

# TYP 356 Northeast NEws

The newsletter of TYP 356 Northeast Vintage Porsche® Club

Volume 10 Number 2 – May 2008

# TYP 356 ne

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## News

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**President's message The 356 turns 60 in May!** A bit of Porsche history... loosely extracted from Volume 1 "Excellence Was Expected" by **Karl Ludvigsen**.

Porsche, as we know it, had incredibly humble beginnings in an old saw mill near the village of **Gmund**, Austria, nestled in a valley of the Reisseck Mountains. For survival during the years immediately following World War II the Porsche firm designed and built the Italian Cisitalia supercharged racecar, designed a diesel tractor and numerous other much needed mechanical projects for post-war Europe.

356-001 was initially envisioned as a Two-Seater Volkswagen Sports Car to renew relationships with Volkswagen. It was designed as a mid-engine chassis and was fitted with a hand formed aluminum open body during the **spring of 1948**. 001 made its first road trip with Ferry Porsche at the wheel during the **last week of May 1948**. With a slightly modified 1131 cc Volkswagen engine producing between 35 & 40 hp, a non-synchromesh transaxle, mechanical brakes and 500X16 tires. Dr. Porsche and his co-pilot then tackled the **Grossglockner Pass**, one of Europe's most challenging mountain roads. During their climb, on rough spring time roads, the rear suspension failed and they slowly continued on to a highway maintenance shop. There they found pieces of steel to repair the damage. The first 356 then completed many trouble free trial runs before being driven to Switzerland where the **Porsche name** was first shown on 356-001 at a public showing before the Swiss Grand Prix of 1948.

Our 356s all share the DNA of that first hand-built roadster!

Why not wander out to your garage and rest a hand on your 356 and thank Dr. Ferry Porsche for the original design and tenacity to create a legend. Better still... start it up, open the windows (or drop the top) and give it a good run. Our TYP 356 Northeast Spring Tour is a few weeks away and the 356 needs to be ready for the Green Mountains of Vermont.

Not joining us in Vermont? Your club has a calendar filled with summer driving and social events. Check it out in this newsletter... and join us.

**Bill Collins** president

The **Panel Beating Tech Session** was held on February 16<sup>th</sup>. See Tom Gentz' notes in later in the NEws in Tech Session – on line. Our Vice President and Tech Chairman is





First stop - Bill Perone's Parts shop



. Distributors? got 'em.



Rain restrained the Sunday Swap Meet turn-out

doing an awesome job of keeping us active through the winter.

TYP356ne **California Winter Break** Weekend 2008 was again attended by a dozen members and friends. A little break from the seemingly endless winter disruption in the driving season was in order by late February.

This was the **25th year** of the **LAX Literature, Toy and Memorabilia Show** for Porsches and Vintage VW's. After a blip in locations and supporting events a few years ago it is still going strong. Dozens of vendors at the LAX Hilton (the overflow room nearly full) occupied Saturday morning once again. This is the biggest collection of amazing early Porsche items you are about to find in one place. In spite of the name, there are perhaps as many vehicle parts and accessories as there are Literature, Toy and Memorabilia pieces. Don't confuse these with grimy stuff in crumpled cardboard boxes. These bits are dressed to kill (your wallet).

As an example, one item causing a buzz in the room was a Heuer dash-mount stop-watch and timepiece set. Very cool. Retro rally look. At home in anything without whitewalls. Worth thousands. **Make those 35 thousands** - for its Steve McQueen provenance.

Bargains? It depends on your definition. If a \$100,000+ Speedster is a bargain, and a very good one certain seems to be these days, then most items were in proportion.

Posters? got 'em. Rebuilt Zeniths? Replica bits? got 'em. New Old Stock? **got 'em**. A roster of names participating that looks like the 356 Registry All-Stars? They're there.

The Saturday morning show fits into the middle of a half dozen other open houses and events:

**Willhoit Auto Restorations** open house, Long Beach, Friday  
**The Parts Shop** open house, Huntington Beach, Friday  
**LAX Literature, Toy & Memorabilia Show**, LAX Hilton, Saturday  
**European Collectibles** open house, Costa Mesa Saturday  
**All Porsche Swap Meet & Car Display**, Costa Mesa, Sunday

TYP356ne decided to **cut down on (minivan) driving** by lodging at the Long Beach Best Western. Wrong. We were converted into deranged commuters. Incessantly on the go. Just like previous years. Proximity to direct Jet Blue Boston-to-Long Beach flights did help some.

