4 BACK STORY
- 6 PRESIDENT'S NOTE
- 12 LETTERS
- 20 STREET TALK
- 28 ART & CANVAS
- 30 EUROPEAN WINDOWS
- 96 FROM THE REGIONS
- 102 CLUB RACING SCHEDULE
- 106 NATIONAL CALENDAR
- 112 TECH TALK
- 116 TECH Q&A
- 122 THE MART
- 162 ADVERTISER INDEX
- 174 ANY QUESTIONS?
- 176 ZWART

COVER

Cayman GT4
Photo by Michael Alan Ross

FEATURES

- 42 Carving Tools** Cayman GT4 versus Cayman GTS
We take to the back roads to find out how these two Caymans stack up against one another.
- 56 Over the Wall** A 2011 911 GT3 visits 27 tracks in 5 years
PCA member and driving instructor David Palmer's odyssey to North America's best road courses.
- 66 The Reunion** A 1957 Speedster meets its former owner
It took 50-plus years, but former PCAer Bill Shaprow finally reunites with the car he sold in 1964.
- 78 Blubell** One high-mileage 1972 911S Targa has a new lease on life
This 911 traveled the equivalent of 26.14 times around the equator—and looks as good as new.
- 86 The Eternal 914** Rust takes a nap
A coating of DuPont Imron helped this 1974 914 1.8 "just say no" to rust.

PORSCHE PANORAMA (ISSN 0147-3565) is published monthly by the Porsche Club of America, Inc., 9689 Gerwig Lane, Suite 4C/D, Columbia, MD 21046. Periodicals postage paid at Columbia, MD, and additional offices. PCA membership dues are \$46.00 for one year, \$90.00 for two years or \$132.00 for three years. Dues include \$12.00 per year for an annual subscription to Porsche Panorama. Postmaster: Send address change to Porsche Panorama, PCA Executive Office, PO Box 6400, Columbia, MD 21045. Copyright ©2016 by the Porsche Club of America, Inc., all rights reserved. www.pca.org



THE REUNION

BILL SHAPROW SOLD HIS 1957 SPEEDSTER IN 1964 AND WONDERED WHAT HAD BECOME OF IT FOR THE NEXT 50 YEARS—UNTIL THEY WERE REUNITED AT RENNSPORT REUNION V.

STORY AND CONTEMPORARY PHOTOS BY **SEAN CRIDLAND** HISTORIC PHOTOS FROM THE **SHAPROW FAMILY COLLECTION**





The young driver is going for the lead in his Aquamarine 1957 356 Speedster at Marlboro Raceway, shifting precisely, the engine singing that perfect air-cooled, four-cylinder metallic hum. The wind presses against his goggles and his overalls flap in the wind as the newly installed Carrera brakes slow the car deeply toward the apex, the Continental tires carving perfectly through the corners in the ambrosial afternoon sun. And then...darkness.



As he slowly comes back to consciousness, he feels the disruption of a panicked loss. "Where's my car? Where is it? Where's my car?!" Fully awake, he composes himself, settling down, remembering. "I sold it a long time ago. It's someone else's car now, but whose? Where?"

For 50 years, Bill Shaprow had the same dream. For 50 years, he awoke to the same realization. He had sold his Porsche in the fall of 1964, but in his dreams, he was still racing his Speedster.

Then, in early 2014, the phone rang. A fellow by the name of John Muller called to say that he'd found

an Aquamarine Speedster on eBay. He'd done some research, and it led him to one of PCA's charter members—Art Bartholomee—and then to Shaprow. The car had been slowly decomposing in California for close to 40 years. Muller had purchased the Speedster, which was in for a full restoration with Chuck Croteau of Redline Service out of Phoenix. It would need a lot of work. The pan and many of the internal supports had rusted out, but the body was healthy. It still had the original doors as well as the front and rear lids and transmission. Muller thought he might have a lead

on the original engine. That night, Shaprow slept a deep, dreamless sleep. The next morning he woke calmly—settled, rested, relieved. Finally, he knew where his car was.

