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356CAR MONTHLY MEETINGS

Note: 356CAR Monthly Meetings are Canceled Until Further Notice due to Covid 19 Restrictions. See 356CAR.org for updates on rescheduling of Monthly Meetings and Club Events.

**1st Saturday
8:30 AM**

Bay Area Breakfast

Jack's Restaurant & Bar, 1029 NewPark Mall Road, Newark 94560
As usual, we will sit down for breakfast @ 8:30 AM. The restaurant has ample space for our growing numbers, an extensive, varied breakfast menu and parking in the immediately adjacent lot. The restaurant is located ~2 miles south of the Dumbarton Bridge just off Highway 880 at the Mowry Avenue west exit. For questions feel free to email Michael Hodos at mehodos@mac.com or Barney Speckman at bmspeckman@aol.com

**2nd Saturday
9:00 AM**

Sacramento Breakfast

DoubleTree Suites, 11260 Point East Dr., Rancho Cordova (Hwy. 50 & Sunrise).
The Sacramento breakfast meets at a new location for breakfast! The gathering starts at about 8:30 in the parking lot and breakfast usually begins at 9 am.

**3rd Saturday
9:00 AM**

Hollister Breakfast

San Juan Oaks Golf Course, Hollister, 156 east off of Hwy 101, 4 miles past San Juan Bautista, right on Union Road, right to the golf course.

**5th Saturday
9:00 AM**

Central Coast Breakfast

5th Saturday 356CAR Breakfast - 9AM, The Grill at Pacific Grove Links, 79 Aliso-mar Ave. All are welcome. RSVP to Steve Douglas

Stay tuned to 356CAR.org and emails for reopening of our regional meetings and locations.

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See 356CAR.org/Calendar for
Coming Events



Cover Photo: Steve Berggren's NmS 2021 Best of Show '51 Split Windshield 356 Pre-A Coupe Engine Simplicity

President's Message

by Kim Nelson

356CAR Activities - We have been gradually restarting events since the first of June and it sure feels good! If the easing of Covid restrictions continues, we will see many more activities calendared throughout the year. June saw our Breakfast gatherings renew plus several drives, a new Bay Area Swap Meet, and an All-Porsche Car Show at the California Auto Museum in Sacramento with 105 Porsches displayed on June 19th. In July we will continue with our Breakfast gatherings, with plans for a drive to the coast on July 10th, a drive to Lake Wildwood on July 14th, a car detailing tech session on July 24th, and resumption of the 5th Saturday gathering on July 31st. Indeed ... we are getting back on track!

A very Successful North Meets South in Cambria – Congratulations to Mike Puldy and his 356Club team for a wonderful North Meets South 2021 despite the uncertain times. This event felt like a coming out party for our club! Everything was the traditional North Meets South from driving tours, tech sessions, to the Concours, and the awards banquet, except that all social gatherings were held outdoors. I believe we had about 130 cars and 200 registrants.

From the Concours, I'm very pleased to report that several of our 356CAR members took home well-deserved awards, most notably Steve & Elena Berggren and Ryan Dalldorf. Steve and Elena brought their freshly restored 1951 Pre-A split window coupe and not only won their class but also Best of Show! If you want to know how to win a Concours ask Steve and Elena, and their recipe for delicious chocolate chip cookies! Ryan Dalldorf won the "My Favorite Car" award with his original, unrestored, and well driven 1959 Coupe. See the many NmS 2021 photos and Ryan's article for more of the story. Other 356CAR Concours awards were:

356 A: Fred Huberty - Third

356 B: Bob Murray – First; Del Sessions – Second; Mike Gabbard - Third

356C: Bob Cannon - Second

Speedster: Dana McDaniel - First

Next year's North Meets South 2022 will be headed up by 356CAR's Jenny Derich, again putting on our event in San Luis Obispo from April 28th through May 1st. Please put NmS 2022 on your calendar and stay tuned for Registration details.

All Porsche Car Show - Among the ~200 Porsche friends that attended the All-Porsche Car Show on June 19th at the California Auto Museum in Sacramento, we all agree it was HOT! In fact, although it was 105 degrees by noon, we also had 105 Porsches in the show!

The many highlights of the show were book-ended by Steve and Elena Berggren's 1951 356 Coupe and a 2021 Taycan S thus representing 70 years of successful Porsche history! Also displayed were 3 generations of Speedsters from 1956 to 2019, three generations of GT3's including a GT3 Touring and a GT3 RS, plus many 356, 911, 912, 914, 944, 928, Boxster, Cayman, Macan, Cayenne, and Panamera production models. It was a great day to be a Porsche-phile!

The backdrop and support of the California Auto Museum couldn't have been better as they provided plenty of parking for our show, and for the viewing public, plus free admission to the Museum. Dick MacFarlane provided music and his colorful flags throughout the show field. Tom Carvidi set up and manned a 356CAR info booth and signed up several new members!

We all thank the 356CAR and SVR volunteers as well as the California Auto Museum Docents who spent most of the day in the sun making sure everything went smoothly.

Welcome Kathy Sansone as the new Sacramento Events Coordinator - Kathy has taken over as the Sacramento Events Coordinator from Joy Fifer who has been helping the Sacramento area people stay up to date on 356CAR activities for the past 5 years. Thank you Joy! In this liaison position between the 356CAR Events Coordinator, Barney Speckman, Kathy will continue to keep our Sacramento area members aware of 356CAR activities and help coordinate local area events. Thank you, Kathy!

