



TubTimes

Official newsletter of TYP356ne

VOLUME 13, ISSUE 2, NOVEMBER 1, 2013

TYP356NE OFFICERS

President—Ralph Hadley

Vice President—Dennis McGurk

Secretary—Ken Nykiel

Treasurer—Jerry Tulis

Membership Chairman—Allen Sisson

Website Coordinator—Bill Sooter

Technical Coordinator—Peter Venuti

Newsletter Editor—Ed Tobolski

Directors at large—

Norman T. Brust

Louis Frate

Peter French

Tom Tate

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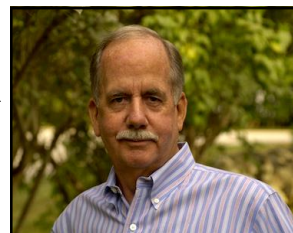
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DON OSBORNE (1943 –2013)

Donald H. Osborne, Jr., 70, of Rye, died Sunday, September 8, 2013 at his home surrounded by loving family. He was born in Glen Ridge, NJ, March 11, 1943, the son of the late Donald Harrison and Doris (Hawkey) Osborne.



Don was raised in Verona, NJ and was a 1961 graduate of Verona High School. He went on to earn his bachelor's degree from the University of Pittsburgh. After college, Don entered the U.S. Navy, earned his Naval Aviator Wings, and flew the P-3C Orion aircraft. He left the Navy and flew for Delta Airlines for the next 28 years. He and his college sweetheart and wife of over 46 years, Sandra (Sirms) Osborne, moved to Rye from New Castle in 1975. In Rye, Don was an active member of the Rye Lions Club, a volunteer for the Rye Senior Serve organization and was a board member of the Beach Club. He also served on the board of The Housing Partnership in Portsmouth and was a past president of the North Country Region of the Porsche Club of America. Don was an active member of the TYP356ne Porsche Club. He was the 31st member to join the club which was founded in 1998. He served on the Board of Directors and was a Tourmeister for over 180 members. Don was an accomplished woodworker and photographer; many of his beautiful photographs were displayed and sold at local galleries.

Always generous, loyal and giving, Don volunteered his time willingly to help those in need. He had a great sense of humor, connected easily with people and made many friends. He loved his family and spending time with them was the most important part of his life. He will be sadly missed by all who knew and loved him.

In addition to his wife Sandra of Rye, Don is survived by his sons, Jeffrey Osborne and his partner Kenneth Mayers of Boston, MA and Kevin Osborne and his wife Jennica of North Berwick, ME; his sister Sharon Lee Osborne of Union, ME; his granddaughters, Katherine and Elizabeth Osborne, and his golden retriever Elke. He will be sadly missed by all who knew him.

See page 2 for members remembrances of Don

CALENDAR OF EVENTS -

January 2014—Club planning session for 2014, details to follow

January 2014— TYP356ne Holiday party , details to follow

The following are comments from some of the many members who knew and remember Don Osborne

A big loss to the Club and society. He will be remembered. ... Phil Brzezinski

I'm a relatively new member and only knew Don through his "public" appearances. Nevertheless, it was easy to tell, even from this distance, that he had all the qualities so many of you have spoken of. I wish I had been able to know him better..... Don Buchholtz

Don was the Spring Tourmeister for many, many tours. All Spring Tours were planned perfectly and hosted by Sandy and Don impeccably. Don was a quiet man with perhaps the most delightful sense of humor I have ever encountered. Don will be missed..... Tom Gentz

Indeed, we've lost a great colleague and enthusiastic contributor to the TYP356ne organization. We express our deepest sympathies to Don's family..... Eva and Gene Deutsch

Suzanne and I wish to add our voices to those mourning the loss of our good friend Don. He was always approachable, always positive and had a beautiful mind; a quality human being. He will be missed.... David and Suzanne Ohanian

The passing of Don is tragic. He was one of the nicest men I have known throughout my life and fortunate to call him my friend. We will miss his warmth and humor. Don would always pull me aside with a new joke he wanted to tell. He knew just what to say to brighten your day..... Ralph Hadley

Just heard the sad news regarding Don Osborne---- sorry to hear it- we lost a good person.... Gary Resnick

We've lost a good person.... Norm Brust

So sorry to hear of Don's passing, truly a great guy, and we will miss him. My condolences to Sandy....Alex Finigan