NOT LONG AFTER, he got another call from a Terry Hall. Muller had passed away, and Hall purchased the car mid-restoration. He was planning to have it done in time for Rennsport Reunion V. Hall had learned some of the car's history and wondered if Shaprow might like to join him in California in September. Rennsport? Great! Reuniting with the object of his dreams? Unmissable. Though

Shaprow hadn't owned a Porsche since his Speedster, he'd followed the marque through the last five decades of racing successes and knew all about Rennsport. He, his wife Kay, their daughter Portia, and her husband Jake would all be coming.

Shaprow's stories were part of the family tradition. The memorabilia always had a central place in the Shaprow home. Despite the Speedster's absence, that brief, joyous period of his life in the early 1960s was the subject of many tales.

Listening to Shaprow tell his story, you might wonder if someone had already published it. Shaprow grew

up in a working-class, multi-generational home built by his grandfather in Carney, Maryland. His grandmother and great-grandmother lived with the family. Shaprow's uncle and his family lived next door. While the women were doing the things women did in the 1950s, the men would gather in the driveway to talk and work on cars. Shaprow's dad bought Chevrolets. His uncle, who was a traveling salesman, drove Studebakers, Nashes, and Hudsons that he replaced every two years. When he was old enough, young Shaprow continued the family tradition with his first car, a 1954 Chevy. A year or

two later, it was followed by a '57 Chevy. Then things changed.

In the late 1950s and early 1960s, the European sports car trend was really starting to catch on in the United States, and Shaprow found himself in the thick of it. He traded his latest Chevy straight across for a Morris Minor and started to attend some of the local sports car meets.

Not long after he got the Minor, he took notice of a little German car that looked like an upside-down bathtub. The Porsche's beautifully distinct shape had something to do with his interest, but Shaprow was fascinated by the air-cooled engine,

Bill Shaprow's 1957 Speedster, now fully restored and owned by Terry Hall, enjoys its moment in the sun. Like many Porsches, it inspired a lifetime of dreams and memories.



Top: Shaprow's racing mentor was none other than Bruce "King Carrera" Jennings, famous for legendary drives and big results. **Above:** Shaprow raced his 356 Speedster in several events in the early 1960s.

an oddity on the American car scene. Even more, he liked that the little car could outperform the more powerful Ferraris and Corvettes it raced against. He even started working on Porsches for friends and clients. Somehow, he had to have one. But how?

Eventually, Shaprow overcame his shyness and dropped in to visit a Porsche shop that often had race cars parked outside and was just down the road from his home. No one was in the front, so he wandered into the shop and into racing history, meeting Bruce "King Carrera" Jennings and legendary four-cam mechanic Heinz Werner Bade.

Jennings earned his name with

innumerable race starts, 216 wins, and 105 second places, nearly all in Porsches and most of them in his signature 356B Carreras—plural because he raced at least three cars, each built up for different track configurations and each with its own name. Later, Jennings would race other models and makes, including the 904, RS 60, Abarth Carrera, Elva Porsche, Ferrari 330P, Ford GT40, and Plymouth Barracuda. He was also a regular second-car driver for the legendary Jim Hall Chaparral team. Jennings finished his career in Porsche 911 RSRs.

Bade, for his part, had a background steeped in racing. He was a former motorcycle and factory VW

mechanic who had made a name for himself as Stirling Moss' mechanic for the 1960 and 1961 Formula 1 seasons, when Moss was racing Coventry Climax-powered F1 cars from Cooper, Lotus, and Ferguson for the independent Rob Walker Racing Team. Bade became well known in the United States for his work on four-cam Carrera engines, especially in Jennings' winning cars.

When Shaprow asked if it would be okay to come hang out and soak up the atmosphere, Jennings and Bade told him: "Sure, as long as you don't touch anything..." Over time, Jennings took a liking to the young enthusiast, and they became close friends. Gradually, Jennings and

Bade let Shaprow get his hands dirty around the shop, and he got a chance to crew during races at nearby Marlboro Raceway. Soon, he found himself traveling with the group to FIA races as far away as Bridgehampton.