A Call for Member Recognition Award Nominations - If you think someone's efforts for our club should be recognized, now is the time to go to [356CAR.org / Membership / 356CAR Membership Recognition Program](https://www.356car.org/membership) and fill out the Recognition Award Nomination Form" for our three levels of Member Recognition Awards. It's easy to fill out the brief form, all details of each award level are included. Please hit "Submit" of your nomination, which will automatically come to me, no later than July 25th. Our 356CAR Member Recognition Awards will be presented at our biennial Gathering of the Faithful which Elaine Cannon is planning for an October 30th return to the beautiful Grand Island Mansion near Walnut Grove.

Coming Events and 356CAR.org Calendar – Be sure to check the club email blasts and the 356CAR.org "Calendar" section for dates, details, and reminders of "Coming Events". All are welcome to join our 356CAR club events and please wear your name badge to help our many new members get to know us old-timers. I hope to see you all at our many coming events.

356CAR Member Update

by Dana McDaniel

Since our last newsletter published in March, we have added 15 new members and 10 co-members, bringing us to 308 actives! And as our club activities begin to resume, we expect even more to join. Please welcome these new members to our club!

Jim & Malinda Alves, San Jose, CA
Brian & Linda Andrews, Hillsborough, CA
Michael & Kelly Branning, Lexington, SC
Marty Getchell, Folsom, CA
Leslie Gray & Phil Stubblefield, Sacramento, CA
Kathy Houston, Lincoln, CA
Jim & Tina Lauer, Newcastle, CA
Chris & Cheryl Markham, Felton, CA
Tom & Anne Richert, Pleasanton, CA
Rudy Lucas Samuels, Mill Valley, CA
Mark & Trisha Setzer, Sacramento, CA
John Spurling, Fair Oaks, CA
Ronald & Charlene Stansbury, Danville, CA
Karen Wesson, Napa, CA
Christopher & Caterina Zahnd, Brentwood, CA



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1962 Porsche 356B T6 D'leteren Twin Grill Roadster



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356CAR Post Covid Bay Area re-Awakening

by Steve Douglas

The annual Parts Heaven Swap Meet died in 2017, and it has been sorely missed by many, not only for the way to sell and buy parts, but also as an anticipated social gathering where we could connect with "Porsche Friends", meet new ones, find out what is new or changed. I was having work done at both Custom Alignment and Dave Modderman Service, both located on a dead-end street, separated by a huge parking lot, and I began to think about birthing a new

Swap Meet. So, thanks to Joe of Custom Alignment, and Dave of Modderman Service we filled their lot on Sat, 05Jun21 with a new swap meet at 2599 Wyandotte St. in Mountain View.

Custom Alignment is one of only shops in the Bay Area that understands and work on 356 suspensions and alignments. Plus, Joe he is a preferred Tire Rack Dealer/Installer. And Dave at Modderman Service, next door, is a 2nd

generation shop, as Dave grew up in his father's shop and knows well 356s, a rarity these days in the Bay Area. Combined the two can service, adjust, "tire", and repair your Porsche on the same street "with a view".

I hope to see you all in 2022, as we rekindle a fond tradition, on the 1st weekend in June.

356CAR Post Covid Sacto re-News Bfast Meetings

by Lou Fifer

Sat, 12Jun21, found about 36 356CAR-Sacto members driving about 20 356s (plus one 912 SW Targa) to the Cannon's back yard for another of their most graciously hosted "meet & greet" gatherings of our NorCal Faithful. Around Coffee & Bagels mit Cream Cheeses, plus Fresh Fruits & Fritters, Cookies & Nuts (well the usual suspects sufficed) we re-acquainted (name tags were appreciated) and re-told stories we were not quite sure were told enough the last times we groped the group. Our Bfast Mtg Chair, the stately Tom Sansone opened the meeting with an introduction of his lovely wife Kathy as our new Sacto Area Events Coordinator who gave us general announcements about the intentions for Coming Events for what's left of a very busy 2021 ahead and a prediction that we will soon be re-gathering monthly at the Double Tree in

Rancho Cordova. Tom was augmented by Bob Cannon, "one of four on the 4th attempted WCH-Bend Committee", as Bob roughly detailed the schedule for a very low-cost Event Registration and reminder to make reservations at the Shilo Inn, in Bend (1-541-389-9600) our newly designated HQ for the event. The "4th times a charm" plans include many of the same (x3) drives and neat venues to explore in the greater Bend area but will Not Include any indoor events like the usual Awards Banquet, so the result has a pleasant feel of simpler major events of years gone by ... long before Covid became an active excuse for not doing anything. See 356CAR.org/calendar for the latest on Registration for this major event and others in planning.

356CAR Pres Kim delighted the group with a short presentation of his plans for 100-150 Porsches due at the Calif Auto Museum "All Porsches Show" on Sat, 19Jun21. Many of our cars will be on display representing Porsche Production cars between Steve Berggren's 1951 Split Windscreen Coupe and Niello's 2021 Taycan. The CAM will be open to the public for the day, the event beginning with the display car placements at 8:30am. The public is welcome and at least two local TV Stations have been invited to review the event so distribution of the vistas of our cars should be appreciated far and wide.