In May, 2010, we joined club members on a drive to Boston's South Shore in our 912 Targa. The group stopped briefly at Cohasset Harbor to admire this beautiful place. I didn't know it at the time, but Don took a picture of the 912. Shortly after, Don called me and asked if we could meet for lunch in Newburyport. While there he gave me the framed, matted picture. It has been hanging on the wall of my oldies garage downstairs facing the cars and has been enjoyed every time I'm there. Now it will also serve as a warm reminder of a very special person and friend well met...Len Cannizzaro

I've been reading the various tributes that members have been posting and am so happy to see the sentiments expressed about this marvelous man. Don was one of the most unpretentious people I have ever had the pleasure of knowing. His loss will be felt by all who's lives he has touched..... Bodee5

We never failed to make the spring tour. It was during these trips that we talked to Don and Sandy, usually because Don made a point to come over and say "HI". Don was a friendly and otherwise great guy, good pilot too. We always looked forward to seeing him and will miss the warmth and enthusiasm that he brought to the club. His passing is a loss for us all. We wish to extend our sincere sympathies to Sandy during this sad time...Steve and Barbara Huntley

Don Osborne touched us in many ways. The poem [*A Pilot's Prayer*](#) is a tribute to this man and his spirit. (See the full prayer on page 3) Ken Nykiel

In Memory of a Pilot, Don Osborne

A Pilot's Prayer

When this life I'm in is done,
and at the gates I stand,
my hope is that I answer all
the questions on command.
I doubt I'll be asked of my fame,
or all the things I knew.
Instead, did I witness the rainbows
on rainy days I flew.
The hours logged, the status reached,
the ratings will not matter.
Did I notice the sun's rays
on the lakes that scattered.
Or what about the droplets clear,
that spread across my screen?
And the twinkling eyes of student pilots keen?
How fast, how far, how much, how high? I won't be asked these things.
But did I take the time to watch
the moonbeams wash my wings?
And did I see the patchwork fields
the mirrored lakes below?
Or the mountains high and velvet hills? Of these did I behold?
And when the goals are reached at last.
When all the flying's done.
I'll answer with no regret - Indeed! I had some fun.
So when these things are asked of me,
and I can reach no higher.
My prayer this day with hands extended, please welcome home this Flyer.

Presidents Message

Fellow Members:

The 2013 driving season has quickly come to an end. During the past year the TYP356ne Club held a tremendous amount of activities for our members/cars. In particular were the Spring and Fall Tours. The enthusiasm for both these events has never been greater. I would like to publicly give a "Thanks" to Ken and Gloria Nykiel and Bill and Connie Collins. In addition, the drives, Tech sessions and Loafers Lunch's add so much to a well-rounded driving season.

We will have two upcoming events that the Board is working on and will be announcing the dates and locations shortly. These events are the ever popular Club Holiday Party and the 2014 planning session. Both will be held in January, 2014. Stay tuned for the announcement.

On a personal note, my two years is coming to a conclusion and I would like to "Thank" the members for allowing me to sit at the helm of this great Porsche Club. I have asked Len Cannizzaro to head up the "Election Committee" and please remember to take the time to vote.

Thanks to all the members for your participation during this past year and looking forward to a great 2014 driving season.

Ralph Hadley, President, TYP356ne Club



NOVEMBER IS CLUB ELECTION TIME !

Time, once again, to elect TYP356ne Club Officers. There are four offices to be elected by club members – President, Vice President, Treasurer and Secretary. The length of term for each position is two years. This election will be for the years 2014 and 2015.

Per the club Bylaws, the Board of Directors has appointed an Election Committee to conduct the election procedure. The committee members are Len Cannizzaro, Allen Sisson and Bill Sooter, with Len acting as Chair. At the completion of the election the committee is dissolved.

The Board of Directors has nominated the following slate of Members-In-Good-Standing:

For President: Tom Tate

For Vice President: Peter Venuti

For Treasurer: Dennis McGurk

For Secretary: Peter French

On October 31st you will receive an e-mail Notice of Election from the Committee with complete directions and an attached ballot. If you did not, contact the committee at lencan21@gmail.com and another will be forwarded.

NOTE THAT THE OPEN VOTING PERIOD IS FROM NOVEMBER 1st TO NOVEMBER 30th. The results of the election will be announced at the club's winter Holiday Party.

In addition to elected positions, the Board also appoints volunteer members for various positions. Presently vacant are the Technical Meeting Chair and the Loafer's Lunch Coordinator. Without members stepping up to participate, the club will eventually deteriorate. Consider taking a turn.

