



HOLBERT'S GARAGES, Inc.
1409-10 Easton Road DI 3-1600
WARRINGTON, PA.



PURCHASER'S
NAME

James R. Holshouser Jr.
(PRINT OR TYPE)

DATE

1/28 19 *66*

PLEASE ENTER MY ORDER FOR ONE

☐

NEW

☐

USED

AS FOLLOWS:

MAKE <i>Porsche</i>	MODEL <i>Spurster</i>	COLOR <i>white</i>	TYPE	YEAR 19 <i>58</i>
ENGINE No. <i>391</i>	SERIAL No. <i>84382</i>	TO BE DELIVERED ON OR ABOUT <i>Feb. 2, 1966</i>		19

CASH PRICE OF CAR

1400

*Can be state inspected
and radio to be furnished
by Holberts.
Car as is on delivery*

888-3800
Mrs. Schulster
Liberty Mutual
Abington

Tel Con
1/28/66

Red Book Value - 850.

TOTAL

1400

TAX

70

LICENSE

TRANS

RATION FEE

11.25

TOTAL CASH DELIVERED PRICE

1481.25

CREDITS

CASH DEPOSIT SUBM

ALLOWANCE FOR US

LESS BALANCE C

CASH TO BE PAID AT

58 Spurster -
1958 Super Engine.
Trans 1 yr old.
New brakes.

62
33000.

INSURANCE

FIRE AND THEFT

COLLISION

PUBLIC LIABILITY

PROPERTY DAMAGE

This
new on rain and heavy. you
new clutch.

muffler
brakes) *att 2 mos ago.*

Sept 63 - New shocks.

WARNING

IE INSURANCE
FORD HERE
ES NOT COVER
ABILITY FOR IN-
RY TO PERSONS
R DAMAGE TO
PROPERTY OF
HERS UNLESS
D INDICATED
EON.

TOTAL CREDITS

BALANCE DUE

COST OF INSURANCE

BALANCE TO BE FINANCED

COST OF FINANCING

AMOUNT OF
CONTRACT

980.00

CONTRACT
PAYMENTS

17 AT \$

FIRST PAY'T
DUE

NAME OF
FINANCE CO

MAKE

MODEL

ENG. No.

SER. No.

57000
18
10 est
85

Sept. 64

12mg Pin July 63

EAR

MISSION No.

The front and back of this Order com-
into, or will be recognized. I hereby certify

Bill Kury
SALESMAN

APPROVED
THIS ORDER IS NOT VALID UNLESS SIGNED AND ACCEPTED BY DEALER

BY
SUBJECT TO SATISFACTORY CREDIT RATING

CREDIT APPROVED:

FORM SA-195 (11-60)

I have read the matter printed on the back hereof and agree to it as a part of this order the
same as if it were printed above my signature. I certify that I am 21 years of age, or older,
and hereby acknowledge receipt of a copy of this order.

SIGNED: *P.O. Box 147, Schuylkill, Pa.* PURCHASER

ADDRESS: *Piquette, Pa.*

RES. PHONE BUS. PHONE

MOTOR VEHICLE INSTALLMENT SALE CONTRACT

(For use in Pennsylvania under Commercial Code)

Date February 3, 19 66

Buyer's Name and Address Jesse R. Holshouser, Jr. Schlentz Road Box 147 Pipersville Pennsylvania
(Name) (No. and Street) (City and Postal Zone) (State)

Seller's Name and Address Holbert's Garages, Inc. 1409-10 Easton Road Warrington Pennsylvania
(Name of Dealer) (No. and Street) (City and Postal Zone) (State)

Seller hereby sells and Buyer (which means Buyer and all Co-Buyers who sign below, jointly and severally) hereby purchases, subject to the terms and conditions hereinafter set forth, the following described motor vehicle and extra equipment (herein called the "Car"):

New or Used	Year Model	No. Cyl.	Make Trade Name	Type of Body If Truck, Give Tonnage	Model Letter or Number	Manufacturer's Serial No.	Motor No.
<u>Used</u>	<u>1958</u>	<u>4</u>	<u>Porsche</u>	<u>Roadster</u>		<u>843.82</u>	

Check whether extras include ☐ automatic transmission ☐ power steering ☐ radio ☐ heater: Other _____

Buyer warrants that the purpose for which the Car is bought is primarily for: ☐ Personal, family or household use; ☐ Business use

FOR A CREDIT SELLING PRICE COMPUTED AS FOLLOWS:

(1) Cash Price \$ 1400.00
(2) Down Payment:
(2) In Cash \$ 501.25 501.25
(2) By Trade-in \$
Year _____ Make _____ Model _____ Serial No. _____
(3) Unpaid Cash Price Balance [Item (1) less Item (2)] \$ 898.75
(4) Insurance Premium Costs: Insurance term 18 months
A. Covering damage to the Car (not bodily injury or property damage) as follows:
☐ Comprehensive Coverage (including \$ Deductible Collision;
..... (excluding
☐ Fire ☐ Theft ☐ \$ Deductible Collision; To be purchased by Seller ☐ through agent or broker and from insurance carrier selected by it or ☐ through
Insurance settlement is based upon actual cash value of Car at times of loss, not to exceed limits of liability set forth in policy, and is payable to Buyer, Seller or Seller's assignee, as their interests appear. \$
B. ☐ Including } Group Creditor Life Insurance \$ LIFE \$ 12.68
..... Excluding }
(5) Other Costs (Itemize) Sales Tax \$70.00 Registration Fees \$11.25 \$ 81.25
(6) Principal Amount Financed [Item (3) plus Items (4) and (5)] \$ 992.68
(7) Finance Charge \$ 133.76
(8) Total Time Balance [Sum of Item (6) and Item (7)] \$ 1126.44

which Buyer agrees to pay in 17 successive monthly payments of \$ 63.00 each, the first payment to be payable on the Tenth day of March 19 66, and the remaining payments to be payable on a like day of each successive month thereafter, plus in respect to the final payment, any remaining amount of the Total Time Balance then unpaid and all other sums required to be paid hereunder. All such payments shall be paid promptly on their respective due dates (TIME BEING OF THE ESSENCE) at the office of

The Bank and Trust Company of Old York Road

Buyer agrees that until all such payments shall have been made the Seller retains title to, and has a security interest in, the Car and in all parts and accessories now or hereafter installed in or affixed to the Car. Buyer acknowledges that it has received delivery of the Car, having first examined and tested it and found it to be in first class condition and as represented by Seller. All warranties, express or implied, and representations of Seller regarding the Car and this transaction are set forth herein.

BUYER'S STATUTORY RIGHTS include: TO PREPAY, at any time, all or any part of the unpaid Time Balance of this contract; to obtain the statutory REBATE OF UNEARNED FINANCE CHARGE whenever all of the Time Balance hereof is liquidated prior to maturity by prepayment, refinancing, or termination, by surrender or repossession and re-sale of the Car unless the rebate to Buyer would be less than \$1.00, or would result in a net minimum finance charge to Seller of less than \$10.00; at the option of Seller, TO REINSTATE THIS CONTRACT and obtain a return of the Car following its repossession, the giving of notice thereof to Buyer and, prior to the sale, lease or other disposition of the Car by Seller, provided Buyer pays all past due installments, accrued default charges, costs of suit, and, if default at time of repossession exceeded 15 days, the expenses of retaking, repairing and storage authorized by law.

This contract is subject to the additional provisions including the POWER TO CONFESS JUDGMENT AGAINST BUYER, set forth on the reverse side hereof, the same being incorporated herein by reference. If this contract is executed by more than one person as Buyer, it is understood and agreed that the person to be covered by any Insurance, other than Insurance on the Car, shall be the FIRST of the undersigned Buyers.

NOTICE TO BUYER

Do not sign this contract in blank.
You are entitled to an exact copy of the contract you sign.
Keep it to protect your legal rights.

Executed the day and year first above written:

Holbert's Garages, Inc.