Of course, all of Shaprow's volunteering was a pretense for finding his way behind the wheel of a race car, and it wasn't long before he got the chance to attend an SCCA driving school at the wheel of a 1959 Healey Sebring team car. Around the same time, Jennings started looking for an appropriate "starter" car for his young protégé. Shaprow had already looked at a few, but Jennings would discourage him. "No, not that, you

don't want that one," he would say. "No, not that one, either." Jennings had his eye on one particular car.

Fielding Lewis (of the historic Kenmore Plantation Lewises) had bought a 1957 *Sonderausführung* (Special Equipment) 356A-T1 Reutter Speedster from Jack Pry Motors in Washington, D.C., painted a beautiful, 1956-only Aquamarine Blue Metallic. Some think it may be the last Speedster painted that color at the factory. Lewis and his wife owned the car for three years, but as their family grew the couple became more safety-conscious and began looking for something more suitable for a young family.

With Shaprow's ambitions in

mind, Jennings traded a black 356 coupe to Lewis for the Speedster, which he soon named Issabelle. "I would have been willing to race the coupe, but Bruce said it wouldn't be good for racing," says Shaprow. "When he acquired the Speedster, he said, 'That's the car you're going to race.' So I bought the car and we went racing."

SOON, SHAPROW HAD Issabelle ready to go with a roll bar and, for "added lightness," he removed the bumpers. He even fashioned—out of kitchen-drawer contact paper—his own protective "bra" for the car in a swoopy shape that was a tribute to Jennings' Carrera designs. Beyond

After many years of being MIA, Shaprow's Speedster was restored to pristine condition and made an appearance at Laguna Seca for Rennsport Reunion.

that, all he needed was a driver's suit, which consisted of a helmet, a pair of gloves, and some overalls. Jennings teamed with Shaprow in Issabelle at the Vineland four-hour race in August of 1961 with great promise—and disappointment. They were leading when the engine seized.

Shaprow then became a beneficiary of one of Jennings' more famous "mishaps." Jennings and his Carreras were fast enough to challenge cars of much greater weight and power, often beating the Ferraris and Corvettes for class and overall wins, but not without some resentment from their drivers. At the September 1961 Watkins Glen race, Jennings' competitiveness found him punted off course in spectacular fashion, resulting in a lurid crash involving several rotations in the air. He walked away from the wreck, which then became a parts car for Shaprow.

A set of finned 60-mm Carrera GT front brakes, a heavy Carrera GT front sway bar, and a 60-gallon competition gas tank all found their way into Shaprow's Speedster. It was perfect timing, since the engine blown at Vineland was then outfitted with a micro-polished crank, and BBAA gearing found its way into the factory limited-slip transmission. Shaprow finally had a real race car, which he took to Marlboro, Danville (VIR), Vineland, Cumberland, and Reading—anywhere he could drive.

IF THE STORY ENDED THERE, it would be a good one, if only for the racing history. But this is a Porsche, so it goes much deeper. Besides driving the car to work and racing it on weekends, it was also Shaprow's date car. After all, what better way to make a first impression than to pull up in your race car?

Young Kay Regester was working

at a Baltimore department store when one of her co-workers set her up on a blind date with a brash young man who drove a very funny-looking blue car and was always broke because he spent all his money going to races. Though her father and uncle had a garage and worked on cars, she'd never seen a Porsche.

"I didn't know a Porsche from a bicycle," says Kay. "We would ride around and I'd point out a car and say, 'Is that a Porsche?' Then I'd point out another car and ask, 'Is that a Porsche?' And he'd say no, but eventually, I caught on." That's probably because many of their dates were spent either at races or at parties at the Jennings home, where Porsches, Ferraris, Maseratis, and Corvettes would fill the driveway.

Soon, Kay became one of the gang, and she found the confidence to ask Jennings, "Is Bill a good race car driver?" Jennings replied, "He's

take some sacrifice. He'd bought some alloy wheels wrapped with Continental tires for the same Marlboro six-hour, so he sold them to Jennings to get money for the engagement ring. Jennings had a friend in the jewelry business, so he took Shaprow to get the ring and did all the negotiating. Satisfied that they had just the right one, Shaprow sped off to pop the question. There was no dropping-to-one-knee stuff or romantic swooning.