The Election Committee

MEMBERSHIP REPORT

There is one new club member in October 2013:

Roy Hayes, who lives in Edgartown, Martha's Vineyard. He has a 1963 356B coupe.

We now have 182 active club members.

2014 Membership Dues -

Yearly \$30.00 membership dues for 2014 are due as of January 1, 2014 and overdue on February 1, 2014 for most club members. For the few club members that have paid multiple years in advance, and for any club member that joined the club this year for the first time after October 1, 2013, this does not apply. For the rest of us please mail your yearly dues check for \$30.00 made out to **TYP356ne** to:

Allen Sisson
Membership TYP356ne
11 Spruce Way
Medfield, MA 02052

Allen Sisson - Membership Chairman, TYP356ne

The TYP356ne Newsletter is now ***TubTimes***

The Name the Newsletter contest was a big success. We had 33 entrees from 14 different members. At the November meeting, the Board of Directors picked ***TubTimes*** as the winner. Four different members suggested ***TubTimes*** but Alex Dearborn was declared the winner since his was the first submitted. I hope you like the new logo. I looked for a font similar to the old logo but could not find one. If anyone has any suggestions about the logo, send them to me and I will consider changing it.

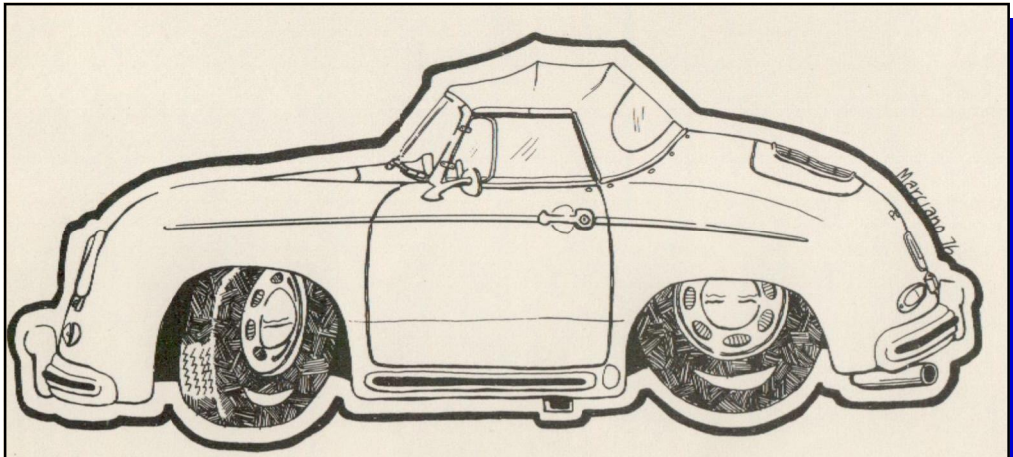
In addition to having a new name, I will also publish a ***TubTimes Lite*** version of the newsletter starting in January. The ***Lite*** version will be a much smaller issue with only coverage of upcoming events and any other timely information. The For Sale and Wanted section will also be in the ***Lite*** version. The full ***TubTimes*** will be delivered 4 times a year with the ***Lite*** version scheduled for the first day of the months in between. Both versions will delivered to all members by email only.

If you have any items that you would like to have included in a future issue of ***TubTimes*** or ***TubTimes Lite*** submit it to the editor, Ed Tobolski at tobolsed@verizon.net, at least two weeks before the issue is scheduled

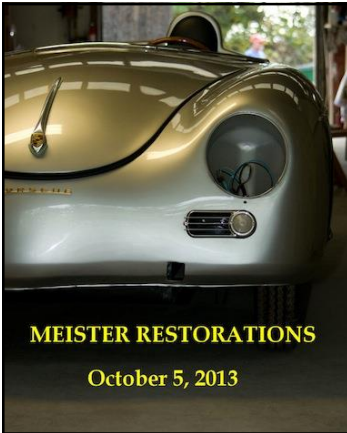
The next issue of ***TubTimes Lite*** is scheduled for Jan. 1, 2014. and

The next issue of ***TubTimes*** is scheduled for Feb 1, 2014

For more Club information visit the club website- www.TYP356ne.org



RECENT EVENTS



For those of you in TYP356NE who didn't make it to the Meister Restorations Appreciation day, you certainly missed a perennial favorite get-together. What started out as a gloomy day here in the back woods of Grafton, Ma, (Should I take the Speedster? Should I drive my truck? Hmmmmmm.....) with a 30% chance of showers turned out to be warm and decidedly cheery at the World Headquarters of Meister Restorations up in North Barnstead, New Hampshire.