Seller

Jesse R. Holshouser Jr. (Buyer)

(Seal)

By Ashtun Stark President

(Co-Buyer)

(Seal)

RECEIPT IS ACKNOWLEDGED OF A TRUE AND CORRECT COPY OF THIS CONTRACT

Jesse R. Holshouser Jr. (Buyer)



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF REVENUE
BUREAU OF MOTOR VEHICLES
HARRISBURG, 17122



TEMPORARY REGISTRATION CERTIFICATE
 (Type or print information)

We hereby certify that JESSE R. HOLSHOUSER, JR.
 (Name of Applicant)

P.O. Box 147 PIPERSVILLE, PA.
 (Street and Number) (City or Town)

has this date FEB 5 1966 made application for and has been issued a
 (Month) (Day) (Year)

TEMPORARY REGISTRATION PLATE for a

PORSCHE Motor Vehicle, 84382
 (Make) (Mfg's Serial No.)
 Semi-Trailer,
 Trailer,
 (Make) (Mfg's Serial No.)

Application is hereby made for registration of the motor vehicle described above and it is averred that my registration privileges are not suspended under the Vehicle Code or for any other reason.

Signature of Applicant Jesse R. Holshouser, Jr.

NAME OF DEALER HOLBERT'S GARAGES INC

By William King
 (Authorized Representative)

ADDRESS 1409 EASTON RD WARRINGTON, PA.

INSTRUCTIONS

This form must be executed by both purchaser and dealer. Must be carried by PURCHASER pending receipt of annual registration card. Continued operation without proper registration card and license plate is a violation of the Vehicle Code.

This Certificate is issued to PURCHASER as a TEMPORARY PERMIT to operate for a period of not more than thirty (30) days from date of issuance of TEMPORARY PLATE and is evidence that proper fees have been paid for annual registration.

TEMPORARY REGISTRATION PLATE must be destroyed:

- 1—Upon receipt of annual registration plate.
- 2—At the expiration of 30 days regardless of whether or not annual registration plate has been received.

PENALTY for applicant violating any provisions of the Vehicle Code regulating the use of TEMPORARY REGISTRATION PLATE: \$10.00 to \$25.00 fine or imprisonment for not more than five days.

dealer's fee for issuing Temporary Registration Plates may not exceed fifty cents (\$0.50).

(Purchaser's Copy)

PERMANENT REGISTRATION NO.

TEMPORARY REGISTRATION NO.

897541

CERTIFICATE No. 62-Pa.

Email Exchange with Larry Holbert
re 1958 356 Speedster 84382
2011

June 27, 2011

Mr. Holbert:

In a prior email I had enquired about a 1958 Speedster that Jesse Holshouser had purchased from Holbert's Garages Inc in 1966. I told you that I was preparing an article on the car, and I was researching its history before Holshouser bought it. I had emailed you using my Earthlink account, which I have subsequently terminated, so I cannot send you the exact text. Fortunately, I had printed it out for my own records, as my memory is not so good these days.

In the email, you had replied to me that the dealership had no records from that era and that no one from that era was still at the dealership to help with information on the car's provenance. Unless you have an objection, I would like to quote your emailed reply to me in the article. It would read as follows:

An emailed question to Larry Holbert, who still manages the family dealership, about the car's provenance brought no corroboration. Holbert states: "There would be no dealership records to help...(and) ...there is no one ...that would recall that era that still works for Holberts."

Holshouser used the car to compete in the PHA hillclimbs from 1966-1990. The story is a slice of history of Porsches in action. I hope to get it accepted at a mag, and I will let you know if you are interested. Thanks in advance for your support.

All the best,
Ronald D. Sieber
Durham, NC
919-382-7328

June 27

I have no objection of you quoting my e mail response.

Larry Holbert (Larry@Holberts.com))

July 5

Mr. Holbert:

More information on the Holshouser hillclimb car came to light after I last corresponded with you. I spoke to two retired members of the PHA who were contemporaries of Jesse, your father Bob, and they also knew Al. They stated in separate phone interviews that they

had seen Al drive the car. Jim Cosner, who identified himself as a friend of the family, said that Bob (your father) had owned it, and that Jim had seen Al drive it around town.

I spoke at length to Jay Smith, who had been Jesse Holshouser's crew for several years. His high school classmate, Mike Evangelista, originally owned the car as a driver in 1961. He traded it to Holbert's in 1963 for a new (1963) 356 coupe. According to Jay, Al drove it while at Lehigh up until Jesse bought it (Jan 1966). Presumably Bob or the dealership must have held the title.

My effort here is to corroborate this information regarding the Holshouser car. It's a minor factoid in the article, but I wanted to get the facts straight. Would you be able to shed any light on this?

Sincerely,
Ronald Sieber
O: 919-382-7328

July 5

Ron,

I am going from memory again. Al did drive a used speedster when he went to Lehigh, he was there from 1964 to 1968. The speedster was a trade in so the title would have been held by Holbert's Garages Inc. It would not have been titled in our name; we always drove on Dealer Plates. But all I know was that it was a white speedster, I have no way of knowing if it is the one you are researching.

Larry Holbert (larryh14@verizonemail.net)

July 5

Thanks for the reply. If you don't mind, I'll incorporate these remarks into the other quote you granted me. I think that this is the best we will be able to do.

Thanks again for your help,
rdsieber

July 5

Mr. Holbert:

Thanks for your last reply. If you don't mind, I'll incorporate your remarks from 7/5/2011 into the other quote you had earlier granted me permission on. I think that this is the best we will be able to do. Your other email address wasn't working, so I sent this via Holbert's.

Thanks again for your help,
rdsieber

=Ronald D. Sieber 2022
email records

July 6

Please keep me informed on the Speedster article.

Larry Holbert (larryh14@verizonemail.net)

Email transcription between Larry Holbert and Ronald Sieber, June-July 2011

Phone Interview Transcription/Notes re 1958 356 Speedster 84382

Note: direct quotes from source placed in quotation marks. Other comments may be paraphrased for comment/idea completion and are not in quotation marks. Additional clarifications in parens. =rdsieber/author

7/2/2011

Interview with Rich Sweigert

H: 215-249-9138,

C: 215-892-6508

Currently member of PHA—building a car

PHA was its own entity in 1960's – not affiliated with SCCA then.

Insurance companies curtailed activities of individual clubs.

Shut down PHA 1980's

1990 – (PHA) revived as part of SCCA as a regional event

Formed a hillclimb association under SCCA

(Rich's) father started driving 1961 – PHA vice president for several (years)

Porsches had to be separated from others -into their own class – because they

Were the best drivers, best cars, etc.

George Frey used PHS for "test & tune day"

200+ cars per event - reason why (events) held over two days

Dennis Frick

Dennis Gilbert

Very tough class.

"(The) Speedster was Al Holbert's car—drove it in high school—only Speedster in the (Warrenton) area."

"Al would drag race the car."

Jim Cosner was (a friend) in high school at the time. "Call him." Contact number: 215-534-0901.

"Carl (who?) also had a Speedster. Died in 1974."

Rich rode in Tom Beil's RSK – (Tom) "owns European Motors in Reading, PA"

Rich & son worked on Sweigert Speedster together. Original cost \$500. (Rich Jr.) heavily involved as a child in PHA hillclimbs. Some of the hillclimbs had their own radio broadcasts. Rich (Jr.) was interviewed several times regarding his parents' runs and placements in (a) weekend.

"I was a track rat. I saw Cobras; Shelby Mustangs, Bugeyes, 10-15 (356) Speedsters." - (comment scribbled) - "That was impressive!"

Dick (Rich Jr or Sr?) took the J.H. Speedster for a spin at Kresges (hillclimb). "There's nothing wrong with this car. If I owned this, I'd win every hillclimb (that) there was."

Jesse would cassette-tape himself while going uphill. He then debriefed from his tapes.
"Weatherly is very technical."

The "Weatherly jump" is a.k.a. "the chute" — "if you miss the blind turn, you hit the rock. If you are too late, you go off into the woods. You aim it and pray your timing is right."

"When I was a kid growing up, my older brother Charles had an 'A' Comp (drag racer?). Down the street was a woodie."

Rich won the (PHA) Championship in 1974

Jesse was 2nd

Rich's wife was 3rd.

This was the last year for hillclimbing because it was too expensive (insurance & licensing).

Dennis Frick moved up to modified/sports racing classes.

1975 – EP 1 (E-Production 1) – became MGB only

EP 2 – Porsches and all others.