"He picked me up from work, proposed in the Speedster, and gave me the ring," remembers Kay. "Then he told me all about how he and Bruce picked it out. From there we then went over to Bill's family's house to tell all the relatives. There was lots of socializing, but there was no hanky-panky in that car!" Bruce Jennings was best man at their wedding.

THEIR PORSCHE LIFE wasn't all racing. Shaprow was a PCA member from 1961 through 1963, and the couple took the Speedster to Porsche Parade in Split Rock, Pennsylvania in the summer of 1963. Shaprow was friends with 1961-1962 PCA President and 1963 Parade Chair Charlie Beidler, who asked Shaprow to be Chief Technical Inspector. "I said, 'I'll do it if you give me car number 1,'" remembers Shaprow. "And he did!"

Issabelle took third place in the Concours competition class behind Charles Stover and Beidler. Then Shaprow won first place in the professional class of the parts identification contest. Coming home from Parade that year, the Shaprows had their own mini-parade as a sort of denouement to their Speedster story.

"We were coming back home and driving through Pennsylvania, and the car was loaded with luggage," says Shaprow. "As you can imagine, there's not much room in a 356. Coming through some little town, we happened upon a parade of some sort. And somehow, we were the first car to come through after the march-



Left: Kay poses with Bill's other great love, a shot they re-created 50 years later at Rennsport Reunion V. Below: Shaprow at his finest.



There was no dropping-to-one-knee stuff or romantic swooning. "He picked me up from work, proposed in the Speedster, and gave me the ring," remembers Kay.



a little cautious, but he's very good."

Of course, says Kay, Jennings didn't have to worry about driving his car home after he raced it. Kay looks at her husband. "[Bill] had to take care of the car because he had to drive it home," she explains. "We didn't have a trailer. We didn't have anything. One night we were out to dinner after a race and Bill whispered, 'Don't order anything, because I can't afford it!'"

"When we did the Marlboro six-hour race, I'd spent so much money getting the car ready, I had to borrow money to buy gas for the race!" chimes in Shaprow.

EVENTUALLY, REAL LIFE took precedence, and Shaprow made up his mind to marry Kay Regester. Coming up with ring money was going to

ing band and the fire trucks and the flag girls. There we were, with number 1 on our little car and all our baggage sticking out of the back seat. It was as if we were part of the festivities, and all the people in town were clapping for us..." It was their last big adventure with Issabelle.

"In general, I'm not a lover of inanimate things," says Shaprow. "I'm just not. But I truly loved that car. It defined who I was at that time in my life. My thoughts, dreams, emotions, racing, socializing, dating Kay—all those things were tied up with that car in those magical times. But then I found someone who was more important than the car."

With a new wife and a family on the way, the days of spending every last penny on racing were over. Shaprow sold his beloved Speedster for \$2,300 cash to PCA founding

member Art Bartholomee and traded his interest in Porsche Clinic—a business he had with fellow enthusiast Knowles Long—for a more family-friendly Chevy Corvair. Soon after, Shaprow started a career at Black & Decker and their daughter, Portia, was born. Shaprow gave up his membership in PCA and—except for some work for Wenger Racing—drifted away from racing, except to stay current with magazine reports. Bartholomee added Spyder rear brakes to the Speedster and won his first race in the car. He had a great time with it until he sold it in 1968. The car stayed on the East Coast for a while and then disappeared for more than 40 years.

WHEN MULLER FOUND Issabelle on eBay, she had been parked in the yard of an Inglewood, California

Opposite: Bill and Kay Shaprow on their wedding day with best man Bruce Jennings (right).

home. There was very little to go on, but Muller and restorer Chuck Croteau looked into the car's history and eventually connected with Bartholomee, then Shaprow, and even Fielding Lewis, the original owner. Although the bottom had rusted out and there was no engine, the car

Muller purchased was otherwise intact, with a strong body and all the Carrera GT parts Shaprow got from Jennings and the pieces added by Bartholomee.

