



Retraced the way home

22/05/2015 Nothing planned for the weekend yet? We have a hot tip for you: From the Porsche plant in Gmünd in Austria to the family domicile in Zell am See – and back.

We already went on this cruise – in a 356/1 Roadster. Why should you?

Because it's fun. Because it can do it. And because it simply makes sense to take exactly the same route with the Porsche 356/1 Roadster where Ferry Porsche taught it to drive: from the Porsche plant in Gmünd in Carinthia to the family domicile in Zell am See – and back. Going clockwise. Via the Grossglockner peak on the way there and the Katschberg Pass on the way home. Or the other way round. Actually, it doesn't matter as long as the car's allowed to apply the 35 hp of its four-cylinder engine to the streets as down-to-earth as it used to. This silver purist doesn't ask for more. It just wants to drive.

So it keeps rolling complacently, keeping off the worst of the wind with its tiny split windshield and letting the unsynchronized transmission click whenever it wants to. Because it's allowed to do so. After all, it's number 001. And then you get to prove your intuition. Until you think that no bend is too tight and no radius too small. Until it challenges you again, asking you to dance with these 585 kilos. And all

of a sudden you're reminded that it doesn't drop anchor when you step on the brakes vigorously. Because it's the first Porsche prototype bearing the name Porsche. Because it's old, the predecessor of the 901.

It became street-legal on 8 June 1948 with the license plate K45-286. Manufactured by Ferry Porsche and chief designer Karl Rabe and his team in time-consuming hand work. Made from Volkswagen components, obviously. Bearing the working title »VW-Sport« and with the Beetle engine right in front of the rear axle as is right and proper for a race car. Perfect grip at speeds of up to 84 mph. Perfectly made for dancing through corners in the midst of 3,000 m peaks popular among winter sports lovers and hiking fans. Made for dreaming.

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