1979-80 – # entries plummeted – all classes became lumped together into one class.

Rich Sweigert retired from racing. Jesse faced MGB's alone.

Other miscellaneous comments:

"Tom Beil's RSK was a Rodriguez brothers (Ricardo) car – the one who died first."

Larry Snavers (sp?) – Speedster owner

Bruce Baker – Speedster owner

John Pittman said (to Rich)– "I don't know how you do it!"

Rich's secret for speed:

factory short (gear)box with limited slip (for some hills)

long box (also) used for Duryea

JH car used Centerline wheels. (JH had) rolled fenders – was all stock sheet metal

Sweigert car – Porsche inner (wheels) w Mercury 6" rims

(At) one annual Reisentoter, Bob Russo too 8mm film of Rich Sr. on Beverly hillclimb. Jesse was on a competition run, made a comment (taped?) about how far behind he was.

1985 JH hit a tree @ Chimney Rock. First time he wrecked. Wrote "the accident" in red paint. Next time he returned, he missed a shift, wrecked engine and trans.

Sweigert now into MGA & A-H.

Interview with Jim Cosner
215-534-0901

7/3/2011

(Rich Sweigert identified Jim Cosner as a high school contemporary and friend, and supplied contact information)

Cosner called himself a "friend of the Holbert family"

"Bob Holbert owned the car (1958 Speedster 84382)"

Jim said that he saw Bob's son Al drive it a couple of times.

Jim said that Larry "handled the business and knew nothing about the cars."

Interview with Jay Smith
215-257-5608
Jaydsmith@yahoo.com

7/3/2011

(Rich Sweigert identified Jay Smith as Jesse Holshouser's pit crew and supplied the phone number to call Jay.)

Jay said that Jesse's wife was named Ginny. She taught high school. Jay crewed for Jesse for 5-6 years.

Jay told the history of the Speedster with some Holbert lineage mixed in as follows:
(The Speedster) was first owned by Mike Evangelista. He went to Central Bucks County High School in 1961. He worked at a local movie theater as an assistant manager. It was called 'The Princeton' and was in Doylestown. Mike bought the 1958 Speedster in 1961 and used it as a regular driver. Jay said that Mike "drove it in winter with the top down. People thought he was crazy." Evangelista traded it in (1963?) for a new 1963 Coupe from Holbert's.

Billy and Bob Holbert were cousins in high school and in same class. (____) was son of Charles "Chick" Holbert and owned a hardware store next to the VW dealership.

Jay said: (The 1958 Speedster) was "driven by Al Holbert when he was a student at Lehigh U."

"Al was graduating from high school in 1963. He used it (the Speedster) at Lehigh University - (it was) probably owned by (the) dealership."

(Jay's comments about crewing for Jesse Holshouser, who bought the Speedster from Holbert's to compete in PHA events):

Jesse put a double grill engine cover on to breathe better.

A body shop heated and formed (the rear fender wells) to run fatter tires.

Jesse saved all of his original stuff.

Jay said that Jess was pleasant, quiet, data-driven, and a great engineer. "I learned a lot about the dynamics of racing a car from Jesse."

"At Giant's Despair, he lifted the front wheels!"

.....end of transcription

Trophies & Awards Earned by Jess Holshouser in Speedster 84382

Listings for 1st, 2nd, or 3rd place (only) in E/Production I or II - hillclimbs

Data based on Holshouser personal notes, trophies (* indicates trophy), PHA yearbooks member, Pennsylvania Hillclimb Association (PHA) or SCCA

1970			PHA Rank for Season (1-2-3)
6/70	Duryea	3 rd	
7/26	Giant's Despair*	2 nd	
10/70	Weatherly*	3 rd	
1971			
6/70	Duryea*	2 nd	
7/24	Giant's Despair*	2 nd	
8/7	Topton	2 nd	
9/4	Fleetwood*	3 rd	
9/25	Rose Valley*	2 nd	
10/71	Weatherly*	3 rd	
1972			
6/3	Duryea	3 rd	
6/24	Mt. Equinox, VT	2 nd	(not a PHA event)
8/19-20	Rose Valley*	2 nd	
9/16-17	Tuscarora	3 rd	
10/14-15	Weatherly*	3 rd	
10/28-29	Camp Shand*	2 nd	
1973			
5/5-6	Camp Shand	2 nd	
6/2-3	Duryea	3 rd	
7/21-22	Giant's Despair*	1 st	
7/28-29	Red Rock	1 st	
8/18	Rose Valley	1 st	
8/24	Pagoda	3 rd	
10/13	Weatherly	3 rd	1st - E/P I
1974			
5/18-19	Pine Grove*	2 nd	
6/1-2	Duryea*	2 nd	
7/13	Giant's Despair	1 st	
7/27-28	Red Rock	2 nd	
7/31-8/1	Pagoda	3 rd	
9/14-15	Schafferstown*	1 st	
10/12-13	Weatherly*	2 nd	2nd - E/P I

Other: Weatherly hillclimb trophies: 1980 (1st), 1983 (1st), 1985 (2nd), and 1986 (1st)

Giant's Despair: 1978 (3rd)

PHA Championship rank (E/P I or II) as listed in PHA records:

1973 (1st), 1974 (2nd), 1975 (4th), 1976 (2nd), 1977 (3rd), 1980 (1st)

Note: records may be incomplete in scope due to records availability



HILLCLIMB CHAMP

Jess Holshouser and his '58 Speedster, 84382

By Ronald D. Sieber

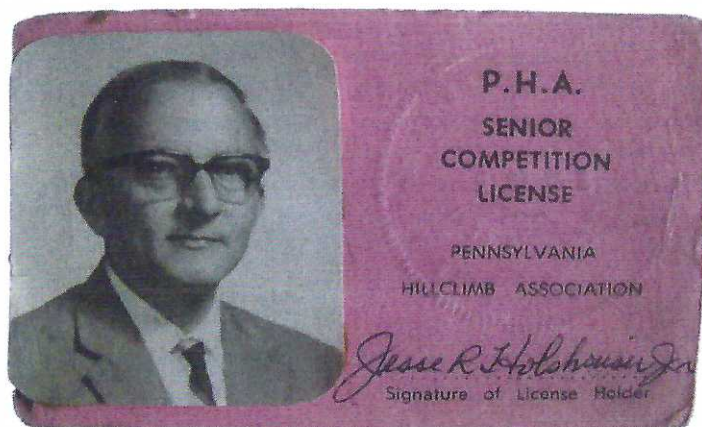
Jess Holshouser was worried. He could almost taste victory, having reached first place in the points standings for E-Production-1 (EP-1), his racing class in the Pennsylvania Hillclimb Association (PHA). But he still was neck and neck with two others at the end of the 1973 season.

He and his trusty 1958 Speedster captured second place at Camp Shand and third at Pine Grove, both in May 1973, but only a fourth at Duryea in June. July had been better, with a first at Giants Despair, followed by a first at Red Rock. At the Pagoda Hillclimb in August, Holshouser drove like a banshee and placed third, brushing back frightened spectators on the long sweeping left before the hairpin turn.

It was now September, and with two races remaining, Holshouser wrote in his notebook on September 29 after Schaefferstown Hill:

*After run #2 I was 3rd and Carl [Rinken] 4th.
After run #3 Carl was 2nd, me 4th.
Carl was 0.006 sec ahead of [Dick] Gapen.
Carl picked up two points!
My lead now dropping... Weatherly is the decider.*

October at Weatherly rewarded Holshouser's preparation: "Ran with new Goodyear slicks. Traction unbelievable!" However, by the end of the event, Dick Sweigart had won first, Dick Gapen had placed second, and Holshouser had shown in third.