Throw in a few extra stops such as the Peterson Museum, the OCTO VW bus show and a good selection of restaurants and there was no time to catch-up on the jet lag. President **Bill Collins** coordinated the event and no one could complain about the number and diversity of activities.

Bill however could not hold back the **rain** which splashed into about half the events. Granted it was a lot more tolerable than a February downpour in Beantown.

Returning home to Boston one's mind is swimming with recollections of cars in progress and For Sale at the open houses, parts and goodies at the "Show" and Sunday's Swap

Meet. It's a great diversion alright.

**Ron Swenson**

The **www.TYP356ne.org** web site's Big Data Center relocated all of their servers over the Weekend of March 28<sup>th</sup> to a brand new state-of-the-art facility in Columbus, Ohio. Our site's performance has been great over the years and the short interruption over that weekend should assure that continues. There are also many **updates** on the website if you haven't visited recently.

**Ralph Hadley** web coordinator

On March 8, 2008 over 30 club members attended the TYP356ne **Carl Brown Restorations shop tour**, specializing in Auto Bodywork Restorations. The members were treated to some wonderful cars and a tour of Carl Brown's shop.

The collections ranged from a 1967 Ferrari 275 GT/4 to Mercedes, Porsches, VW's, Thunderbird's and several rare cars. A great time was had by all and a special thanks to event coordinator Tom Gentz and Carl Brown for a great day.

**Ralph Hadley** web coordinator



**Porsche 904** with a Carrera engine  
Photo by Tom Gentz



Nothing but **Red car collection**  
photo by Swenson

**The Cape Cod Shake Down Drive** - April 12, 2008 was first drive of our 08' season. The forecast was for a rainy day, but it turned out to be only cloudy that morning and breaking to beautiful sunshine by the afternoon. Our meeting place was at the Herring Cove rest area on Route 6 on mainland side of the Cape Cod Canal. With the possibility of showers there were only a half a dozen 356's but 14 members did show up for the tour. We took the Sagamore bridge to Route 6A for a nice leisurely hour drive to the Simmons Homestead in Hyannis Port. Owner Innkeeper Bill Putman has a collection of over 30 classic **red sports cars**, Lotus, Jaguar, MG and Triumph's to mention just a few and last but not least a 1965 356C. They are all kept in several car barns named "**Toad Hall**". The Simmons Homestead Inn was also a very interesting place to visit; with the same energy for collecting cars Bill has filled every nook and cranny of the Inn with lots collectibles old and new. After the tour we drove a short distance to Cook's Seafood for a nice casual lunch.

I would like to personally thank Paul Vincent for putting this drive together. This is the first time Paul has lead a drive for the club. He attended the **January Planning Meeting** and volunteered to lead this drive for us. I would like to encourage all members participate in the planning of club events, with new ideas for drives and activities will only make our club that much more interesting and exciting.

**Bill Sooter**



A shiny **new headlight relay** promises better lighting ahead. Photo by Ralph Hadley

(As usual our website has plenty more photos of this and other events).

Our fourth Bentley Publishing hosted program was the TYP356ne **Spring Service Tech Session**. See Tom Gentz' notes in later NEws' Tech Session – on line. The headlight relay mentioned was donated by Joe Leoni, his special price offer on these relays resulted in 11 ordered from tech session attendees. Bentley generously provided coffee and donuts, pizza for lunch and two publications given as door prizes. (ed.)

"I want you and the rest of the TYP356NE club members to know how much I enjoyed the Tech Session at **Bentley Publishing** on Saturday April 19, 2008. It was great in all aspects! You did an outstanding job organizing it and our treatment by Bentley was first class.

"Having the added big plus of winning the drawing and having Rainer go through the "spring tune-up" on my car and install the relay (thanks, to Joe too) was very special and exceptionally educational for me. Even without that added bonus the day would have been A-one. It was fun meeting everyone and I hope to participate in many more fun events with the club in the future.

"My thanks to everyone involved."

**Peter Nichols** member 2008

Yesterday's drive put together by Peter Crawford and Don Osborne was the type of drive we New Englanders **wait months for**. Starting in Danvers with 11-356s, 2-912s and a Bugatti replica (as Allen Sisson's 356 wasn't ready for prime time) we meandered through Topsfield, Byfield and West Newbury before crossing the Merrimack River. We then traced the river through Merrimack and Amesbury before jumping on I-95 North for a short run to the Hampton exit and a cross country jaunt to the Hampton Airport.