My Favorite Car – a Patina 1959 356A coupe

By Ryan Dalldorf



I am the proud owner of VIN #105207, an early 1959 356A coupe. This car was acquired by my father, Bob Dalldorf, some time in the early to mid 70's. It still has a parking permit sticker on the bumper for UC Santa Cruz that expired in June 1972 which is from the owner before my dad. My dad had his own body shop and had done work for a customer. When my dad told the customer that his car was ready to pick up and needed payment, the customer stated that he was unable to pay at the moment. My dad asked, "What are your assets?" The customer mentioned this 1959 356A coupe and my dad told him to bring it by the shop. After coming to a fair market agreement, a deal was made. The coupe became my dad's daily driver and his second 356 to put along side the 1962 356B cabriolet super European delivery that my dad had previously restored. My dad planned to eventually restore the coupe as well and loved the fact that it had no rust through or panels to replace, unlike the rusted out European cabriolet. Due to buying property, building a house and a shop, car projects took a back seat, and the coupe was last registered in 1980. My mom and dad married in 1983 and I was born in 1985.

As a child, I loved going to the shop and looking at the cars. I would sit in the 1959 coupe and look through boxes of new parts that were on the back seat, move the gear shift and turn the steering wheel wondering what it would be like to drive this car. I would periodically ask my dad if this car would run, to which he would always reply, "It ran when I parked it!"



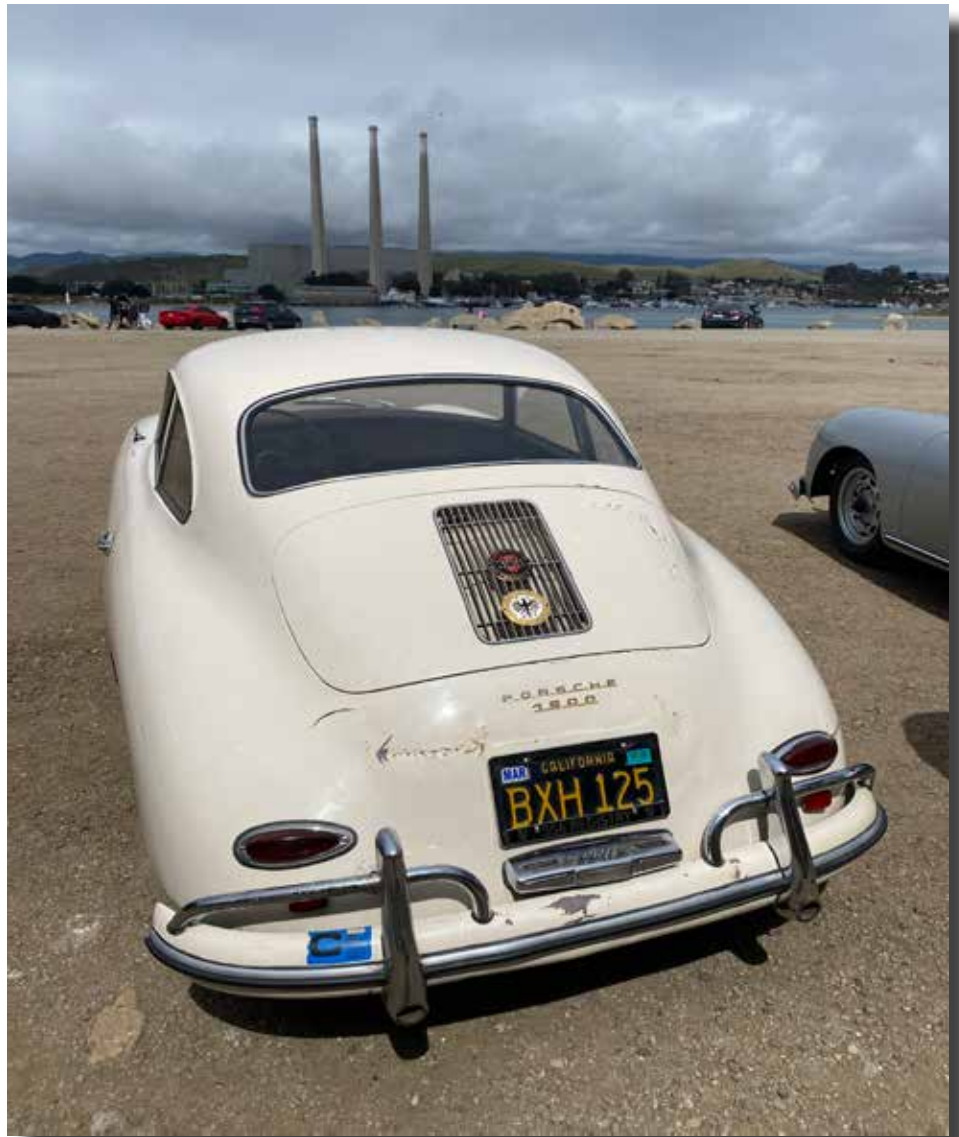
Fast forward to 2006 and my sister is engaged. The ruby red 1962 356B cabriolet super was in my parents wedding and we thought it would be great to have it at her wedding as well. My dad and I worked to get it road ready after years of neglect due to work, building a house, raising kids, and attending every sporting event my sister and I were in. We got it on the road through many ups and down and plenty of memories made. It made it from the Central Coast to my sister's wedding in Grass Valley in 2007. The next project was to get the 1959 coupe going as well. We made small progress on it but nothing significant. Unfortunately, in June 2008, my father passed away. I married my wife Gabi in September 2008, and the red cabriolet made another wedding appearance.