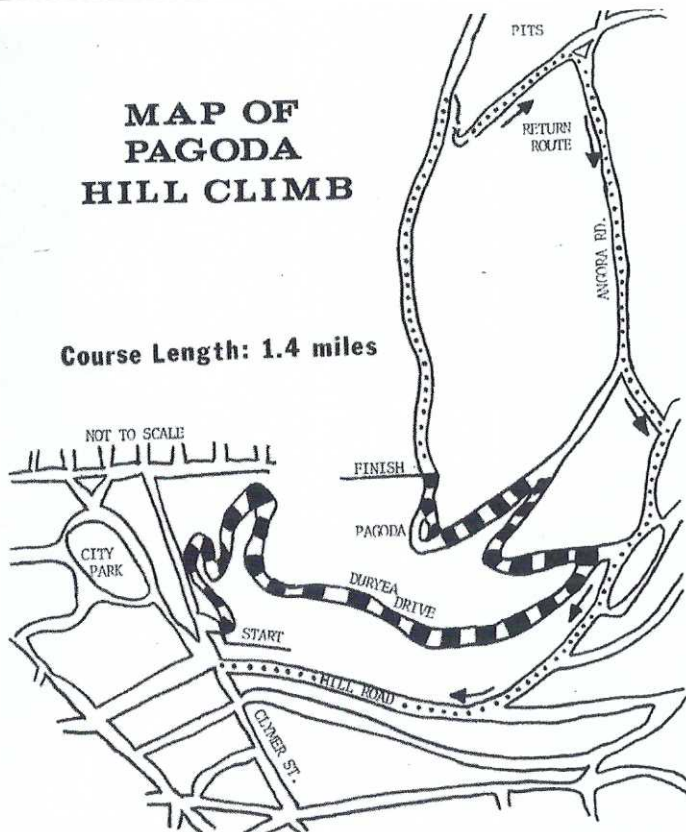
Holshouser's given name was spelled "Jesse," but he went by "Jess," as seen on the side of his car.

But—third place was good enough: "My beating Carl [Rinken got 4th] wrapped up 1st for the season with a 3-point lead over Carl and Sweigart, who tied for 2nd."

Such were the notes that Jess Holshouser kept as a record of his hillclimb ventures with the PHA, an amateur career that spanned 1968 through 1990. And it all came about from his fortuitous purchase of a 1958 Speedster at Holbert's Garages in Warrington, Pennsylvania, in 1966.

MAP OF PAGODA HILL CLIMB

Course Length: 1.4 miles



The Pagoda Hillclimb diagram, typical of the diagrams found in the race bulletins.

Significant Beginnings

Speedster 84382 was imported by Hoffman Motors in New York after the car's birth on January 14, 1958. While it was originally Fjord Green with a tan interior, its new owner decided Ivory with a black interior was better, and this is how it came to its third owner, Mike Evangelista, in 1963. After a winter of top-down driving, Evangelista traded it to Bob Holbert in 1964 for a new 1964 SC coupe.

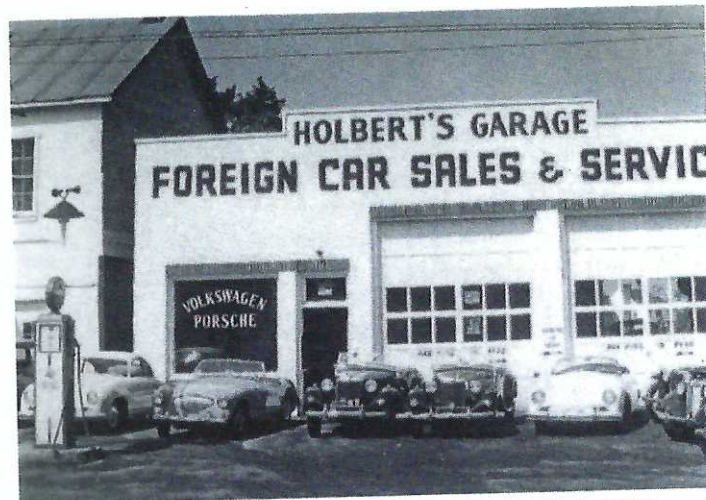
As the car resided at Holbert's for the next two years, it got repurposed. As Evangelista wrote: "Later I learned that Al Holbert [Bob's son] had taken the car to Lehigh University where he was an engineering student. Seems that he got too many traffic tickets and Bob took it away and locked it in a garage. This is when Jess bought it." Evangelista added: "The car originally had a 1600 normal engine. I later learned that it developed a 'knock' after Al got it. So [Al] put the super engine in."

This legend about Al Holbert driving the car has been corroborated by several other folks from the 1960s who had either attended high school with Al Holbert, knew the family, or had crewed for Holshouser. Some even witnessed young Al speeding around Warrington. In a series of emails, Al's older brother, Larry Holbert, verified that the dealership had sold a white Speedster "that Al had driven while at Lehigh." For this reason, some folks regard 84382 as "The Al Holbert Speedster." Al Holbert went on to a remarkable racing career that included IMSA championships and Le Mans victories, with significant time spent both driving Porsche race cars and directing Porsche racing programs.

But there's much more to the story of 84382.

The Car and the Man

Jess Holshouser purchased 84382 from Holbert's Garages on January 28, 1966, for \$1,481.25. Noted



Holbert's Garages in Warrington, Pennsylvania, as seen in the 1960s.

on the bill of sale in Jess's handwriting was the Red Book value of \$850. Total miles on the chassis to date were 57,000, but it had a replacement Super engine.

Holshouser was an electrical engineer who lived in Piperstown, Maryland, and worked at RCA's Missile and Surface Radar Division in Moorestown, New Jersey. Holshouser was already in the Porsche camp; he campaigned a 1955 Normal coupe in gymkhanas.

HOLBERT'S GARAGES, Inc.
1409-10 Easton Road, Warrington, PA. 19086

PURCHASER'S NAME: Jess R. Holshouser Jr.
DATE: 1/28/66

PLEASE ENTER MY ORDER FOR ONE

MAKE	MODEL	COLOR	TYPE	NEW	USED	AS FOLLOWS:
Porsche	Speedster	White				

ENGINE NO.: 391
SERIAL NO.: 84382

CASH PRICE OF CAR: \$1,481.25
TO BE DELIVERED ON OR ABOUT: Feb 2, 1966

Red Book Value: \$850

Handwritten notes:
Can be still improved and made to be a better car by Holbert's.
Car is in excellent condition.
5.0 Speedster.
1.8 Super engine.
1.8 add.
New wheels.
62
38,000.
New main and front suspension.
Muffler (new) and 2 new shocks.
Sept 63 - New shocks.
57,000 mi.
1.8
1.8 add.
85
King Pin July 63

FINANCIAL SECTION:
CASH DEPOSIT SUBMITTED WITH ORDER
ALLOWANCE FOR USED CAR TRADE-IN AS APPRAISED
LESS BALANCE OWING TO:
CASH TO BE PAID AT TIME OF DELIVERY

INSURANCE:
FIRE AND THEFT
COLLISION
PUBLIC LIABILITY
PROPERTY DAMAGE

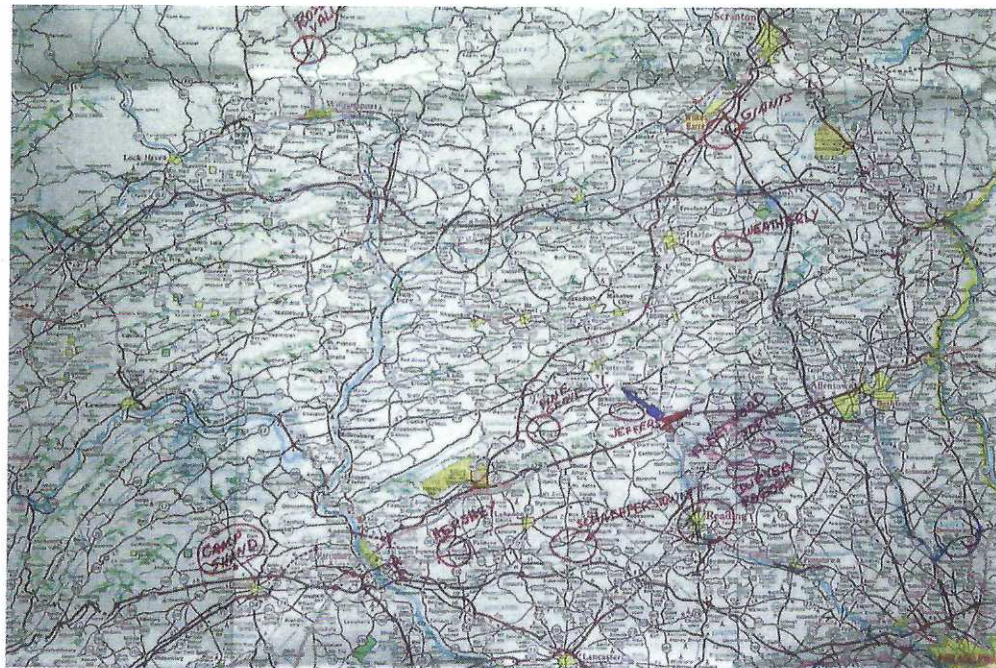
DESCRIPTION OF TRADE-IN:
MAKE: [blank] MODEL: [blank] TYPE: [blank]
ENG. NO.: [blank] SER. NO.: [blank] LICENSE NO.: [blank]

SIGNATURES:
SALESMAN: [blank]
PURCHASER: Jess R. Holshouser Jr.