North Barnstead, by the way, is waaay out in the woods, on a back road, off of a back road off of I-93, after driving through some truly gorgeous, autumn foliage just about at it's peak. Once there (I didn't see a sign as we turned onto the dirt road leading up to the place, so I guess you just have to know how to get there), you find a VERY well equipped shop wherein were 6-8 different 356's in the process of restoration - Allan Sisson's newly painted, '63 B

Coupe restoration (below right), in very new Oslo Blue paint, was stunning and George's freshly completed, Liquid-Silver A Coupe (below left) was breath-taking, among others scattered here and there about the buildings. Plus, Rainer is diligently working on another 5,000 square feet of shop space nearby, where he will be moving all of his 550 Spyder restoration work (they will be doing 550 Spyder frames and body panels from scratch, and that takes up a lot of room).



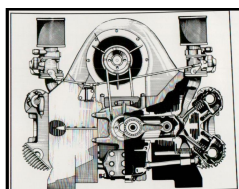
Rainer gave a great presentation on something near and dear to all of us - how hard it has become to find good, useable parts for his restoration work and how he and his guys have had to build many of their parts from scratch, as long as they have a part to copy, simply because good parts are unavailable or the ones available simply are not correct. This includes entire distributors, seat parts, trim parts, rubber parts, just about any and all mechanical and body parts (including the wooden ones) and numerous engine parts for all models of 356's as well as (now) 550's. He also had a pair of 4-cam engine cases sitting nearby and while I saw a few people drooling over them, Rainer didn't talk about them much,

other than to explain how he has been fitting those engines with crank-fired ignitions and installing dummy, cam-driven, dual distributors and seeing the engines run more smoothly than original.

After the presentation, Rainer and his guys put on a terrific Barbecue for the TYP356 folks (Ralph Hadley joined in and was turning Brats on the grill), including a couple different kinds of Brats (complete with choice of two kinds of Sauerkraut, or peppers and onions and, of course, Baked Beans!) and not one, but TWO Deep-Fried Turkeys! Oh, and the huge Brownies for desert! Way over the top!

Anyway, the weather held off and was nice and it looked as though everyone had a terrific time and went away more than happy, including George, who picked up his A Coupe (below left) to drive it home. The rain was non-existent; the clouds kept at bay and the foliage colors were spectacular.

Thanks, Gordon, The Speedstah Guy from Grafton



Sept. 26th Loafers Lunch North



Thursday, Sept 26, was a beautiful day for the club's Loafer's Lunch. The drive and lunch was planned by Lindsay and Ginny Carroll. We had about 15 people in 12 cars that took the day off from either work or retirement to enjoy the fall, their cars and friendships. We drove our cars through various back roads in Southern New Hampshire.



Lindsay led a spirited drive (even though he said he was going to drive slow) through parts of Seabrook, Hampton, Kensington, Fremont, Raymond and Deerfield. We had lunch at a great place called Lazy Lion Cafe in Deerfield. After lunch, several of us took separate roads back to our homes. Thanks to Lindsay for planning and leading our cars on a early fall run.
Ralph Hadley



Sept. 29th Drive Your Porsche Day

After a weeks delay, due to the typical changing New England weather (i.e. rainy morning/sunny afternoon)

on the scheduled date of Sept 22, the Drive Your Porsche Day (DYPD) tour took place on a gorgeous sunny Sunday, Sept 27 morning that we all enjoyed. There were 12 Porsches on the tour, eight 356's plus four "others", and 17 people. A green 912 also started with



us but only went a short way before they had to leave.

Norman and Janet Brust planned out a fabulous route that took us by the lakes of Lakeville, cranberry bogs with some in the harvesting process, and the winding lake and forest lined roads of Myles Standish State Park. Norm and Jan did an excellent planning job, as nobody got lost during the 37.3 mile ride, that took under two hours including a short pit stop about half way through. We crossed paths with a Model A Ford tour when we crossed



Rt 28. They seemed to be enjoying the day as much as we were. We ended up at the Gateway Tavern in Wareham for a casual lunch on their deck. The guys all sat a large table where we could chat together while we ate and drank in commemoration of Ferry Porsche's birthday. The four ladies in the group had their own table so that they would not have to get stuck listening to all the car talk from the guys. The owners of the Gateway must have been car enthusiasts at one time because there were several car pictures and posters on the walls. One poster was from the 1937 Monaco GP, see picture. Also their menus had a large GT on the



cover and we all felt that we were welcomed in car lovers country. Our thanks go to Norman and Janet Brust for a an outstanding job of finding the course and planning a smooth event that allowed us to enjoy our Porsches on the special day.