We lucked out at the **North Hampton Airport Café** as there were just enough inside seats inside for our group... it was a bit chilly for dining on the patio. After a leisurely lunch Don Osborne and Ralph Hadley arranged three of the 356 coupes in red, white and blue on the apron in front of a vintage Super Cub... a great shot. The Porsches were headed for home by 2:30 PM

It was a well planned run with perfect blue skies and zero glitches...other than a few oils spots on the tarmac. Actually, Porsches don't drip, they just mark their spot! Well done **Peter and Don**. Thanks.

**Bill Collins** president

## ***In Porsche History***

**60-Years** ago – Porsche builds their first car.

Courtesy of the 356 Registry website: **60-Years** ago – "The original **356-001** car is raced at the Innsbruck city race, achieving a victory in the 1100cc class in its first outing. Porsche was homologated by the state government of Kärnten in Austria on 8 June 1948." Porsche



"You've got to be lucky" Hans Herrmann

states "This marked the birth of the Porsche sports car brand"

**55-Years** ago – Porsche, wins 1<sup>st</sup> in 1500 class at **LeMans**, it will be 12 more years before the capture 1<sup>st</sup> Overall.

**50-Years** ago – Stirling Moss finished third against all comers at the 1958 **Buenos Aires 1000 km** race with a 1.5 liter RSK.

**45-Years** ago – Porsche captures **LeMans 2000** class.

Courtesy of The FINANCIAL -- Stuttgart, On February 23, 2008, "**Hans Herrmann**, one of the most successful and popular works racing drivers of Dr. Ing. h.c. F. Porsche AG, Stuttgart, celebrates his **80th birthday**. "

"The proverbial "**Hans im Glück**" (Hans in Luck) at the wheel celebrated his greatest successes with sports cars from Zuffenhausen: in the Mille Miglia, the Targa Florio, the Carrera Panamericana and, of course, in Le Mans, with the first overall victory for Porsche in 1970, driving a 917. His career began appropriately: in 1952, in a private Porsche 356, he took part in hill climbs, rallies and reliability runs. The very next year, he came fifth in the Lyon-Charbonnières Rally, together with Richard von Frankenberg in a Porsche 356.

"Thereupon Porsche's racing manager at that time, Huschke von Hanstein, brought him into **Porsche works team**. In 1953, Herrmann went to the start for the first time in the 24 Hours of Le Mans where, together with co-pilot Helm Glöckler in a Porsche 550 Coupé, he gained a best of class victory in the category up to 1.5 liters capacity at his very first try.

"After Herrmann had also secured the title of German Sports Car Champion in the same year, he attracted the attention of Mercedes-Benz head of racing Alfred Neubauer, who integrated the 26-year-old into his works team along with Juan Manuel Fangio, Stirling Moss and Karl Kling. Parallel to this, in 1954 Herrmann continued to start for Porsche and gained prestigious class victories in the 550 Spyder in the Mille Miglia and the Carrera Panamericana.

"Never to be forgotten is the spectacular incident that occurred during the Mille Miglia in 1954, when Herrmann and his co-pilot Herbert Linge **ducked flat under the barriers to cross the rails at a closed level crossing, right in the path of a rapidly approaching train**. Later, Herrmann made a photo of the spectacular moment the subject of a letter card, with the inscription "Glück muss man haben" ("You've got to be lucky"). In conversation, he completed this definition in a much more serious undertone: "Glück hat, wer als Rennfahrer überlebt." ("Luck, for a racing driver, is to survive").

"When in 1955 the Daimler-Benz works withdrew from motor sport, Hans Herrmann was at the start again for Porsche. There followed the wandering years with Maserati, B.R.M and Borgward and, in 1959, the next homecoming to Herrmann's 'own brand', Porsche. Together with Olivier Gendebien in a Porsche 718 RS 60 Spyder, he won the 1960 12 Hours of Sebring, achieving Porsche's **first overall victory in a manufacturers' world championship endurance race**. Shortly afterwards, the combination Hans Herrmann/Porsche RS 60 Spyder, together with Joakim Bonnier, also won the round Sicily 'Targa Florio'. In 1960, Herrmann also became Formula 2 European Champion with the Porsche 718/2.