Holshouser's 1958 Speedster sales contract. What a price!

Holshouser was a member of the Sports Car Club of America (SCCA) and he wanted to dive into hillclimbing. All the fast crowd were running Speedsters in EP-1, a very competitive amateur class. Roger Penske, Oscar Koveleski, and Bob Holbert were some of the notables who had competed at various PHA events during past seasons in the professional classes with specialized racecars. According to Ron Mann, PHA's historian, it was not uncommon for "the big guns" to also enter a weekend hillclimb in the 1960s and 1970s to hone their skills. Hillclimbing was fun, fast, and good practice.

Pennsylvania was where most of the closest hills were to Holshouser, and since he was no stranger to long-distance commuting, Holshouser joined the PHA and bought the Speedster.

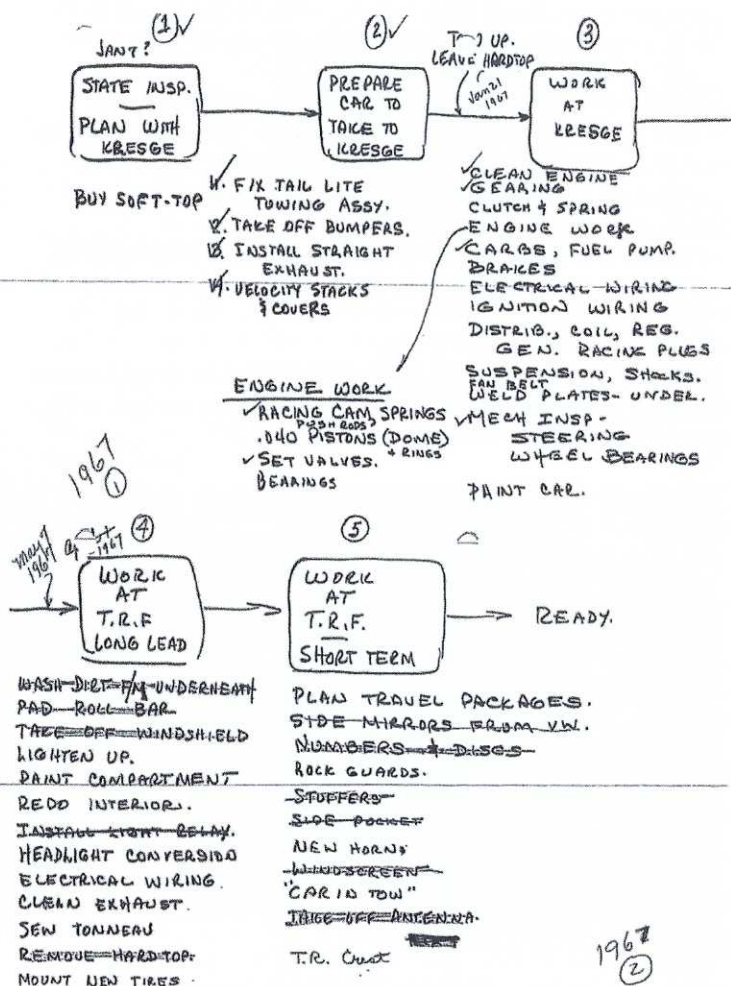


Holshouser mapped out where all of his hillclimbs were.

Prep for Competition

Methodical by nature, Holshouser immediately flow-charted the necessary tasks to make his Speedster competitive.

Holshouser also marked on a Pennsylvania map where all of the hillclimb venues were, and that was where he was going to compete. However, he would roam as far north as Mt. Equinox in Vermont, and as far south as Chimney Rock in North Carolina.



Holshouser used a flow chart to plan out the jobs to be done on his car immediately after purchase.

The car would largely be serviced at three shops: Clarkson's or Schuck's for the body, and Kresge's for the drivetrain. Over the course of 22 years, Holshouser went through three engines and several rebuilds, and he ran the car into a tree or two on different courses, which necessitated body repairs. All were dutifully documented in his notebook!

The initial setup evolved over time but largely consisted of the following:

- 356 1600—first a Super SC, then a mystery motor, then a 912, all with racing internal goodies and each rated at 130 hp.
- The Speedster's original BBAB-gearred transmission and a Convertible D BBAB; one was set up as a "short box" for sprints (85 mph), the other rigged as a "long box" for faster courses topping out at 100 mph.
- Carrera tachometer
- Carrera front brakes
- Monocoque lightweight racing wheels from Competition Engineering, of Novato, California
- Z-barred rear suspension with Bilstein shocks
- Rear wheel wells flared to accommodate wider wheels.



Holshouser flat-towed his Speedster, seen here before the rear wheel wells were flared, behind his Mercury station wagon.

Holshouser was known to push spectators back due to his balls-out racing style.



Everything that could be removed to add lightness was taken out:

- The interior was stripped and a Recaro fixed bucket installed.
- A lightweight racing steering wheel was affixed.
- The windshield was replaced by a Plexiglas windscreen.
- Headlights, taillights, signal lights—all gone.

Holshouser bought a Mercury station wagon and had a tow bar fabricated to flat-tow his mount. He installed a Glasspar handtop on his Speedster for travel purposes. Holshouser methodically went down his list of tasks as he prepared for competition.

Competition record

Holshouser entered 84382 in a series of gymkhanas from 1966 through 1968. During that period he competed in 20 events, placing in the top five in his classes fourteen times, with three first-place finishes to boot. But this was only practice for where he really wanted to be racing.

Holshouser transitioned his Speedster to hillclimbing in 1968 and immediately faced stiff competition in EP-1. Local hot shoes basically ate his lunch for the first several seasons, but by 1972 Holshouser was catching up.

When practicing on a hill, Holshouser would record his experience on a cassette tape recorder, then debrief himself after that run, using his race impressions to create a track diagram that he would update after each climb.

A selection of quotes reflects his eye for details:

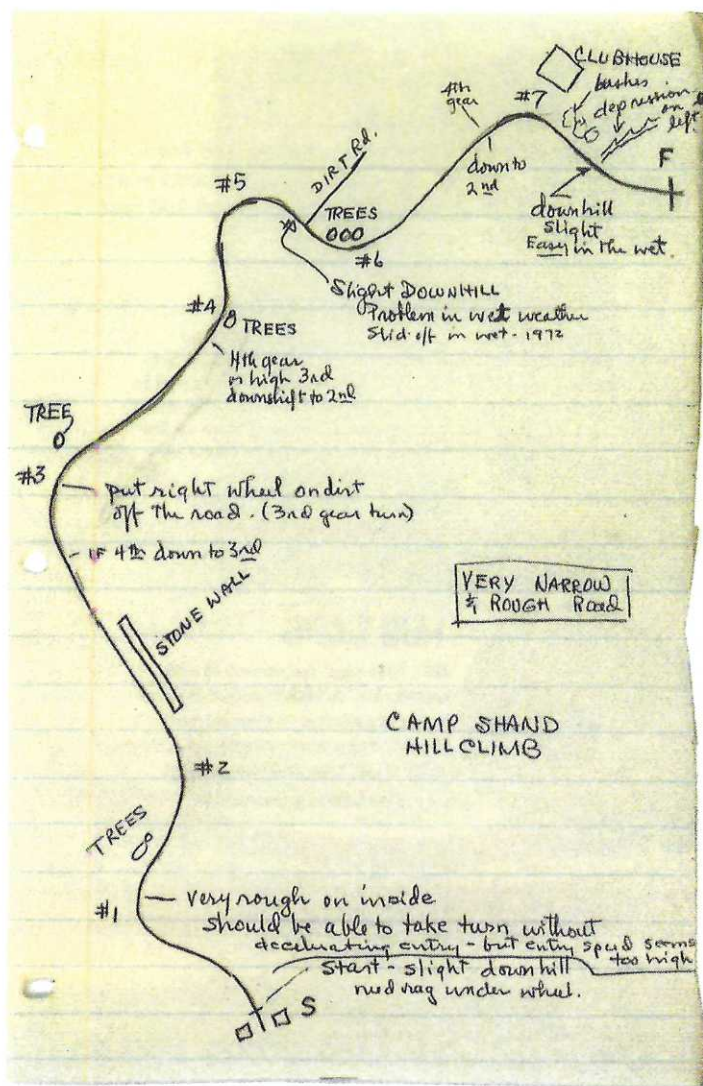
- November 17, 1968, Hershey Hill: "Saturday. After inspection, installed and cleaned plugs and ran several times up and down hill. Plug inspection—black. Stacks were on. Removed stacks and ran—plugs cleaned themselves."
- October 9-10, 1971, Weatherly: "About 3 sec slower than in 1970 for about same weather—cloudy, cool. Think problem was in screwing up Turn 1 on both runs—came out sideways and had to slow considerably to straighten out. Definitely have to take 2 and 4 in 2nd with drift."
- October 13, 1973, Weatherly: "Ran with new Goodyear slicks. Traction unbelievable! I know I was still far under their limit of adhesion."

All his attention to the particulars started to pay off. Holshouser achieved fourth place ranking in EP-1 for 1972, but he was just getting started.



Above left: Note the lightweight racing windscreen. Holshouser's added gauges showed his obsession with details. The coiled cord led to a microphone he used to record his thoughts on tape during and after each heat. **Above right:** Holshouser fiddled with velocity stacks and several exhaust stingers to get that added edge, which he often found.





Detailed notes of every hillclimb were a typical Holshouser routine.

As previously mentioned, the year 1973 was when things came together for Holshouser and 84382. He had been trading positions with his chief rival, Dick Sweigart, Sr., but there were other hounds in the pack, all hunting for the lowest time: Carl Rinker, Dick Gapen, Connie Sheldrake, Richard Miles, and Walter Urban.

Camp Shand on May 5th and 6th serves as an example of the details with which Holshouser approached each competition.

downhill section.

car #	Times	Run 1	Run 2	Run 3	Best	F
5	R. Sweigart	100.163	50.227	50.320	50.227	1st
76	J. Holshouser	52.537	52.246	51.947	51.947	2nd
145	C. Rinker	52.484	53.150	52.287	52.287	3rd
716	R. Miles	DNF	58.479	53.754	53.754	4th
663	T. Powers	56.228	55.649	55.387	55.387	5th
	C. Sheldrake	55.726	56.388	DNF	55.726	6th

Holshouser kept a careful record of every competitor's times as benchmarks.

Holshouser recorded his plug choice, air pressures, and carb jet sizes for each run. His comments for Sunday's run up the hill, which he noted was "clean and dry," included the following:

"Times improved with each run. 2nd run was only slightly better—I thought it was the best run. Did not have a good feeling about the last run, and it was the best!"

Holshouser created a table to record the runs of his competitors and himself and circled the best times for each, indicating how each finished. On this particular day, Holshouser placed second.

The 1973 season's results improved, with three first-place finishes in a row—Giants Despair and Red Rock in July, and Rose Valley in August.

Of course, this success produced a flood of worries, as he was now in a dead heat with Sweigart and Rinker—all three in Speedsters, all three within a few points of grabbing first for the season! But 1973 turned out to be all roses for Holshouser. He won the championship by three points with the help of his preparation efforts; this would not be the only year that he was king of the hills for EP-1.

In 1974, Dick Sweigart would capture the season title and bump Holshouser to second place. As Rich Sweigart, Jr. said about that season:

The PHA in the 1960s and '70s was a big deal. A hillclimb event would have 200 cars show up, and we would have to run the event over two days. We were a small community, and everyone knew everyone else, and some big names would be competing as well because the competition was so intense. It was good practice for them!

Some of the hills had their events covered by the local radio stations. As the child of two competitors, I would get interviewed about my impressions of the event while I crewed for both of my parents. It was a magical time in my life.

Rich Sweigart, Jr. also commented with some pride about the 1974 season:

"That was the year my Dad was first in EP-1, Jess was second, and my mom was third."

Rich Jr. was an active member of PHA when this interview took place in 2011.



Holshouser and 84382 at the starting line.

This collection of event brochures represents some of the many hills that Holshouser competed on over his 20-odd years of racing in the PHA.



Chimney Rock would prove to be Holshouser's Waterloo in later years.

Holshouser and his friends would compete in eight to ten events each season, and the final standings shifted from year to year. Holshouser's season-end achievements were impressive:

1972 (4th)	1976 (2nd)
1973 (1st)	1977 (3rd)
1974 (2nd)	1980 (1st)
1975 (4th)	

After 1980 the trail goes cold, and PHA historian Ron Mann commented that the SCCA, which took more and more control of its smaller organizations, didn't appear to be as interested in keeping up on hillclimbing results and records as had been the PHA. Mann doesn't have the records from the 1980s. A search is underway to obtain records from the SCCA itself. We'll see... we're hopeful.

Retirement

Holshouser's personal records of his competitions during the 1980s are also sparse. There's a map of a hillclimb at Grier City, Pennsylvania, as well as one at Montage Ski Resort, but no records exist regarding Holshouser's participation. He competed at Weatherly several times during the 1980s, achieving three firsts and one second in EP-1; other hills were not recorded in his notebook, so we must assume that he didn't compete.

In 1988, Holshouser attempted to bring 84382 back to competitive form, but a series of mishaps dogged his comeback. That, along with age-related ailments, required Holshouser to hang up his gloves in 1990 after one last run at Chimney Rock, North Carolina. He then retired 84382.



84382 would go into storage in 1990, get rescued in 1997, be put back into storage in 2012, and finally be rescued again in 2022.

But what a record of runs it had been! Over 22 years of very heated competition, Holshouser had driven 84382 at more than 40 events, won or placed in the top five in almost all of them, and achieved a seasonal ranking over seven years of two firsts, two seconds, one third, and two fourths. Now, those are some bragging rights! 🏆

Ronald Sieber is the author of Classic Speedsters and writes a blog about the topic of speedsters on his site, ClassicSpeedsters.com.



84382 today: repainted, reactivated, and once again on the street!

First owner - unknown.

Purchased from Hoffman Motor Car Company in NYC.

Second owner: Mike Evangelista

Evangelista stated that he purchased 84382 in New Jersey in 1963. By then it had been repainted and the body color was now white. The engine in the car at that time was a 1600 Normal.

Third owner: Holbert's Garages

Mike Evangelista traded it in 1964 to Holbert's for a new 1964 C Coupe. Various sources (see interview notes) state that Al Holbert used it in high school and while at Lehigh University. Evangelista stated that Al had put a Super engine in it. He also stated that Al's father, Bob Holbert, confiscated the Speedster because Al was getting speeding tickets while using it. Evangelista stated that the car was then "locked away."

Fourth owner: Jess Holshouser

Jess Holshouser traded or sold his 1962 Porsche 356B Coupe, which he had been using in hillclimb events sponsored by the Pennsylvania Hillclimb Association, later the SCCA. Holshouser then purchased Speedster 84382 from Holbert's Garages on January 28, 1966. Holshouser had it repainted Cadillac Aspen White with "fire-engine red" for the trunk and engine bay. Holshouser performed other modifications as seen in the work receipts and his logs. Holshouser competed with 84382 for over twenty years, then retired the car due to a succession of mishaps as listed in the logbook. Holshouser expired due to ill health in the 1990s.

