



## TPF479

I get letters from Registry members on odds and ends. That's the name of my column in the Registry Newsletter.

One of the letters I received was from Tony Murad, Registry member from New York. He was at a dead end. His 1959 Convertible D had the serial number "TPF479" stamped in the front trunk and on the plate by the gas tank where the usual number (for a 1959 Convertible D it should be 85501-86830) ordinarily is located.

Murad had done his sleuthing well. He wrote Porsche asking for the Kardex on the number, "TPF479." Porsche wrote back that they had no record or any idea where the number came from.

On the door jam, is another plate with the serial number. It showed, "5602." Aha! said Murad, I'll try 85602 (a logical number for a Convertible D), putting the number "8" in front of the known number 5602. The Kardex came back with an illogical delivery point (in the Caribbean) for this car. Murad had a log book from Germany dating back to 1959.

Murad's letter to me had all of the information that he had tried, including a copy of the log book. I sure wish that auto registration here in the US kept a log book like the German one; it lists every owner from Day 1.

The log book was my key to a solution. It showed a dealer in Frankfurt by the name of Glockler. This was the same

dealer that was one of the first to sign up to sell Porsches in 1950. The dealership still sells Porsches today.

I had visited them to see their restoration of the original Glockler Spyder, which predated the Porsche 550 Spyder. The senior Glockler was away, but I talked with his son and asked for (and received) answers to several questions.

I suggested that Murad write to Glockler's son (the senior Walter Glockler died last year) to see if they could shed any light on the mystery. I also indicated that I thought that the car may have been in a wreck and a new body was put on. But, I had no idea, nor had ever seen a number like TPF479.

The answer from Glockler was startling to me. It stated that back in the '50s and '60s a new body was ordered from the Porsche factory when the original body was damaged in an accident. The new body was delivered without a serial number. Glockler said the letters "TPF" stood for "Technische Prufung Frankfurt," (Technical Supervision, Frankfurt). The number 479, was simply a sequence number. At the same time, a new log book was issued. We now knew what the serial number meant.

The startling facts are that now there is proof that more bodies were built than numbered by the factory and we also find one of the reasons for other serial numbers.

Now Murad had an answer, but the question of what was the original serial

number still haunted him.

Murad looked for any numbers on the hood, doors and trunk that might give a hint as to even the last two or three numbers of the serial number. No luck.

Since the car is torn down for a complete restoration, searching for numbers is a bit simpler, but proves frustrating since other numbers are not to be found.

By the way, in case you like mysteries and might be able to help solve this one, a further note from Glockler, "Document of that certain case (TPF479) are not available, because those papers are kept for seven years only and then being destroyed."

A recent phone call to Murad indicated that he had found a number on the windshield frame. The number is only three numbers and could be the last three numbers of the original serial number. Since the Convertible D had numbers from 85501-86830, there would be only two prefixes for the number he found. He is following with the factory.

Does anyone have any further ideas on how to find an original number in this case? Does anyone else out there is 356-land have an odd or unusual serial number, one not within the confines of the usual numbers found? I'd sure like to hear of them. If you have one (or two or more), please send a picture of the stamped serial number and any other information you may have dug up. My address is in the list of contributors in the front of this book. Thanks.