I still had a lot of information fresh in my mind about what needed to be done to get the 1959 coupe on the road again. I was finally driving the coupe in June 2010, enjoying the massive sense of accomplishment from waking a classic car from a 30-year slumber but longing to share the moment with my dad who I thank for sharing his knowledge and getting me into cars. Luckily, my wife Gabi, mom Kristi and her husband, Tom Besemer, supported and encouraged me along the way.

By 2017, I have 3 children, 7, 5 and 3. The coupe has once again sat to the point that it needs some of the same attention, I gave it years ago. After helping my mom and Tom revive the 1959 convertible D that had been in our family, I decided to give the coupe the attention that it needed. I got it to my garage at home where I could start it up, tinker and wrench on it and more importantly, drive it. Tom and I installed seat belts in the back seats so that I could cruise with the kids and go to 'donut derelicts' on Saturday mornings. My kids are now 11, 9, and 7 and are starting to properly identify cars at the Saturday morning donut show. They know a Porsche 356 when they see one!

Year 2020 was a rough but a productive year for me in regard to car projects. I was able to have Tom Martenot rebuild my original engine and Reinhart Reidel rebuild the original transmission. The original transmission had broken during my dad's daily driver years and had been under a workbench ever since. The coupe has about 1,000 miles on the newly rebuilt components and runs better than ever.

North Meets South 2021 was another successful 356 gathering of family, friends, and cars. Paul Kramer from Orange County Auto Kennel was tasked with choosing which car would win 'my favorite car.' Well, he picked my favorite car too, my 1959 356A coupe. He said he likes to see cars that are driven and enjoyed seeing it in its current state of patina, rock chips, tree branch dents and all. The coupe hasn't been restored but does have a cheap paint job from



Ryan Daldorf's Unrestored '59 356A Coupe



before my dad got the car that got paint on almost every rubber molding or grommet. The dash and door jams are original paint. The interior is original other than me having the two front seats redone since they were way beyond repair. I usually get asked what I plan to do with the coupe. My response is always the same, to continue to drive it.



Photos from North Meets South - Cambria



Best of Show '51 Split Windshield 356
Pre-A Coupe & Owners



Best of Show '51 Split Windshield 356
Pre-A Coupe Classic Shape



Best of Show '51 Split Windshield 356
Pre-A Coupe Go Box



Best of Show '51 Split Windshield 356
Pre-A Engine Simplicity



356A OEM in Noir



356A Elegant Curves



356 Pre-As



356 Pre-A Simplicity



Mag-Wheeled Speedster



356As



356 Pre-A Coupe



His Dad's Best '55 Speedster



356 Outlaw



Lost on Safari



356CARs at Ease in CPL



Cambria Pines 356Cs



356CARs Lounging at CPL



Pensive NmS Loungers



Happy Rack Auction Winner



Peach Tree Leaders to Cambria



Peach Tree 356s Line up



Lotta Dog



Peach Tree 356s in Formation



356CARs Drive Back Country



Breather & Driver's Meeting Enroute to Cambria



356CARs Rollin' South to Cambria



356CARs at Pismo Beach Vintage Trailer Show



Breather Done Enroute to Cambria



Morro Bay Drive



Porsche Rubic's Cube Shuffle



Speedsters Corraled at Cambria



Pre-A Speedster at Cambria



Spiffy Liveried Speedster



Quite a Special Conv D



Twin Spark, Velo Stacks, Alternator - Yikes

Caffeine And Porsches

by Kim Nelson



Caffeine and Porsches ... what could be better? Well, maybe a couple of things but before I digress let me say that on this day, Caffeine and Porsches, with some donuts thrown in for good measure, was about as good as it gets! This was a joint event between the Sacramento Valley PCA club and our 356CAR. It was held on a crisp and slightly overcast morning on Saturday, April 24th in Fat's Asia Bistro – Folsom parking lot.

We started with 85 parking spots that we could fill but within 5 days of opening registration every spot was spoken for and we had to start a waiting list. Of the 85 Porsches on display, our 356CAR members brought out 27 of their prized possessions.





For one of our members, Steve Berggren and his wife Elena, this was the first showing for their 1951 356 Coupe and it was a hands down favorite!

After the event Lou and Joy Fifer led a group of 356er's on a spirited drive through our Northern California beautiful foothills to Auburn for lunch.

We are currently in the planning process for another joint SVR/356CAR Caffeine and Porsches event to be in the fall, then at Fat's Asia Bistro - Roseville where we will have room to assemble over 100 Porsches! Stay tuned for more details.



Caffeine And Porsches Continued



'57 Resto-Mod SR 356A Coupe



'57 Resto-Mod Scot's Plaid



'63 Resto-Mod





Very Nicely Done 911 Outlaw



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Operation Spring Awakening We ride again! ... Sudbayern Bavarian Style

by Leopold Gierl, Porsche 356 Club Deutschland



Was that a defiant cry, a sigh of relief, or simply an observation at the start of the classic car season? Above all, it was the motto of our spring campaign. Numerous Porsche 356 friends answered our call and sent us some souvenirs of their first trip out after the long winter's hibernation. However, the weather did not cooperate everywhere, and there was still some winter salt on the roads; furthermore, the pandemic also exasperates and restricts us. As a result, we are more delighted that our touring can start again now, and thanks to everyone who took part. A special thanks go out to our Porsche 356 friends from other Stammtisch regions, and to similar enthusiasts abroad. We received letters from Switzerland, Italy, the Netherlands, Norway, Florida, and California; the passion for driving the Porsche 356 knows no boundaries!

