

Way, way back in time, our first replica Porsche was a Vintage Speedster. Lisa had been browsing eBay and made the purchase, site unseen . . . in retrospect, we should have been scared to death to send a certified check to an unknown seller in Phoenix. We were very happy and relieved when it arrived.

After a couple of years, its shortcomings were becoming more and more apparent. It was fun but not great and certainly not a daily driver.

Being involved in many vintage Porsche Clubs (356 Registry, 356 Club, 912 Registry, Typ356NE, PCA, etc..) takes us to many club and show venues throughout California. At one such event, the German Auto Fest held annually in Ventura, we met Dale \_\_\_\_\_ and were admiring his beautiful black Speedster. The question of replicas came up and he informed us that his car was a replica. I laughed and said something like “. . . sure – with a 356A steering wheel?”. He just smiled, as he usually does, and started showing us the other details. That was our introduction to Intermeccanica.

Lisa did more research, called Intermeccanica and spoke with Henry Reisner – she became more and more focused on the high spec level and many options available. We attended the 356 North/South Meet in April of last year to meet Henry and see the cars. He graciously allowed us to take one of the cars for a test drive which was a real eye opener and the ultimate closing tool. When discussing the build sheet, every detail that I came up with . . . Henry responded with “ we can do that for you”. So we ordered the Convertible D Roadster, black on red with a black top (FYI there were only six done like this is in Stuttgart for the 1959 production year) and looked forward to getting the car at the end of 2006.

In late January the car was nearing completion and Henry had sent many progress photos which really kept us pumped up. When we finally got the word that the car was ready but they were having a difficult time getting a date certain from the trucking companies, I decided to fly to Seattle, meet Henry, take delivery and drive the car home. Let's think about this - 1200 miles in a car that I was unfamiliar with, in potentially bad winter weather, over the passes and through some desolate countryside with limited services available. You bet . . . just like you're thinking right now , sounds like a fun road trip to me! I had done longer trips in many 356's with half the horsepower and none of the modern components of the Intermeccanica.

I left Seattle, Washington with 301 miles on the odometer and arrived in Westlake Village, California with 1496 miles on the odometer after driving for 2 and a half days. When I got on I-5 at SeaTac I was like a stone statue . . . a death grip on the wheel, hunched over, waiting for hesitation and sputtering on acceleration . . . remember, I'm a 356 owner – I knew what to expect. Wrong. This car ran like a fine watch. I wish that everyone could have the opportunity to make the drive that I did. I had a tire failure south of Portland, most likely from road debris . . . the tire shredded but the car never lost control or braking capacity. I encountered heavy downpours of rain, snow and icy roads. The car drove beautifully.

As I came down I-5, passing was no sweat – the car had plenty of torque, with power to spare ( I really did struggle to keep the speed down). The rack and pinion steering got better and better with the miles. The Roadster's top and windows don't have the blind spots that I've experienced in Speedsters. The cockpit was comfortable and the temperature was easily controlled . . . not a strong suit for the old 356's (especially the defroster). And no leaks in the cockpit.

I got a lot of thumbs ups from other drivers on my long trip south. I let a young gas station attendant sit in it when she went on and on about how beautiful it was – she was thrilled just sitting in it.

I love the old Porsches. I am almost sixty and have loved the 356's since my parents bought me a JNF tinsplate model of a '52 Porsche when I was about 5 years old. Would I not have an original one in my garage? Not that I could imagine. All that being said, I really love this Intermeccanica too. Lisa will drive it as a daily driver - she loves the old cars and encourages and supports me in my obsession with the vintage Porsches, however, prefers a modern car and its dependability/predictability.

Our Intermeccanica has the look and feel of a true vintage Porsche thanks to Henry installing the 356A Speedster steering wheel (400mm), umbrella brake, floor mounted heater knob, 356A shift lever, period correct Blaupunkt (rebuilt with modern electronics), 356A turn signal and steering column. All of what I think of as the best of both worlds.

Great car – Great Experience – Thanks Henry

Bill and Lisa Coghlan

2006 Intermeccanica Roadster  
1959 356A Coupe  
1964 356C Coupe  
1968 912 Coupe  
2005 Boxster S



**INTERMECCANICA**  
CUSTOM COACH BUILDERS 'since 1959'