Ed Tobolski

ADDITIONAL RECENT EVENTS

Fall Tour 2013

Bill and Connie Collins have once again out done themselves and put together another great Fall Tour for us. This was, by the way, the 7th Fall tour that Bill and Connie have organized for us; what outstanding club members to volunteer their time and resources to coordinate these tours for the TYP356ne membership.



The tour started off with some rain, that brought out the toughness of our 356's and determination of the all the members who made the journey. Of course, the Mill Tavern at the Bethel Inn was a quick fix for anybody that felt a little numb from their trip. That night we enjoyed our meal in a private room and were able to select off a full menu

that started with an appetizer, salad, entree and dessert/coffee. Bill passed out his famous scavenger hunt list to everyone so that we would have them for Saturday's driving tour.

Saturday morning was a little damp to start, but when we got

started on our 125 mile drive, the sun was shining.

Some of us left in groups and some by themselves as

we headed north on twisty mountain roads with beautiful fall scenery and rushing streams, stopping occasionally along the way to stretch our legs.

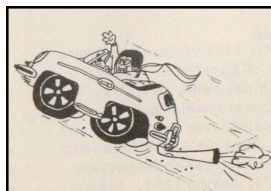
Our Saturday night banquet dinner was again ordered off of a full menu and the only time it got quiet was when the food arrived.

We ended the evening with the scavenger hunt answers, of course there were some controversies that made for a very riotous affair that only Bill Collins could have controlled with his laughter and demeanor.

The sun was shining bright on Sunday morning and everyone was up early to get on the road and back to reality.

We can't thank Bill and Connie enough for their efforts to help make TYP356ne the premiere 356 club in New England.

KTF, Bill Sooter



McManus BBQ 2013

Can it get any better than a Greg and Christine McManus BBQ? I don't think so. What a wonderful day. it was cloudy (but no Rain)



which kept the temperature down. We had about 40-50 folks (including McManus's family and friends). Directly to the question all members want to know. YES, BLUEBERRY PIES are back. Bob DiCorpo (as we all will) will sleep very well tonight. Thank you Christine for making his day.



The afternoon was fantastic. Everyone enjoyed the excellent cheese, crackers, wine, beer and soft drinks. Then a fine meal with Porchetta roast (roasted in Greg's outdoor roasting oven), fresh salad, corn on the cob, excellent bread. Everything was excellent. Then with loud applause, Mistress Christine announced

there would be BLUEBERRY PIE with vanilla ice cream. There was a "Hush" amongst the crowd. We could not have been a happier bunch.

Thanks to Greg and Christine McManus for again opening their home and talent for hosting this event. We also appreciate their family and friends for all their hard work preparing the lunch. Arrived home safe and sound with no rain. So, it was a great day.

Ralph Hadley



Loafers Lunch West, Aug 15

August - What a perfect month to take a Loafer's Lunch!

And we were blessed with the best weather one could wish for. Those joining the cruise were Bob Cunningham and his sister, Betty, who was visiting from out of town, Dennis McGurk, Tom Coughlin (one of those last-minute, "What the heck" joiners), Len Cannizzaro, Dick Chais-

son, Ed and Darlene Tobolski, Kathy and me.

We headed out to some of the most scenic, tree-overgrown back roads in Metro-West on our way to the Grafton Town Common for a photo gathering and then on to the Highfields Country Club for lunch. Highfields (as the name suggests) sits atop one of the hills of Grafton, and affords a beautiful view all the way

to the hills of Worcester, 8 miles distant.

After a great lunch on Highfield's patio, we headed back to civilization via more winding back roads through Grafton and Westborough to a wave-away back at I-495. Everyone loved the tour and I'm looking forward to the next TYP356ne "Loafer's Lunch!"

Look for more photos on the TYP356ne website. Gordon Nichols



Sailing Day, Aug. 10

Thirteen lucky club members journeyed to Gloucester on August 10 for a morning sail on the Thomas Lannon, a 63' schooner. We had perfect weather to be on the water, with bright sun, warm temperatures, and a steady breeze. Our Captain summed it up: "If you didn't enjoy the day today, don't come back. It won't get any better than this!"