Leopold Gierl

And finally:
Editor's note: We met Bruce & Kathy at a big Porsche 356 meeting in Palm Springs, east of LA, in 2011, where they were displaying a Porsche 356 Vor-A Speedster, number 13, which they had restored to perfection! It is a sensational car that was showered with awards. Since then, we have been linked by a close friendship, with mutual visits and a constant deepening of our 356 passions.

Leopold & Maria Gierl



Operation Spring Awakening: We Ride Again ... California-style!

by Bruce Ungari



On April 1, 2021, 13 356CAR members in 10 cars joined hands in spirit with our friends of Porsche 356 Club - Deutschland and M-IA 356 as our clubs brought their 356's out of hibernation for a spring drive to shake off the winter cobwebs.

In Nor Cal, we had a beautiful spring day, with temperatures close to 80 degrees as we enjoyed a spirited drive on twisty roads through fields of spring flowers blooming in the California Gold Rush country. We envisioned a similar day's drive in Austria.

Our route started in El Dorado Hills, traversed Salmon Falls Road to Highway 49, up Marshall Grade with a mid-course stop in Georgetown (one of my favourite Sierra Foothill destinations with its parking in the middle of the main street). After our break, we continued along Route 193 into Placerville, and up Carson Road, to arrive at our destination of the Highway 50 Brewery in Camino for refreshments. This 53-mile route was a good exercise for our great little 356s with great scenery and a good time out for us 356CARs.

Participants were Kim and Rachel Nelson, Bill Hambrick, Jim Hardie, Kurt Campbell and Dave Pennington, Terry Taylor, Frank Kolafa, Tim and Jenny Derich, Don Tollefson, and Kathy and Bruce Ungari.

All the cars ran great as we all enjoyed being on the road after a winter spent in quarantine and our cars garaged. As usual, we received lots of waves and thumbs up from other motorists.



Dr. Ottomar Domnick – 1st Porsche 356 Customer

TEXT: Vera Romeu, Curator Domnick Collection Nürtingen

Translation: Sue Cretney



The Villa Domnick in Nürtingen is linked to the history of the Porsche brand and the 356 Sports model. The villa - a fine museum containing a collection of abstract paintings and itself, an architectural masterpiece - holds an almost unbelievable surprise for 356 enthusiasts. The owners of the house, Greta and Ottomar Domnick, were the very first Porsche customers in Germany in 1950. Their tale is remarkable and thoroughly entertaining, and is told through a collection of documents, photos, and letters from the Domnick archive in a small but special exhibition. Villa Domnick - a fine monument which is part of the State Palaces and Gardens of Baden-Württemberg - makes a wonderful destination for a day trip.

Just a few months ago, I really did not know anything about the Porsche 356, yet now I count myself among its fan community without owning one. But I do possess one of the most beautiful 356 stories. You will hardly believe it, but I probably know more than most about the very first customer who took delivery of the very first 356 model from Herbert Linge in Zuffenhausen. It was Greta and Ottomar Domnick from Stuttgart who took delivery of the first completed sports model. They were neurologists and famous art collectors and, in 1967, they built a villa in Nürtingen, which has since become a fine specialist museum after their deaths. I have been running the museum since 2017, and in 2020 I put together a small exhibition comprising documents, photos, and letters from their archives to tell this remarkable and almost unknown story.

For me, the visit of the Fees, Krenn and Gierl couples was a stellar moment; I could sit in a Porsche 356 for the first time. My spine was tingling!

On 26th May 26, a long-cherished dream came true for the Porsche family: The first 356 sports car had been finished off in the small Zuffenhausen workshops and was delivered to the first customer. The photo captures the great moment: The Stuttgart doctor Ottomar Domnick (on the right in the picture) receives the first Porsche 356 from the still young mechanic and later racing driver Herbert Linge (second from the right). Thus, the tradition of factory delivery was unknowingly established. And the strange thing from today's perspective is that it was the customer who brought along his own celebratory bottle of champagne!

RETROSPECTIVE VIEW

In 1944, the design office of Ferdinand Porsche moved to Gmünd in Austria to protect its position as one of the systemically important companies within the armaments industry from the increasing number of bombing raids. Ferdinand Porsche was taken prisoner of war in France in 1945 because of a French-led investigation and was later released in 1947. During the father's long absence, the son Ferry, and the daughter Louise (Piech) continued to run the family business. After the war, the further development of military vehicles no longer had a future, so they restructured the design office and turned to the

design of civilian vehicles. Louise expanded the agricultural machinery department and could do business in Austria as she possessed Austrian citizenship. Ferry designed a sports car based on the Volkswagen and wanted to produce and market it; this opened a new chapter in the company's history. However, Ferry Porsche was not allowed to operate commercially in either Austria or Germany if his involvement with National Socialism had not been definitively clarified. Thus, he first presented the new sports car at the Geneva Motor Show, and the 356 celebrated its first successes in Switzerland.

GRETA AND OTTOMAR DOMNICK WERE THE FIRST TO ORDER THE 356

The red brochure printed in Vienna to promote the 356 in Switzerland shows the new, dynamic, and elegant sports car.