"In 1962 he changed to Carlo Abarth and was active as works driver for the Vienna design engineer from 1963. Three years later, in 1966, he returned to the Porsche works team once again. Not only did Herrmann take part in all the great endurance races, besides driving European hill climb championship courses; he also carried out countless test drives in the – then newly-opened – Weissach Development Center. "

Courtesy of WorldCarFans: Le Mans **24 Hours Entry List** announced 23.02.08 00:34  
"The organisers of the Le Mans 24 Hours (or 24 Hours of Le Mans) race have released the entry list for this year, which holds out to 55 cars from numerous companies, and 20 LMP1 cars to take the start."

"...The LMP2 category alternatively has its highlight with **Porsche RS Spyder making its first appearance at Le Mans** and many others bringing in their outstanding new cars..."

"#31 Team Essex - Porsche RS Spyder

"#34 van Merksteijn Motorsport - Porsche RS Spyder"

Stuttgart. Dr. Ing. h.c. F. Porsche AG, Stuttgart mourns a great journalist and racing driver: **Paul Frère** has died at the age of 91. Anton Hunger, Porsche's Head of Press and Public Relations, paid tribute to the deceased: "Paul Frère lived life at racing speed. Whether as an engineer, a race driver or a journalist, he was a man who commanded the widespread admiration of the international motoring scene. With his passing, Porsche loses a connoisseur of many years, who actively accompanied the enterprise and its products from their beginnings right up to the present day."

A Belgian citizen, Paul Frère was born in 1917 in the French town of Le Havre. He made his way into motor sport in the late 1940s and subsequently drove for various different teams. He started for **the first time for Porsche in 1953 with Richard von Frankenberg in a Porsche 550 Spyder at Le Mans**, where he gained a best of class victory. In the 1958 Le Mans, together with Edgar Barth in a Porsche 718 RSK, he finished in fourth place overall, besides winning best of class in the category up to 1500 cubic centimeters.

In parallel to his career as a racing driver, in 1945 he began a career in freelance journalism and was much in demand as an expert worldwide. Paul Frère continued his activities as a journalist and test driver to a ripe old age and wrote various books on automobiles, including the "Porsche 911 Story", a standard work which is in print to this day. An enthusiastic aficionado of the sports cars from Zuffenhausen, **he was still driving his first Porsche – a 356** – as well as an Indian red 911 Carrera in the last years of his life.

Source: © 2008 Dr. Ing. h.c. F. Porsche AG.

## ***Events***

Driving season has started and there's much more in store. New dates in bold.

May 4, 2008

TYP356ne (North & South) Sunday Drives

The Events section is brought to you by:

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**Sealant:** Loctite 574 is the Porsche preferred sealant for assembling your Porsche engine case. This sealant is difficult to find in the United States, it is imported from Germany.

Pioneered by Loctite, this anaerobic gasketing technology has revolutionized the sealing of high performance automotive engines. Loctite 574 remains liquid when exposed to air, but cures when confined between mating engine surfaces



Woodstock Inn & Resort

May 16-18, 2008

June 8, 2008

June 18-22, 2008

June 22, 2008

July 11, 2008

**July 13, 2008**

**July 20, 2008**

**July 20, 2008**

July 26, 2008

August 3, 2008

August 7, 2008

August 23, 2008

September 4-7, 2008

September 13, 2008

September 21, 2008

October 10, 2008

October 18, 2008

October 26, 2008

November 2, 2008

TYP356ne Spring Tour

TYP356ne Pomfret Drive

356 Registry WCH - Tahoe

TYP356ne Sunday Drives

ALMS at Lime Rock

T356NE @ Tanglewood

Collings Foundation multi-club Tour / Tailgate Picnic

NCR Car Show , New London, NH

TYP356ne Wilde Party / Boat Show

TYP356ne Founders Day Gloucester

Hemmings Cruise Night

TYP356ne Wray Schelin shop tour

356 Registry ECH-PA

VSCCA Climb to the Clouds

TYP356ne DYPD Drive

TYP356ne Fall Tour

TYP356ne Meister Restoration Tech Session

TYP356ne Sunday Drive / Leeds lunch

TYP356ne GNE Gathering

Always check the [www.TYP356ne.org](http://www.TYP356ne.org) site for schedule updates. If required, **Day-of-Event notices** (like rain) are usually e-mailed by 7:00am, if in doubt check before you roll-out.

The **2008 Spring Tour** is fully subscribed for the weekend of **May 16-18**.

Those registered will be receiving for the Tour Book in the mail shortly. Several drives to Woodstock are being planned by members so you'll be able to select your departure point and route.