After the two hour sail we went down the street to the Cruiseport Restaurant for a delicious lunch overlooking the Gloucester Harbor. Then everyone went their own way, either touring Cape Ann or attending the Waterfront Blues Festival. A great day for all! Dennis McGurk



Founders Day 2013

We had a wonderful day when members celebrated the founding of our wonderful club. There were 33 members who celebrated Founder's Day at Ken and Gloria Nykiel's home in Stoughton. Most of us met on Rt. 24 for a drive that Ken had planned. Part of the drive included a 7 mile route that Ken calls "Drive to the Dragon" was excellent. We stopped for a photo shoot (Yes, Ken had a photographer there waiting for us) at "The Queset House". Then it was off to Nykiel's home for a Jazz Themed lunch. Every member was greeted with a Mimosa and Jazz music.



Member's floated throughout the house catching up on friendship's that we all love about our club. We then were served with a wonderful lunch catered by Silver Stone Caterer (thanks to Carla DiCorpo and Jay). We were served with salads, quiches, salmon/bagels and fried chicken/waffles and fruit cups. A wonderful lunch by all accounts. And of course Ken and Gloria were the best hosts as usual. Thanks to the Nykiel's for hosting the 2013 Founder's Day. Ralph Hadley President



The Life and Times of Umlaut

By Rick Veneski

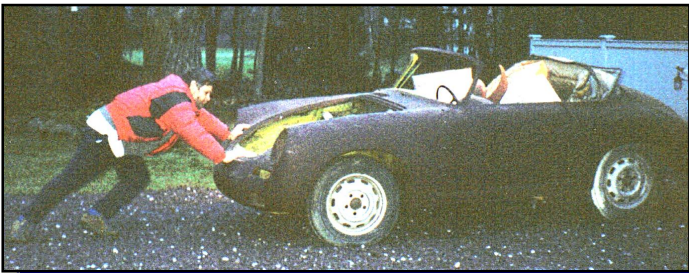
Part 2: Missing Pieces

Soon after I sent the seller his money, I received the title and the COA for 159190, the 190th C cab built. Completed on August 31, 1963, she was originally Slate gray decked out with a red interior and leather seats, and the engine and transmission numbers listed were the same as those that were coming with her. A matching numbers car! Interestingly, the Arizona title was issued in December of 1993, meaning the seller had possessed this car for at least seven years. And the car was previously titled in Pennsylvania in December 1982. The seller told me he bought the car from a guy in Connecticut. This was a car with a checkered past, for sure!

Five days later, 159190 was delivered to me in the pre dawn darkness of April. The delivery trailer looked like a moving van, and seeing my car for the first time was neat; it was on the top tier of a two-tiered trailer, and I remember that there was a



*April 2000—Pushing 159190 onto the lift.
Don't push too far! Underneath was a Ferrari*



*Me pushing cabriolet into a waiting garage.
I didn't notice that the hood was missing!!*

Ferrari was directly below. After it was lowered to the street, I pushed her into my friend's garage and noticed the hood was missing. The driver said he'd would call the seller, and get back with me later that day.

About 10:00 that morning, the driver called me at work to let me know where my hood was. His next stop was in Framingham, and when he pulled out the aforementioned Ferrari, he found my hood on the floor, where it landed after somehow falling off my car and onto the top of the Ferrari. Too bad, there was lots of top damage to this expensive car, and the Framingham dealership guy was not happy. Apparently the hood was not secured to its hinges by the seller (which I found strange). I met the driver later that day to retrieve my hood, which – unlike the Ferrari's top – was undamaged.

Brakes, Front End, Soft Top

Over the next few weeks and months and years, I removed all the boxes of parts from the interior of

This cabriolet to inventory what I'd received and check its condition. I discovered there were lots of parts either missing or incorrect for this car. For instance, there were many A and B components in the boxes, and missing were heater boxes, the vent window frames, some engine tin, the windshield, pressure plate and flywheel, spare tire and an assortment of other little things. The doors were from an A or B. I found items that were in poor condition: the soft top frame's wooden header bow was rotten, the rear wooden bow was missing, and the top was an old after-market. Chromed parts were pitted, the carpeting was valueless and the seats and panels needed replacement or re-covering. Also, I could not get the hood to fit within its perimeter. No wonder it wasn't bolted to the hinges! Looking back at the original pictures I received of the car, I now saw that the hood *did*, in fact, sit kind of strangely in place. I began to think that maybe buying a car sight unseen was not such a good idea.