In the Villa Domnick exhibition, you will see a rare original. Ottomar Domnick was in Switzerland in 1948 to discuss an exhibition with an artist. The red brochure fell into his hands during this trip. Enthused by its modern aesthetics, he made hand-written notes on the cover as to what impressed him most: 150 km/h top speed; a breath-taking speed at that time. He immediately called Gmünd to order the new sports car, and thus became the first German customer. However, the company had to defer his order for the time being. For the Domnick couple, the road to the new sports car became an odyssey. In August 1949, it became clear that Porsche would be moving back into its Zuffenhausen workshops which had, until then, been occupied by American troops. On 18th August 1949, Ottomar Domnick went to meet Ernst Hahn, who was a Volkswagen dealer in Stuttgart's Hauffstrasse, but who was not yet an official Porsche dealer, and ordered the Porsche 356. You will not believe it, but there was no printed Porsche order form yet! So, Ernst Hahn simply took the Volkswagen order form, crossed out the word Volkswagen by hand, and wrote "Sportswagen" instead. The delivery date was January 1950, and the price was around DM 10,000, but it would take until November that year before Porsche moved into the Zuffenhausen workshop. So Ottomar Domnick went back to Ernst Hahn on 9th November and ordered the beautifully speedy Sportswagen once more. There was still no Porsche order form! Again, Ernst Hahn crossed out Volkswagen and replaced it with the wording "Porsche Sportswagen". The vehicle cost DM 9,850 and was to be delivered in April 1950 - the original order forms are part of today's collection at Villa Domnick. The order confirmation dated 12th April 1950 states: Commission number - 5001: Type - 356 sedan, standard design, and fittings. Colour - special specification. Delivery - May 1950.

The order number 5001 identifies Greta and Ottomar Domnick as the first customers in Germany. The chassis was number 5005, the engine number 107 and the body, including the complete interior, was built, and painted at the Reutter body shop in Stuttgart's Augustenstrasse in the west of the city. The engine, transmission and wheels were then assembled at Porsche. The car was then handed over to Reutter's final inspection department, which was also located in Zuffenhausen, so that it was no longer necessary to transport the vehicles back to Augustenstrasse. The sports car with the 5005 chassis was the first car, and presumably also the first in German production, to be delivered to a customer in Zuffenhausen. In letters to Ferry Porsche, Ottomar Domnick had repeatedly insisted on the importance of his being the first customer to take delivery of the sports car. On 20th April, he wrote: "I may anyway lay claim to this, having already ordered this car as long as two years ago in Austria and now, since its appearance in Germany, I immediately registered this order with the Hahn company." The tone of the correspondence intensified in correspondence of 26th April 1950, and on 28th April 1950 Ferry Porsche finally told his customer that he would receive the very first 356 in the second half of May.

Ottomar Domnick must have really driven everyone mad with his constant intervention and interference in the production process, probably most of all the employees in the workshops. Ottomar Domnick drove almost daily to Zuffenhausen, to Reutter and to Porsche, to supervise the production of his 356. He watched, interfered, and stuck his initials on all the parts lying around. For example, he would ask "Is this exhaust going in my car?" When the team confirmed this, he immediately stuck the initials "O.D" on it. "You never know ..." he said. He was afraid that one of his parts might be installed in another vehicle, which would delay delivery. The reason behind his concern was the economic situation in the immediate post-war period: materials and parts were in short supply, and not only at Porsche. You can well imagine that the mechanics found the many workshop visits of this demanding and insubordinate customer a complete nuisance. Finally, on Friday 26th May 1950, mechanic Herbert Linge and his team handed over the beautiful vehicle in Green-fish-silver metallic with a 1.1 liter engine. For this special event, Ottomar Domnick had brought the champagne to toast the first Porsche sports car; Ferry Porsche had also stopped by briefly. Perhaps Ottomar Domnick had felt after all that he should do something good for the team after his many annoying workshop visits.

SPRING 1950 AT THE BERLIN AUTOMOBILE FAIR

The AutoMobile Fair in Berlin immediately followed on 26th May and Ferry Porsche had no other sports car to present there. Hence, he asked his customer, Ottomar Domnick, to drive his new sports car to the AutoMobile Fair

in Berlin. Domnick agreed, but beforehand on 25th May he concluded an agreement with Ferry Porsche: if his new sports car were to be damaged on the way to Berlin or whilst at the motor show, he would receive the next completed sports car as a replacement. Ferry Porsche announced to the Berlin general agency that their customer Ottomar Domnick would make his car available for the exhibition. "It is a Green-fish-silver-metallic sports coupe, which we think will be the most beautiful car from our brand-new series". Unfortunately, the colour was not one of the details documented.

After the Berlin trip, Domnick wrote a report about the car's handling, and the advantages of the 356 sports model. It seems to have been almost a brief technical report. He praised two of its features in particular: its stability on the road and the economic drive. "Engine, chassis, suspension, road cornering, and frame are so exquisitely in sync that in every aspect of the drive this cohesion of design impresses as its most prominent and advantageous feature. The safety of the ride, even at high speeds, is unbelievable, and I have never found this in any other car. Even my previous Sport BMW did not have this ground hugging stability," wrote Ottomar Domnick. Over 2,500 kilometers the car consumed an average of 7.19 liters of benzine-gasoline mixture per 100 km. This included driving around 850 km on mountain roads. The engine did not register any oil consumption during the journey; Domnick was very satisfied with the engine's performance.