**May 16<sup>th</sup>-18<sup>th</sup>, 2008 TYP356ne 2008 Spring Tour to Vermont**

contact: **Don Osborne**, [donosborne@comcast.net](mailto:donosborne@comcast.net)



[eastcoastholiday.com](http://eastcoastholiday.com)

There is a fairly high degree of interest this year in attending the **East Coast Holiday** in early September in Lancaster Pennsylvania. One of the interesting things we learned four years ago, when the Holiday was in Williamsburg, was that **the best part** of the long weekend was the actual long distance **drive to the event**. The camaraderie on a trip like this lasts for a long time. Based on that premise, about a dozen member cars will be caravanning to Lancaster this year.

The Thursday departure will take us down the scenic **Taconic Parkway**, which runs parallel to the Hudson River. The group will be staying just across the Pennsylvania border, not too far from the Delaware Water Gap. On Friday morning we will only have about a three hour drive to the Holiday. By this time the actual event is most likely nearly sold out, but for you **last minute types**, there are plenty of hotel rooms in the area. Even though you are not a registered attendee, you can still enjoy the overall fun that a holiday creates. Plus give your car a good run.

drive coordinator: **Peter Crawford** [pcrawford@typ356ne.org](mailto:pcrawford@typ356ne.org)  
**September 4<sup>th</sup> – 7<sup>th</sup>, 2008 East Coast Holiday, Lancaster, PA**

### ***Reviews - books, sites, &c.***

A quick **Google** (images) turned up a chance to become Europe's own Parker Tyler.

"We have at your disposal a unique collection of Porsche 356 as well as a (sic) extensive selection of genuine Porsche 356 parts. Only complete purchase of all merchandise will be considered. How much is it worth to you! See the Pictures en Register now!"

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**Ron Swenson**



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**Le Mans 24 Hours Entry List Announced** 23.02.08 00:34 (Courtesy of WorldCarFans) –  
 "The organisers of the Le Mans 24 Hours (or 24 Hours of Le Mans) race have released the entry list for this year, which holds out to 55 cars from numerous companies, and 20 LMP1 cars to take the start."

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 "#34 van Merksteijn Motorsport - Porsche RS Spyder"

**Ron Swenson**



That's right, Porsche Design has teamed up with German kitchen maker, Poggenpohl, to design the 'Kitchen for Men'.



Paul, please keep that thing off the guardrail.  
[www.imcdb.org](http://www.imcdb.org)

Wikipedia notes “**Trainspotting** is the much-maligned pastime revolving around the writing down of the serial numbers of locomotives. As if having everybody snickering at them wasn't bad enough, reports suggest that spotters are now facing a security crackdown.”

Most of those with the 356 fever have a similar affliction, peering into the oncoming traffic, glancing into open garages, spotting **tarp covered lumps** beside sheds. The payoff is getting pretty slim for all the eyestrain. In winter it's basically hopeless.

That is until you flip on the tube. Then there is hope. First the California backdrop for so many movies offers increased odds. Prop guys and directors realize the zing they get out of a unique auto in a cameo role or at least a bit part. To save you endless hours channel-surfing there's a shortcut to the movies, better yet right to the cars.

The **Internet Movie Cars DataBase** is found at [www.imcdb.org](http://www.imcdb.org). There you select a car or a movie and search for the images. There's millions (well lots) posted by members. It's a forum format so fairly often a registered member will add a comment or correct a sighting. (There's a job here for someone – plenty of the 356's are misidentified, A's for Pre-A's, 550A's as RSK's, etc. Like the “1948” Porsche 356 in The Fast and the Furious of 1954, it doesn't seem to even have a bent windscreen.)

Then the trainspotting begins. Like - just what is the incident that results in Harper's Speedster's primed door and artfully painted jamb areas? The door got replaced and the rear top and rear bottom fit perfectly but it needed lead near the latch – then they got frugal with the primer? Maybe a lighting truck driver couldn't believe there was a car only 40-something inches tall and hit it – since the producer was renting it from his brother-in-law they sprayed over a red door from the junkyard for the film. Then they repainted the whole thing orange. The front fender looks to be a very efficient little ding. Newman looks very serious about the whole thing.

It doesn't have to be a big or an American movie either. Virtually all of the racecars in “Roadracers” a movie of 1959 show up; like a Devin Chevrolet, Kurtis Kraft, 1954 Arnolt Bristol 404/X, right down to the infield cars including a 1951 Chevrolet Deluxe 4 Door Station Wagon.