Well, the man in Tucson came through, as over the next several months I continued to receive boxes of components. I never did get my heat exchangers or vent window frames or windshield, but I did receive several nice set of flapper boxes, both 356 and 912 as well as A interior mirrors, numerous A window winders 912 parts, etc. etc.

Over that first summer, I addressed the brake system. The original caliper pistons, which were chromed steel, were very corroded. I replaced these with new stainless steel units, as well as all the necessary seals and dust boots. All steel lines and rubber hoses were likewise replaced, including that long one running from the master cylinder to the T junction in the back. I replaced all the master cylinder internal components, and had the parking brake shoes relined because they were so thin you could almost see through them. Equally thin were the front rotors, and the rear rotors

were found to be too thin as well. These were replaced.

That Fall I located a VW mechanic who had the correct reamer to properly rebuild and replace my king pins. While removing the steering knuckles, I discovered that the long tie rod had quite a bend in it. I'll bet some wrench bender, a long time ago, raised the front end by unwittingly placing a jack under that tie rod. Later, upon removing the front trailing arms, I found the upper one was broken! Have you ever heard of a broken front trailing arm before?

The soft top, as I said, needed much repair. I carefully removed the top, the "horse hair" padding, and what remained of the headliner. The steel bow that rests against the rear cowl was rusted in place, and it took a lot of heat to remove it. I took many pictures of the disassembly so I would have an idea of the way it was constructed, as I decided to rebuild this myself. By the way, each frame is stamped with a date of manufacturer, and this top was made in 1959.



*Nov. 2001—
Attaching the guide rails to the header bow.*



*Aug. 2002 —
The headliner attached to the refurbished frame*



Aug. 2002 - Placing the padding over the headliner envelope. My hair was not gray then!!!

*Right- Aug. 2002—
Stretching and tacking the envelope in place, over the padding.*



This is what the padding is supposed to look like, I think!!!

I don't remember where I got a new header bow, but probably from Stoddard. Fellow member Vic Zeller had an original rear tack bow, though he doesn't remember selling it to me, I'm sure. He also had an original top boot. I purchased the top, headliner and padding from Doc & Cy's (if you remember them). I'm glad I don't have to buy these now, because on 2/6/01, they cost \$470, \$179 and \$89 respectively.

While all these things were being addressed, and a year and a half into this project, I had yet to address the body work necessary, which looked like it would be more of an undertaking than I had planned on. And the hood would not fit into the perimeter where it was supposed to. Plus, I was recently laid off from my job, and my income stream had slowed to a trickle. Where could I come up with money to keep this now over-my-head project going??

To be continued...

SIXTY YEARS AGO

Club members continue to ask me about this by-line - why sixty years? It's because, fifty years ago the T-6 body was gracing the 356 and the 911 was on the way. So, here we go back in time. (All text is swiped, without attribution, from a certain, well-known mag in business even back then.)

Porsche always has been a popular car to race; in the pre-production days of Porsche, quite obviously this was how they made their mark. In the report of the Golden Gate Road Race (2nd annual, a 3.1 mile course in Golden Gate Park in San Francisco, the following was reported:

" Novice Race Won by Porsche The six lap Golden Gate Handicap Race for novice drivers combined Classes H and F. Bob Peterson driving a factory built Porsche Roadster led from the start but was hotly contested by Harry Everley from Salem, Oregon driving an interesting little Crosley Special. The race was won by Peterson, followed by Bill Lowe in a Porsche America Coupe with third place occupied by V.W. Behel in an MG-TC Special."

In August - sixty years ago - it was obvious that change was in the air. "The Chevrolet Corvette will be in production at the rate of 1,000 per month by the end of this year, according to a recent announcement by Mr. T.H. Keating, Chevrolet General Manager." (What a wildly optimistic production target!)

