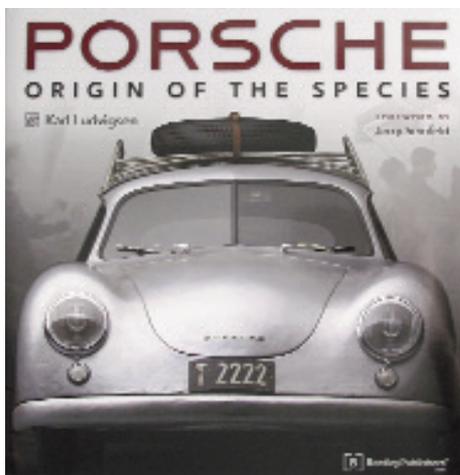


WELL EQUIPPED

Fresh Gear for the Vintage Enthusiast by D. Randy Riggs



▲ PORSCHE-ORIGIN OF THE SPECIES

by Karl Ludvigsen • Foreword by Jerry Seinfeld
Hardcover • 10.5" x 10.5" • 356pp • 436 photos
ISBN 978-0-8376-1331-4 • \$119.95
bentleypublishers.com

What a fascinating book and author Karl Ludvigsen calls it a deep dive into the creation of the 356 Porsche.

This is a new telling of the history of the oldest Porsches and it is Jerry Seinfeld's Porsche 356/2-040 that is the touchstone of the story about how these cars came to be. This background—both prewar and postwar—had far too many gaps and inconsistencies, which the author has rectified in a very precise and methodical way. One cannot love Porsches without diving into this superb effort, both current and rare photos making for a handsome delivery.

1:18 SCALE MODEL ▶

CMC 1956 Maserati 300S • \$454 •
cmcmodelcarsusa.com

Maserati-lovers have another historic model to covet—CMC's 1:18-scale 1956 Maserati 300S. Made of 1,838 individual pieces, the detail on this model is among the best. From elaborately-detailed

drum brakes, to a fuel tank made of stainless

steel, the effort put into accuracy is extraordinary. From any angle of examination, it can be compared to the real car. With hood and trunk lids secured by leather straps, the model comes with a tweezers to open and close the straps. Leather is also used on the seats and headrest.



CLUTCH AND STARTER ASSEMBLY ▶

Made to Suit the Application •
434-432-4409 •
www.vbengines.com

Virkler & Bartlett LLC has introduced a new range of custom racing clutches with reliable and robust starter motor assemblies.

In vintage road-racing cars, clutches and starters are a persistent source of trouble. The original clutches are unreliable, performance is mediocre at best and parts are unavailable. Similarly, starter motors are notorious for failing at the worst possible moment. Lightweight custom clutch assemblies are available with single, twin or triple friction discs in diameters of 4.5in, 5.5in and 7.25in. Clutch friction discs are offered in sintered metal or carbon and a range of diaphragm spring pressures are available. The promise is to provide a full season's use without clutch maintenance. Using conventional mounting centers, V&B's accompanying starter motor is compact, durable and dependable.



▲ BATTERY MAINTENANCE CHARGER

Xtreme Charge XC100-P • \$99.95 • pulsetech.net

We see battery "trickle" chargers in almost every collection we visit. However, Pulse Tech's patented "Pulse" technology is not the commonly used pulse-charging of similar devices but rather a high frequency conditioning pulse on one circuit and proprietary charging algorithms on the other. The unit goes through a 5-step charging process when hooked to a 12V battery including test and initialization; bulk charges at 0.75 - 2.5A; an absorption and saturation charge; an infinitely variable float maintenance charge; and continual pulse charges to minimize the size of lead sulfate crystals. LED lights indicate battery charge level and charging status. Includes both lug and clamp cables, a non-slip rubber base and can be used indoors or out.

BELL HELMET ▼

Vintage Series 500-TX Classic • \$499.95 • bellracing.com

An updated version of the legendary open face 500 TX of the 1950s, this version joins the Star Classic and XFM.1 full face vintage helmets in the lineup. We tested ours at Indianapolis while driving a historic '50s-era Watson Indy Roadster, and it really looked the part and felt great. The updated 500TX is based on the Snell 68 version with the 520 snap-on visor. While the original 500-TX featured a fiberglass shell, the modern version features a lightweight carbon composite shell, fire retardant interior and removable cheek pads that can be replaced for a more custom fit. The 500-TX Classic is SA/2010/FIA8858 certified and available in white in sizes S (57) to XL (61-62). Now it's easy to replicate the look of famous racing legends when you race your historic car.