Muller at one point hinted in some online forums that he had a lead on the original engine case, but

nothing materialized. Croteau seems to think that it was a lost cause from the outset. "How many race cars do you know of that go with the same engine for five years, let alone 50?" he asks. "Matching numbers just weren't important back then."

When Muller passed away, the car was purchased by New Orleans enthusiast Terry Hall, who gained an entry for Rennsport Reunion V with his friend Tom Linton driving. Although it suffered some teething issues that limited its on-track time, it was beautifully presented in Aquamarine Blue Metallic and with all the appropriate stickers in place. As a tribute to the friendship between Shaprow and Jennings, the car raced with Jennings' famous number 77.

IT'S SAID THAT IN HEAVEN, you're at your best age: youthful, strong, enthusiastic, and engulfed by love. If that's true, Bill Shaprow's Rennsport Reunion was as close to heaven on earth as it gets. Coming to the track, the Shaprows were bursting with anticipation. With so many classic Porsche race cars on hand and the mellifluous sounds of air-cooled flat fours, sixes, eights, and twelves, it would have been excusable if they'd gotten distracted on the golf cart ride from parking to the paddock. But that didn't happen, because they were on a mission.

When they arrived at Terry Hall's pit area, 52 years magically disappeared from Shaprow's age. Though he's walked with a cane for years, he leapt from the cart before it rolled to a stop, running to see Issabelle. With tears in his eyes, he ran his hands along every curve, eyeing her iconic shape. A glance at Hall brought the invitation: "Yes, get in!"

For the first time in 52 years, Shaprow was right back to his best self, his dreams and recollections overcoming the limitations of his body. Knowing how much it meant to Bill and with her own happy memories of the car, Kay Shaprow took in the moment, reminiscing about their first date, the weekend

trips to races and parties, and Bill's proposal. It was almost too much.