Fifth Owner: Max Bachofen

Max Bachofen purchased the car from Jess' widow in 1997 or 1998. Bachofen had it repainted in dark red with a black interior carpet, and occasionally drove it for about fourteen years, decommissioning and parking it in a storage shed in 2012. Bachofen then sold it to Ronald Sieber in November 2022.



09/16/1979
Giants



Doryea 1981



Giants Despair
1978





Bruce Malenki

84382 History & Specifications

Ownership History

Built on January 14, 1958 and shipped to Hoffman Motors in NYC

Sold to an unknown buyer from New Jersey, who repainted it ivory with black interior.

Purchased by Mike Evangelista in 1963; traded to Holbert's Garages, Warrington, PA 1964

Subsequently driven by Al Holbert while attending Lehigh; car titled to Holbert's Garages.

Sold to Jess Holshouser in 1966, who prepped it for use as a hillclimb car.

Campaigned by Holshouser from 1967 to 1990 in PHA events, who then retired the car.

Sold to Peter Bachofen in 1996, driven 15 years, then stored in a shed in North Carolina.

Purchased by Ronald Sieber and Tim Lingerfelt in 2022.

The Speedster is presented in its 1976 PHA racing livery as done by Jess Holshouser.

Car Specs

1958 Porsche 356A Speedster with 356 Carrera tach

356C engine with Bursch exhaust

Convertible D transaxle - BBAB - with limited-slip differential

356 Carrera front brakes, standard rear brakes

Z-barred rear suspension, Body flared at rears

Monocoque wheels, 15 x 6 deeps

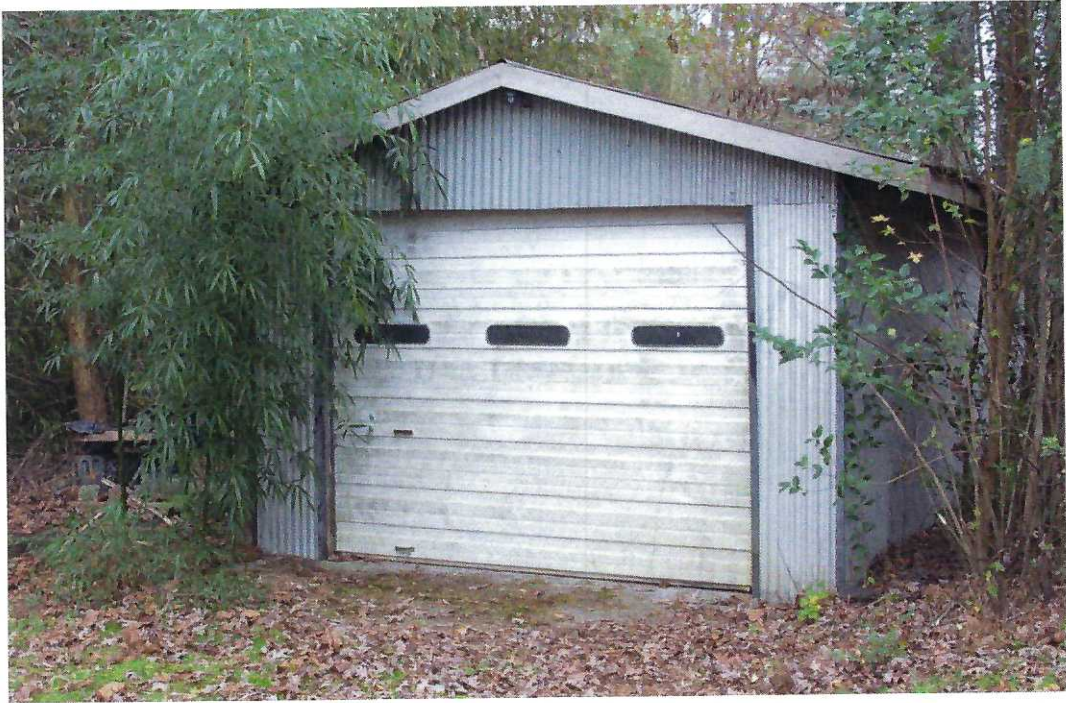


84382 lifting a wheel at a hillclimb

84382: 1958 Porsche 356A Speedster

Discovery, Recovery, Authenticity, Details, Provenance

Discovery & Recovery





=Doors=



driver side door





passenger side door



Note: the door skin has been partially replaced, but the frame is original as shown.



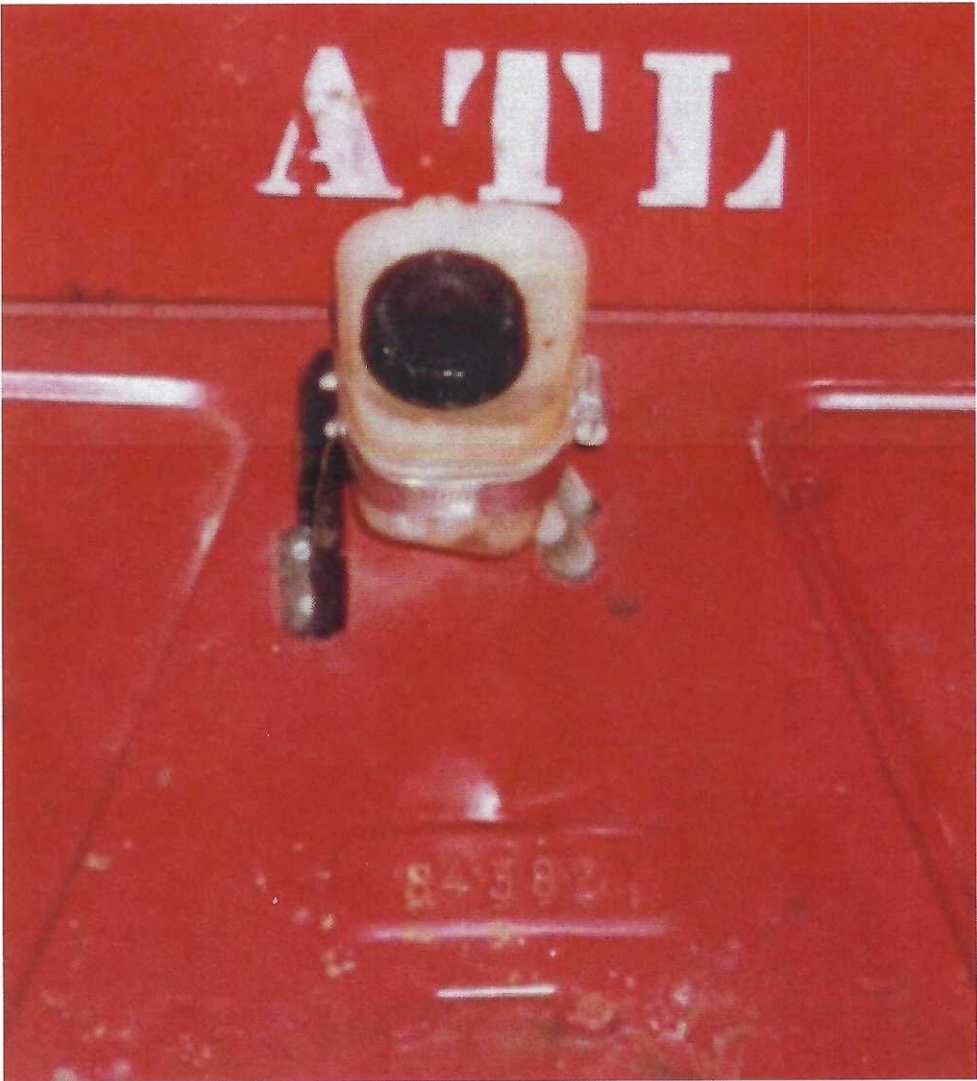
84328 after dusting off the cobwebs. Note the collection of hillclimb trophies.

A complete listing of competitive wins accompanies this narrative section, which features photos of the car in its current state in 2022.

Authenticity



=Chassis VIN 84382=



=Engine Lid=



The VIN "382" is visible but obscured due to the thickness of the body paint.

=Front Trunk Lid=



The lid hinge VIN (driver's side) reads "382"

=Door ID Plate=



84382 has been repainted from original Fjord Green > white > red.