Don't visit unless you have a couple hours to kill.

**Ron Swenson**

<http://356registry.com/forum/index.php>

The 356 Registry has started an **On-line Forum** and will discontinue the email list. This update in technology improves your ability to learn more about the 356 Registry from many aspects. You can view the forum at: <http://356registry.com/forum/index.php>

If you want to learn how to subscribe, I have attached a very long section from the latest 356 Digest. This is a wonderful improvement and enhances your ability to search, post and obtain more information about our cars.

**Tom Gentz** Vice President and Tech Chair



<http://hometown.aol.com/derwhite/>

TYP356ne, or Tom Gentz has provided this tech session for education purposes only, and cannot be held responsible for any injury present or in the future or liability

Resources - Mig Welding:

<http://www.millerwelds.com/education/library.html>

[http://www.millerwelds.com/education/tech\\_tips/MIG\\_tips/](http://www.millerwelds.com/education/tech_tips/MIG_tips/)

Resources - Gas Welding:

<http://metalshapers.org/101/jkelly/index.html>

<http://www.typ356ne.org> Welding Technical article

<http://www.paintucation.com>



2-piece Set of **Leather Suitcases**, w/straps, black or brown (**\$83.35**) as featured in the Porsche 356-B T-5 Factory Accessories catalog.

## ***Tech Session – on line***

**Panel Beating Tech Session** held on February 16<sup>th</sup>, 2008, at Tom Gentz shop had the following detailed handout of the techniques demonstrated:

### **Safety:**

For all types of body work and welding, safety is the most important issue.

### **Eye protection:**

Gas Welding: Goggles with a number 5 tinted glass

MIG Welding: Helmet with a number 10 tinted glass. The US Military invented an instant darkening glass that allows the welder to see what they are about to weld without jerking the helmet down before welding begins

You have seen the TV shows like American Chopper, that they MIG weld without a helmet to “tack” a part into place. This is dangerous and NOT recommended for the hobbyist. Put the helmet in place over your eyes and then tack your metal.

### **Clothing:**

Boots, not tennis shoes if possible

Jeans, not shorts

Long sleeved shirts, or sweatshirts

NO polyester clothing as that will melt to your skin

Gloves

Gas Welding: short gloves are ok

MIG Welding: Gauntlet gloves are recommended due to UV rays from the machine, ask me how I know

### **Masks**

MIG Welding: A low profile, activated charcoal mask is necessary due to the fumes from the arc. I use a 3M, #9925 Welding Fume Respirator

### **Topics at the demonstration:**

Taking a dent out

Hammer and dolly - - on dolly / off dolly

Shrinking with an Oxygen – Acetylene

Replacing metal with a patch panel and a MIG welder

**Dent Removal Hammer and Dolly Process**

Tools needed:

3M green Roloc bristle disks (4 1/2 inch (Eastwood #31128) and 2 inch (body and paint stores), plus grinders and air tools -- for removing paint  
Body Hammer and dolly (Martin Tools are very high quality) -- James Chapman, <http://www.autobodyhandtools.com>  
Body file for selecting high areas  
Rust preventer (Zero Rust -- Prep Step) <http://www.zerorust.com>, or POR 15 Metal Prep, <http://www.por15.com>  
Book: Metal Bumping, Frank Sargent (James Chapman & Eastwood #31063)  
Optional: Stud Welder and shrinking disk

Process:

Remove paint in larger area so you can feel the dent with your fingertips and hand (use a zip loc bag until you can feel the metal)  
To become familiar with contours, use a Baggie with your hand inside  
Let the metal tell you what it wants

**What a dent looks like: Off dolly -- On dolly**

You need to control the hammer with light hammer blows OFF dolly. Hold the dolly firmly and let the dolly do the work. If you hammer ON dolly, you will thin the metal. Use a "drawing" blow with the hammer, you will maintain proper thickness of the metal.  
Dolly the dent up first, and then lightly take the circumference down.  
Protect the bare metal with Zero Rust Prep Step or POR 15 Metal Prep

**Shrinking with Oxygen – Acetylene**

Tools needed:

Oxygen – Acetylene tanks, valves, striker, tip and eye protection  
Roloc disks  
Hammer and dolly  
Water and soaked rag for quenching

Process:

Clean all the paint off the metal with Roloc both inside and outside the dent, as burned paint is more difficult to remove after burning.  
Locate the center of the dent, start six inches from the dent and using a spiral pattern, begin to heat the metal. Working your way to the dent's center, make the center cherry, red hot. Remove the heat, place the dolly underneath and hammer in the same spiral pattern, when you reach the center, strike one hard blow in the center of the dent, then quench the hot dent with a rag soaked with water.  
Protect the bare metal with Zero Rust Prep Step or POR 15 Metal Prep

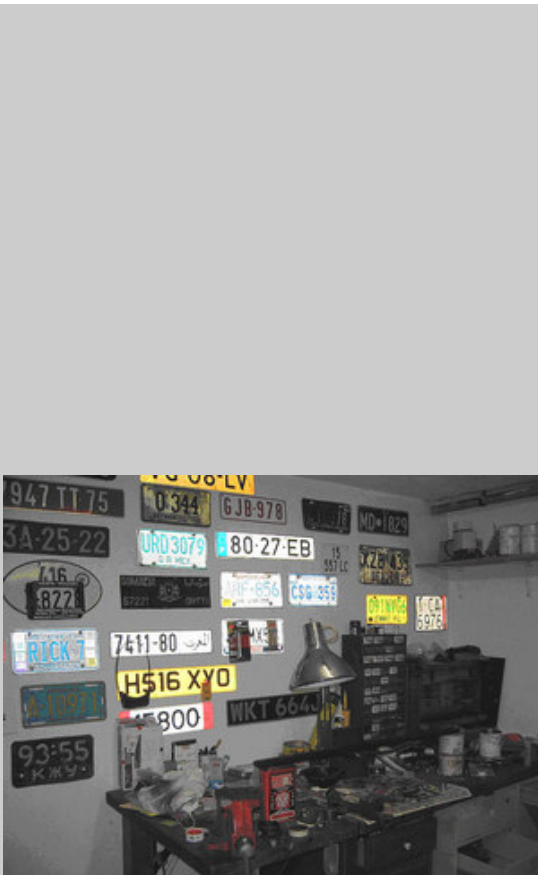
**Replacing metal with a patch panel and a MIG welder**

Tools:

MIG Welder, welding helmet, gauntlet gloves, respirator, and .024 wire (small wire)  
Rodec disks

Process:

Make a metal replacement for the rusty metal that fits precisely (butt weld, not overlap, as that causes a place for water to accumulate)  
Using self tapping screws or tape place the new metal to begin tacking the new



metal in with spot welds

Spot tack in different areas to secure new metal

Grind off welds to see if you are precisely where you want to be flush and no high or low parts. Use hammer and dolly as necessary

Continue tack welds until completely butt welded

Grind off weld beads

Protect the bare metal with Zero Rust Prep Step or POR 15 Metal Prep

## Tom Gentz

Vice President / Tech Chair

(To prove we all need some driving time and quick, we're please to present...)

### Restoration Blues "The Devil's Workshop"

I have been writing this technical column, on and off, since August 1999. This issue, I invite you into my workshop. I don't invite many people in here, but I'm inviting you. The truth is, not many people want to come into my workshop – I think because I suggest getting a tetanus shot first.

You can really tell a lot about a man by the workshop he keeps. This is where I like to spend my free time (what little I have), my idle time, my "me time". I get lost in here. Maybe you have a place like this also. If you do, then you know what I mean.

The first picture is of a corner of my workplace. It's the "old" garage, and it's nice and warm in here during the winter because the boiler room connects to it. When my wife turns up the thermostat, heat from the furnace tends to come into here. I like this place. I installed some big ceiling lights in here a couple of years ago so I could see, and I painted the walls a really bright gloss white so they would reflect the light. My workbench top is actually a solid wooden door that weighs a ton. Someone left it out on the curb in 1979, so I loaded it into my Chevy Van to turn into wood stove kindling.

I never got around to making kindling out of it, so it became my workbench top. On it, I have lots of little bins labeled "Weber jets", "Original Porsche Screws" and "Solderless Connections", stuff like that. Yep, this room is really my favorite place.

Here is a close-up picture of the work bench. Pretty scary, huh? I pretend to know where most everything is. Your work bench is probably much tidier than this, which is commendable. I'll bet George Nelson's work bench doesn't look like this. Count how many things you can identify: (I'm looking for a small dentist's pick...do you see it here somewhere?) I bought that VDO clock from Dick Chiasson a while back. I've since learned how to take it apart, but not how to put it back together. The cog-like thing is a cam belt driver from my Volvo (it breaks off the main shaft sometimes – due to a really poor design), and I can see Pierre's Solex carburetor and some 356 interior light switches. And I think I see my dentist's pick!