Ottomar Domnick was to write further reports for Porsche. On 27th November 1951 Ferry Porsche asked him for a favour. Domnick was asked to write a short review of the 356, because Ferry Porsche was to give a presentation to the Federal Minister of Transport on 30th November to prove the economic viability of the Porsche 356. Ottomar Domnick wrote the short report the very next morning.

It was the twelfth car he had owned since 1934. He had already driven all types of cars, but he had never had such good experiences with any of them as he had had with the Porsche. After 55,000 km, the car was in tip-top condition. The surprising thing about the Porsche, apart from its driving safety, was its considerable economy in terms of fuel consumption, insurance, and tax costs. There was no other vehicle in which one could drive so fast and without any strain on oneself. In his profession as a doctor, this car had become indispensable to him: "With my heavy workload, it is only possible for me to meet my obligations away from home giving lectures and attending seminars and cultural events thanks to this fast and effortless automobile," Domnick wrote. And further: "As a fast-touring car with a sporty touch, the Porsche 356 - and this is the boldest thing about its design - is as unpretentious in its operational safety as the Volkswagen, but the way it drives offers what previously only large, luxurious, considerably more expensive cars could provide."

DOMNICK PROVIDED MARKETING ADVICE

Ottomar Domnick also gave Porsche marketing advice after the Berlin trip: "The car should not be promoted as an improved Volkswagen. First, that is not right, and secondly, it is bad psychological marketing. Anyone who buys such a car wants his car to be in a class of its own and not be grouped along with the more commonplace - but by no means bad - VWs, especially given the natural expectations of the car in terms of its sale price." He added: "This car should only be considered by a specific group of buyers who are not only passionate drivers but also know something about cars. In 1952, Ottomar Domnick was annoyed to learn that Porsche's design philosophy was changing. He wrote: "Up to now, the Porsche has outshone almost all other cars with its aerodynamic, perfectly shaped body and, in addition, the Porsche is a fast car for which people are happy to put up with a few inconveniences in the drive. However, other development strategies now seem to exist at the factory: a shift towards more comfortable driving, less movement, a lower top speed. But for all those who drive Porsche cars out of passion, this represents a real step backwards," complained Ottomar Domnick. "It makes no sense to buy a Porsche for the same price as a Daimler, if it can only reach 140 km/h and is much less comfortable, he claimed. "The apparent intention to develop the 356 into a less fast but comfortable model represents a compromise on the original and unique design characteristics," was Domnick's criticism. "Porsche owners would be sorry if the previous development strategy of developing a fast vehicle was abandoned to offer a more comfortable drive simply to keep some of its more conservative customers happy. The 1.5-liter engine should be capable of reaching speeds of 170-180 mph, Domnick urged. "There are many good cars, but there is only one Porsche 356. It has become known as one of the fastest around, and that is its core reputation." This criticism probably struck a chord with the Porsche company as just three days later Ferry Porsche personally replied in an apparent attempt to appease him. "One section of our customer base appreciates the Porsche car just as it is. Another, different section of our customers want to drive the car because it represents something extraordinary, but they are not capable of mastering such a high performing vehicle. For our production line to succeed, it is necessary to satisfy both sets of customers, which has been our goal so far and will continue to be in the future. So, you can rest assured that you will continue to be able to drive a Porsche at the speeds you expect from such a car," thus Ferry Porsche assured his customer.

Porsche and the designers in Zuffenhausen. The latter responded to his demands in letters and minutes of their meetings. For example, Ottomar Domnick criticised the plush interior, which he said was a throwback from the 19th century and was no longer in keeping with the times. Porsche explained that there are many different types of customers and that some

COMFORT, EQUIPMENT AND DESIGN

Ottomar Domnick was constantly working on perfecting the sports car. He complained about the uncomfortable seats and called for ergonomic and adjustable seats. He made suggestions about the fittings. He wrote long lists of suggestions and met in person with Ferry value the more traditional furnishings. Ottomar Domnick wanted them to put a mirror on the sun visor. Porsche explained to him that this was not possible because in an accident the passenger might be injured by glass splinters. Domnick wanted a windscreen washer installed on the rear window, a draft-free vent, a stopwatch, more storage space; he wrote of his wishes for the third issue of the Christophorus magazine. Today, Domnick's wishes for optimisation have long been installed as standard in even the smallest of cars.