=Engine=

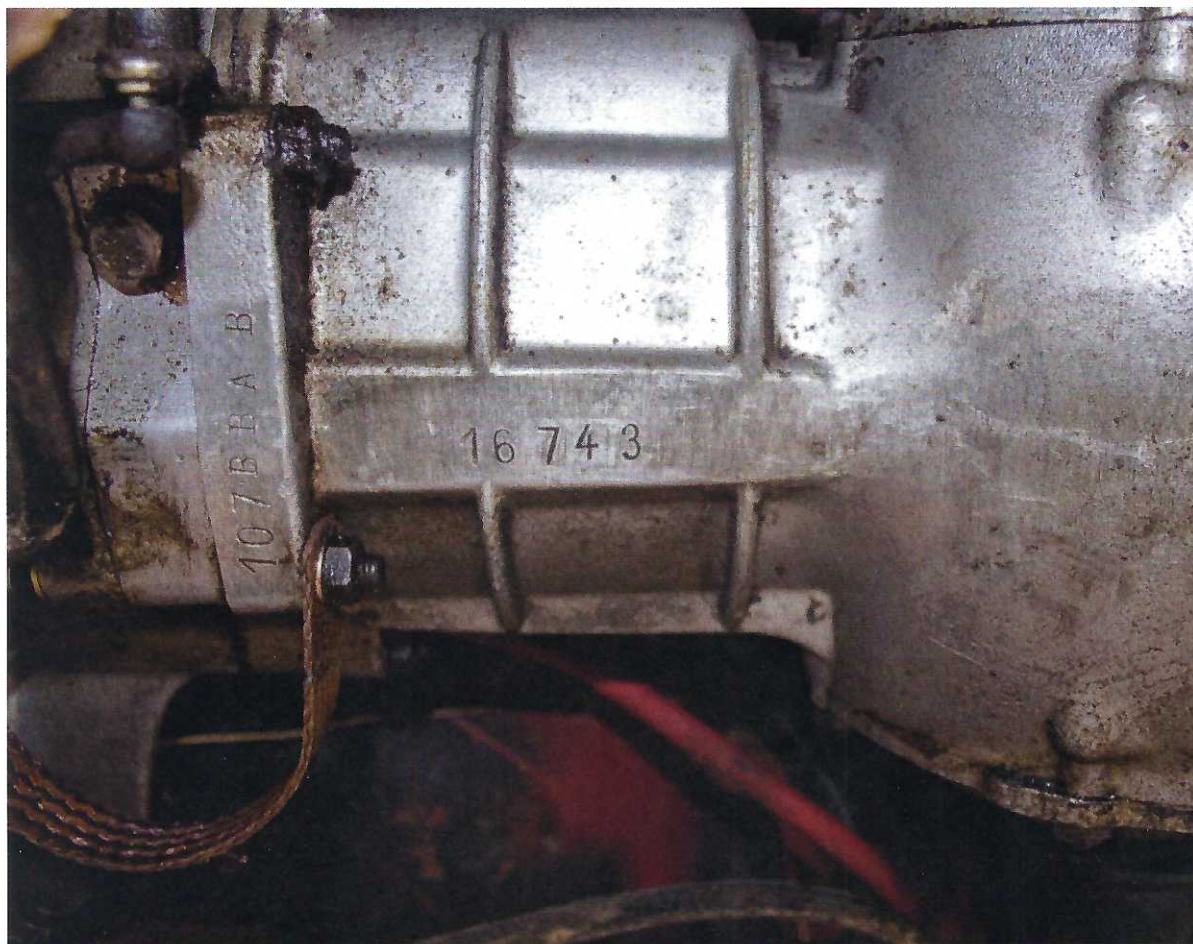


Engine P*710544 is not original to the car.



Engine was in running condition at time of storage in 2012.

=Transaxle=



Transaxle currently installed is not original to the car and was functioning at time of storage in 2012.



Trans 17874 cracked at Chimney Rock event, 1988; it is repairable and accompanies car.

Wheels & Brakes



Five Monocoque-brand wheels, 15" x 6", used in competition, accompany the car.



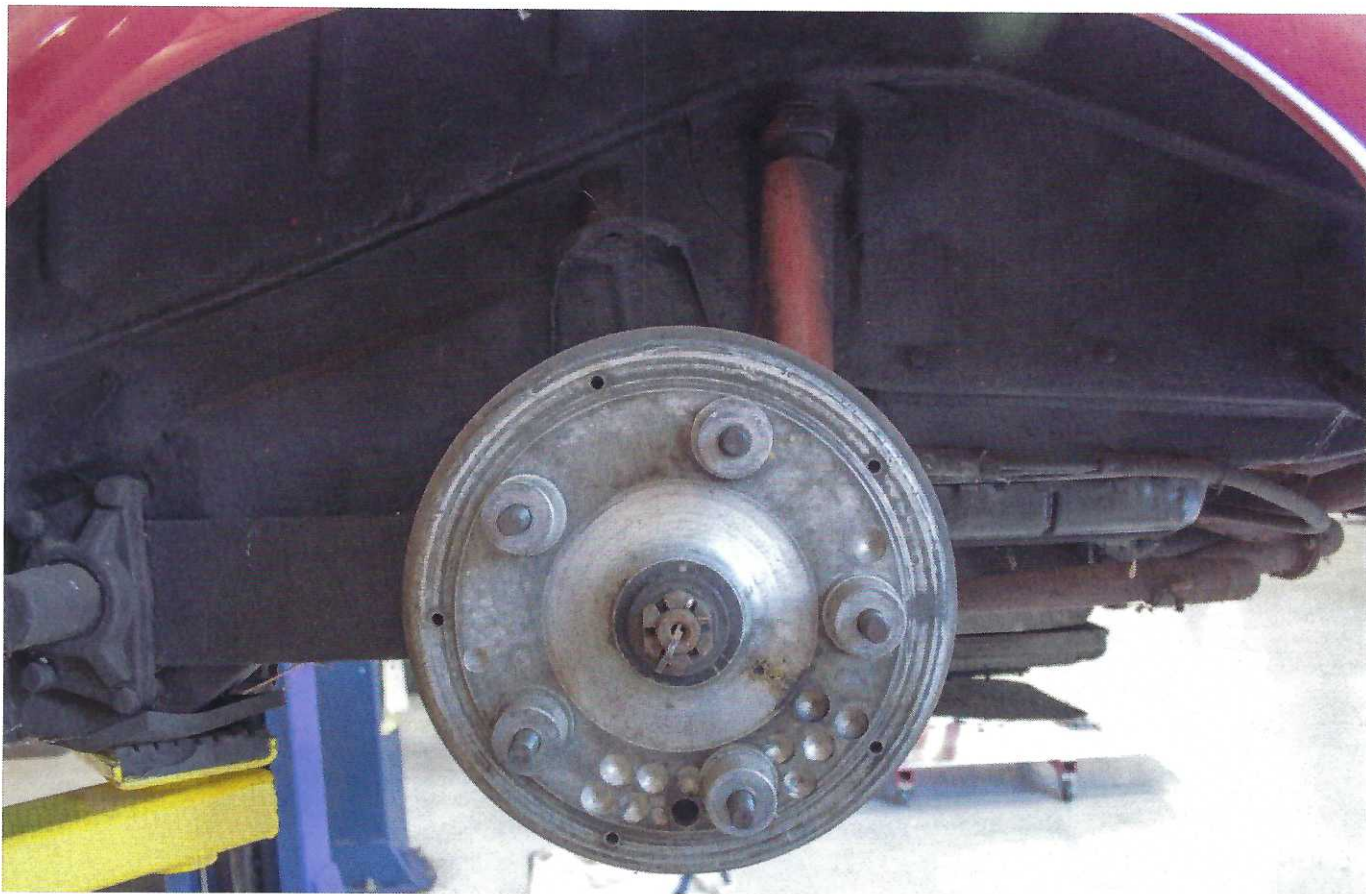
Front brakes are ex-Carrera vented brakes.



Driver side front – Carrera brake



Passenger side front – Carrera brake



Driver side rear – standard 356 brake



Passenger side rear – standard 356 brake

New floors, replaced 4/5/26



Exterior in 1976 Livery





Trophies, Photos, Records, and Memorabilia