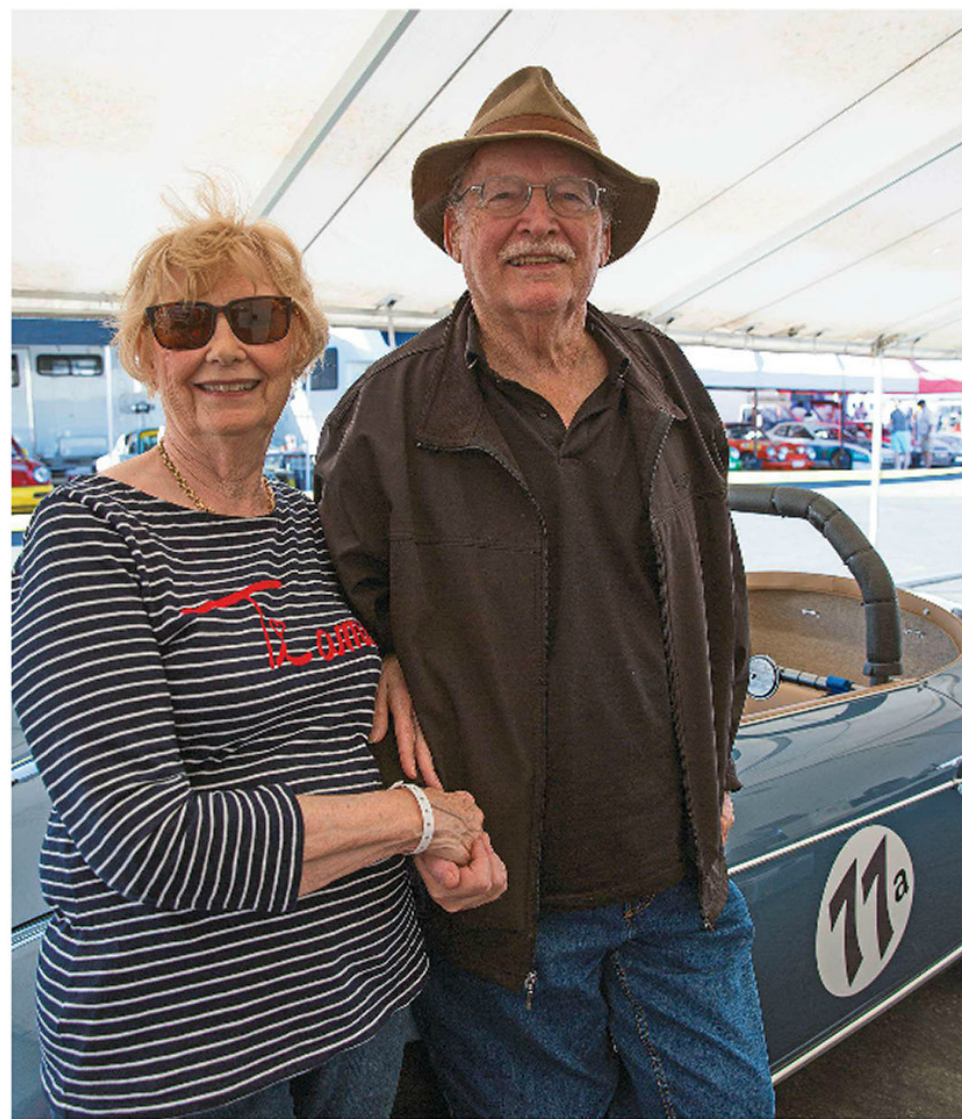
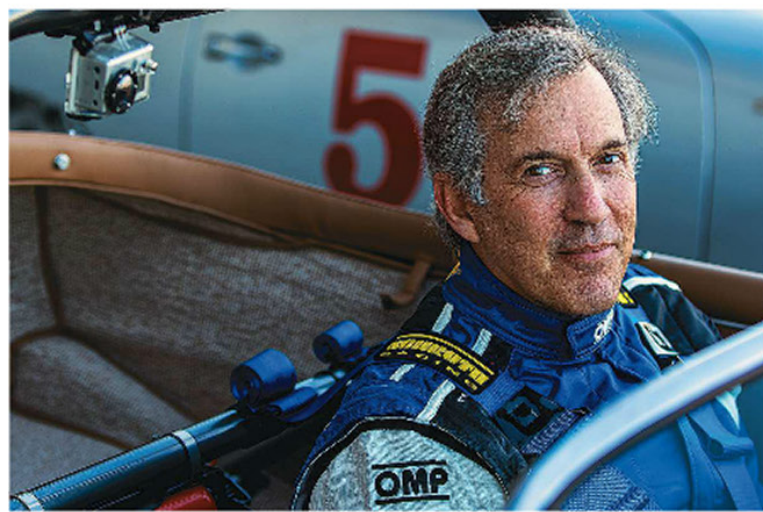
Though they looked around to see some of the other cars, most of the Shaprows' weekend was spent right next to Issabelle. Seeing the car go out on the track was bittersweet. "I was just sorry that I wasn't in it," says Shaprow. "I still very much have the desire. I'd see it go by and think, 'Someone else is driving my car.' It was still thrilling to see her out there. Terry was very gracious letting us have this time with the car. I don't think I've ever smiled as much as I smiled that weekend. I started smiling as soon as I saw the car, and I was still smiling when we were flying back home on the red-eye."

Kay Shaprow agrees. "This was a big deal," she explains. "It was a once-in-a-lifetime experience, and I'm just so grateful to have been there to see Bill so happy to be back with his car at the track."

Rennsport Reunion is almost a year behind us now, a weekend of great memories. But now Bill Shaprow's dream is different. In this dream, the Aquamarine Blue Metallic 1957 Speedster is on the track at Laguna Seca during Rennsport Reunion V. The car is running perfectly, the wind ruffling his overalls, and he's at the wheel, driving his Issabelle. 🏁



Porsche enthusiast Tom Linton was chosen by current owner Terry Hall to pilot the car at Rennsport Reunion V.



Rennsport Reunion lived up to its name, as Bill and Kay Shaprow grinned for the entire weekend they spent with Issabelle. Left: Graphics pay tribute to the Speedster's competition history.