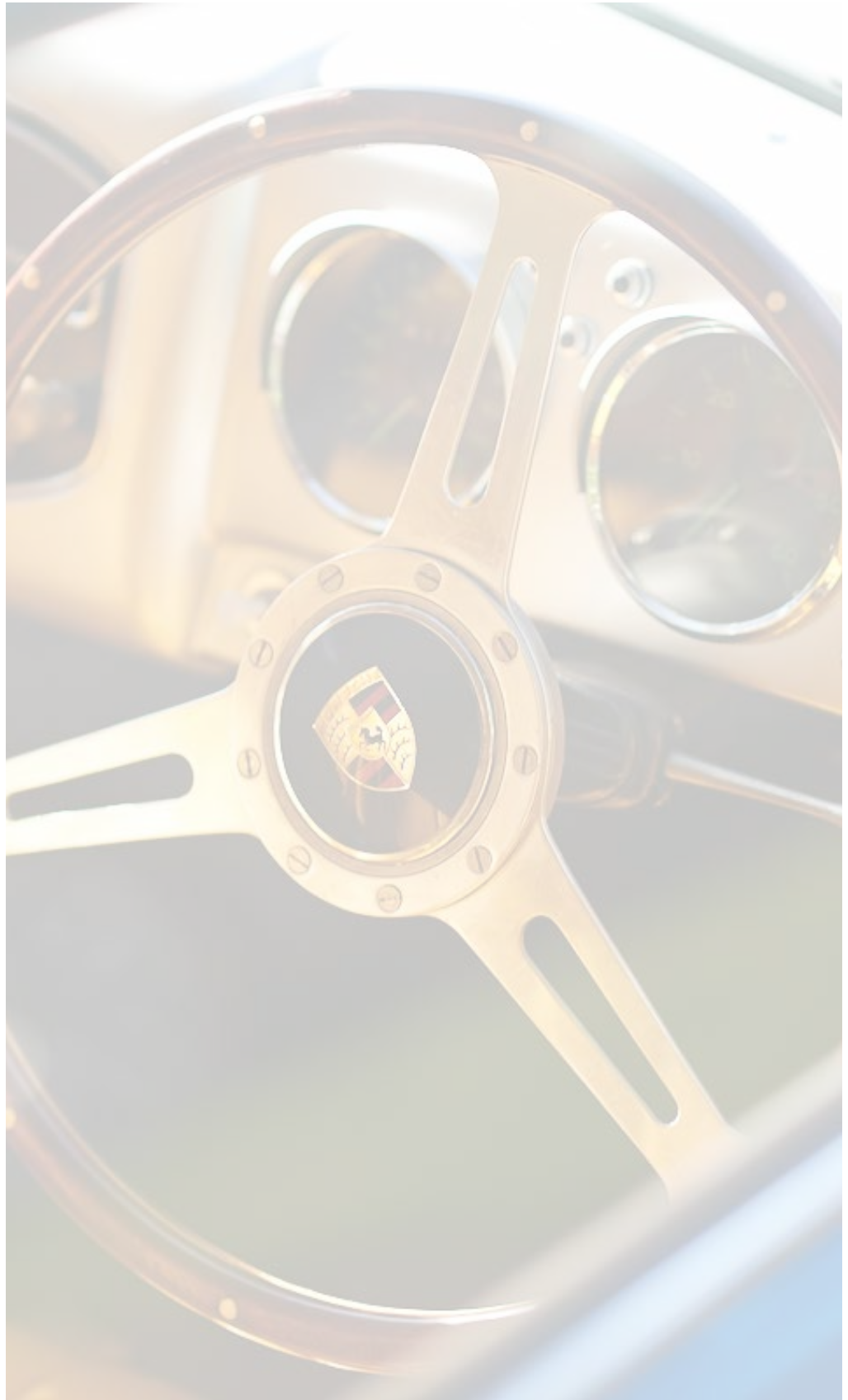
A COMPLETE PORSCHE ENTHUSIAST

Ottomar Domnick was an undoubted Porsche enthusiastic as evident in the following amusing anecdote of the Domnicks' prominence in Stuttgart. A representative of the automobile manufacturer Daimler visited the renowned doctor to win him over as a Daimler customer. In a letter dated January 1952 which was addressed to the Porsche managing director, Prof. Prinzing, Ottomar Domnick smugly reports from this visit. "He (the Daimler rep) spoke of the now famous top speed of 145, the comfort of the drive, the quiet engine, the excellent brakes etc. I had to admit everything, after all, I know the car and it would be foolish not to," Domnick wrote. But then Domnick countered with details of the 356's fuel consumption: 10 liters for the Porsche, 20 liters for the Daimler, if you really drive the car as fast and furious as we Porsche drivers do." He then cited the comparative weights and requoted the famous Ferdinand Porsche saying, "If we're going to go fast, go light." The rep, he said, then wanted to know if the light weight would then affect its ability to hold the road. That is when the bizarre situation developed of Domnick driving the Daimler rep around the roads in his Porsche 356. Domnick must have been sweeping round the bends in such an impressive manner that the rep admitted when he got out of the car: "You can't do that with the 2.2"! Three days later, Ferry Porsche wrote back: Daimler had already told them that Domnick was a hopeless case for Daimler and was decidedly Porsche-crazy!

INVITATION TO VISIT THE DOMNICK COLLECTION

The small exhibition in Villa Domnick containing all the original unseen documents which feature in the above story will delight you. Greta and Ottomar Domnick's passion for the 356 was above all an admiration of its aesthetics: the sleek modern design, the acceleration, the elegance of its cornering, as well as the charisma associated with the Porsche name. But I do not need to tell you that, you know it better than I do! It

was a great honour for me to be able to relate this story in your magazine. I now look forward to welcoming you to the museum to share this excitement with you. More detailed information about the museum is available on our Homepage: www.domnick.de



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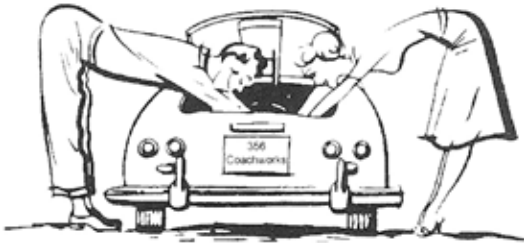
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