



In the
MAIL

The "Right" Badge

I've sent a picture of our '60 cab, but the fun part is the blue badge in the window. We live in Pebble Beach (also known as Del Monte Forest) and we get these nice metal badges every year for gate access into the forest. I was able to get number 356 this year. In our little world of Pebble Beach, your badge number is a fun and collectible thing. The owners and employees of Pebble Beach Company, such as Clint Eastwood and Peter Ueberroth, get numbers from 1-300. After 300, they give them out first-come, first-served, to the residents of Del Monte Forest.

The car is an interesting story (aren't they all?). This car is a 1960 356B Super cabriolet. It's Reutter chassis 152970, Ivory white over red leatherette (now leather). Per the Kardex, the car was sold new at Rittersbacher, the dealer in Kaiserslautern, Germany, to a U.S. serviceman. He shipped the car back to McChord AFB in Washington state. We acquired the car in August 2013 from a colleague at work who sold us the car on behalf of his late father-in-law (the second owner), who bought the car in 1966. We pulled it out of their barn in Kennewick, Washington, where it had been sitting since 1994. It had a broken lifter and the interior was shot, but for the most part, we just cleaned the car up, and now drive it most every sunny day. On a side note, the barn also contained a 1963 coupe and 1959 Type 408 Master tractor. They made us a package deal, so we were fortunate to get them all. **Jim Phillips**



Porsches vs. S&P 500

People "invest" in cars for any number of reasons but, for the most part, cars end up losing value over time—hardly qualifying them as investments at all. Classic cars and Porsches like the 356, on the other hand, can gain value as the years pass. But how do they stack up against actual, "real" investments, or specifically, an index such as the S&P 500, which tracks the value of the stock market in the United States? The folks at an automotive aftermarket company called Rimblades ran the numbers on a handful of Porsche models and found most of them lacking as "investment vehicles." They pegged the value of a 1956 Speedster, with an original price of \$3,000, at \$308,000 today based on a 2018 auction result. However, they calculated that \$3,000 invested in the S&P in 1956 would have grown to \$617,457 today. Ouch! Please send all complaints to www.rimbladesusa.com!

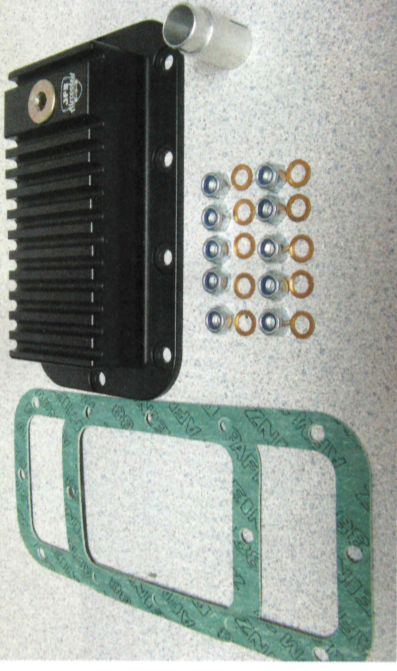
Other Porsches performed similarly in their comparisons. Had you invested \$79,225 in a 993 Turbo in 1997, it would be worth about \$179,300 today. The same investment in the S&P would now be worth \$382,192. A 2004 Carrera GT, selling for \$410,000 could be had at auction for \$715,000, but the S&P value today would be \$1,249,368 today, they say.

Somewhat surprisingly, the newest car on the list gave the best return. A 2015 918 Spyder, with an MSRP of \$845,000 and a recent auction sale of \$1,292,500, just outperformed the S&P at \$1,218,292. Rimblades emphasizes that this exercise was performed "just for fun," so keep that in mind should you find yourself grinding your teeth after reading these numbers. **PB**

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Deep Sump from JPS Aircooled

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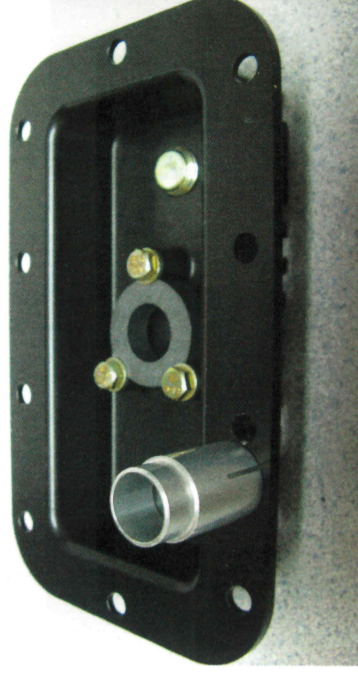


The billet sump, containing a drain plug with the two gaskets, 10 copper washers, and nyloc nuts. Note the sump extension tube has a smaller, necked-down end.

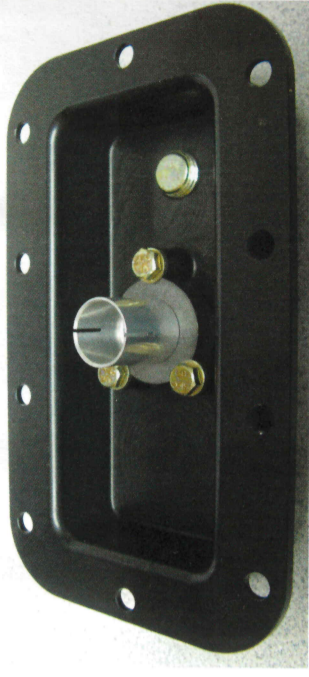
gathering that you get to meet some of the businesses you buy parts from, those you send components to for machining or restoration, or learn of new sources of support for your car.

Having gone to this event for many years I thought I would review a few things from a technical and perhaps a "Blatant Plug" standpoint. I found the JPS Aircooled booth quite interesting, with CNC heads, valve gear, flywheel, and a deep sump setup. There was always a crowd around the table but I did manage to examine and discuss some of the parts presented by Pit Schweiger. To go into detail on all the above parts mentioned would be too lengthy, but on Sunday I got a close look at the deep sump.

Pit's motto, "Do what you love and love what you do," is evident in the unique parts he offers. For detailed pictures of those unique CNC heads and other parts, check out www.jps-aircooled.com. **Paul Christensen**



An inside view showing the secured magnet sump tube extension, and drain plug.



The sump with the smaller diameter sump tube extension in place. The small diameter lets the extension rest on the magnet, which gives adequate clearance for maximum oil flow.

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