Some of you know that I like old scooters, and here are some of my scooters. I forgot about the white one, it's usually hidden. It's a 1965 125 Vespa, totally restored. These two reside in one of the bedrooms. There's another in the garage somewhere.



Ah, this is my family room's furniture. Nice red leather chairs, er-r-r... seats. Completely reclining too! My wife doesn't particularly like these chairs/seats in this room, And she would like them out, but I find them rather comfortable.

This is where I store my fleet, and also the scene of a Saturday morning tech session we once presented. It was so cold in here that we busted up some wooden pallets and lit a camp fire. I think someone told a ghost story. Anyway, on the left is Umlaut, trying to hog center stage. One of these days I'll get her on the road. At center stage is Pierre, a French-built, Italian- designed car. Would you buy a French-built Italian-designed car? Didn't think so. Well, I did. All 800 pounds of him, with 14 BHP hiding under his unassuming body. One of these days I'll get to drive him, too. On the far side is Gertrude, the topic of many a Rustoration Blues episode. She is the only car not presently on the disabled list. I treated her to four Weber 32 mm chokes. 135 mains, and larger idle jets; She is now a temperamental, gas guzzling monster!!

There not enough room for a close up of my first aid station. I can't tell you how many times I've visited this area. Or the local Emergency Room, where I'm either getting a foreign object scraped off my eyeball or having some metal shard removed from deep within a finger by a resident M.D. (wielding a very sharp scalpel).

Well, that's the end of the tour, I hope you enjoyed it. Maybe we'll do this again someday.

**Rick Veneski**

## ***Members***

### **New Members:**

**Peter Nichols** Duxbury, Massachusetts 1964, 356 SC

**Tom Carver** Cotuit, Massachusetts 1959, 356 A, cabriolet 1962, 356 B, coupe, S-90

**Robert McKittrick** Lowell, Massachusetts 1965, 356 C, coupe 1996, 993 Targa

**Dave Fischer** Glenside, Pennsylvania 1963, 356 B, Carrera Coupe 1961 356 B, Roadster

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You can also choose to not be included in members@typ356ne.org e-mail distribution. Or two receive it at two addresses.

We appreciate members' thoughtful use of these tools – focusing on 356 content of interest to our members and assisting in enhancing our events.

**Ron Swenson**, membership chairman

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**For Sale:** Car **Cover** \$60 or will trade for decent 911 soft cover, Colgan T 5 or T 6 **Bra**-fits right, NO flapping \$40.00, Almost brand new Euro **Busch muffler** <500 miles \$100.00, Almost new 2 **Bilstein rear shocks** <1000 miles \$125.00, Assorted windshield **wiper arms** and blades and **tail light lens** \$10.00, Higher wattage **instrument bulbs** for brighter 6v instruments \$5.00. All offers considered. Fran De Leo 978.578.4131

**For Sale:** Set of 4 **drum brakes** (2 front, 2 rear) liners excellent and measure within factory limits. Rear splines excellent. Great condition. Jim Stein teleski42@aol.com 508.314.0581 v10n2

**Wanted:** I'm looking for a **disc-braked wheel** (or two), kron prinz, with a 7/63 or 8/63 date stamp on it/them. Lousy chrome or steel, I'm going to paint it anyway. **For Sale:** Also, I have a **Bursch exhaust** for sale for B and C cars, Nice chromed tip, \$50 OBO. Rick Veneski leahrick@gis.net v10n2

**Wanted:** I'm looking for a **High Bow Top Frame** for a '58 Speedster we just purchased. Alex Finigan alex@paulrussell.com 978-768-6919 v10n2

**For Sale:** 1964 mass **plate**-- good for 63 to 65 car, **full hood bra** (P) for 356. contact garyr356@aol.com v9n5

**For Sale:** Brand new Mass. 1959 **plate** for sale. I also have a 1959 inspection sticker. The plate is a nice 4 digit plate, just returned from the plate maker. Bob Norton bob356@gmail.com v9n5

**Wanted:** I want to remind members that I am still looking for a 356. I would appreciate hearing about any fully restored **A Coupes** members have or may hear of. Raymondcegan@aol.com Ray Egan v9n5

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