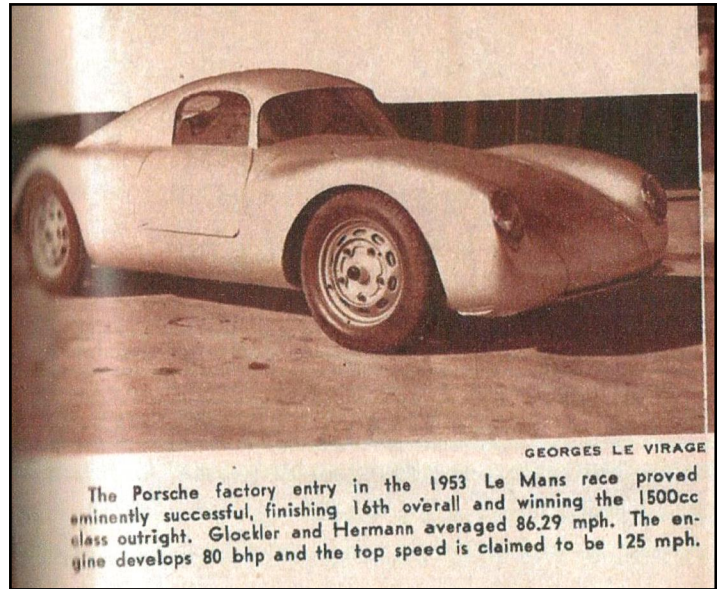
But the same issue saw Porsche running true to its destiny: "Porsche have a new model built especially for Le Mans, reported to develop 80 bhp at 6,000 RPM and to weigh only 1,300 lbs. The engine lies ahead of the rear wheels (reversed from the stock Porsche arrangement) and the coupe type "roof" is easily removable."

In the same August issue, had you'd wanted to, you could have responded to the following: 1952 Hard Top Coupe 1 1/2 litre. Dark Green, purchased new in Germany last October. Excellent condition. Must sell at once. Price \$2,600. W.R. Shoalts ADC, Operations Dept., Box 7, NAS Jacksonville, Fla.

The September edition has the following excerpt from Le Mans Report:

Although not in the top ten (Jaguar, Ferrari, Cunningham, Jaguar, Jaguar, Ferrari, Ferrari, Gordini, Cunningham, Talbot) this was said: "One should note the excellent performance of the von Han-

stein Porsche coupe which won the 1 1/2 liter class." (This car finished 15th overall, with 2,072 miles covered with co-driver Frankenberg (versus the winning Jag covering 2,534 miles) and the 16th car, also a Porsche - the Glockler-Hermann driven car, covered 2,071 miles. (Pictured) Actually, I like the looks of my car's T-6 body better - but, then again, it didn't win at Le Mans.



LE MANS SPEEDS		
The Automobile Club de l'Ouest has published the following list of timed speeds recorded over a kilometer on the Mulsanne straight.		
154.81	Cunningham	5.4 open
152.80	Alfa-Romeo	3.6 coupe
151.97	Jaguar	3.4 open
151.06	Ferrari	4.1 open
150.34	Ferrari	4.5 coupe
150.24	Cunningham	5.4 coupe
146.98	Talbot	4.5 open
146.21	Cunningham	5.4 open
145.36	Gordini	2.5 open
145.35	Allard JR.	5.4 open
144.98	Gordini	2.3 open
136.49	Lancia	2.9 coupe
131.90	Aston Martin	2.9 open
123.30	Nash-Healey	4.2 open
122.85	Porsche	1.5 coupe
119.12	Austin-Healey	2.6 open

This very same issue reports the Chanute AFB Race. (Chicago?) Before I even get down to the car issues, I direct you to these graphics from sixty years ago:

I don't direct your attention to Major Gates - dashing dude that he clearly is. And I don't direct you to that bus on the right (although what a wonderful retirement vehicle that would be - to ply the U.S.) I especially direct your attention - and guys, I'm sure she's already grabbed your attention - to Suzanne Dietrich and her racing gear. Race attire surely has gone downhill in the last sixty years.



In this race, First Race: Overall winner, Max Goldman, An Arbor, Mich. (Porsche), Average 60 mph. Fourth Race - 81 laps for under 1500 cc displacement, Overall winner: Dr. Urbas, Westville, Ill. (Porsche), Average 71.8 mph.

In this very same issue, had you responded with alacrity, you could have bought:

Porsche '52, 1500 Convertible, never raced, 8000 careful miles, \$200 lacquer paint job - immaculate, will accept trade, \$3600, many extras and spare parts. Robert Bell, 125 Brentwood, Los Altos, Calif. YOrkshire 7-2790

That's \$31,500 in today's dollars... Robert was offering a pretty good deal. But, maybe not. In the same issue, the Ferrari 4.1 was reviewed and the indicated list price was \$16,000

All of this was taking place before Porsche truly became a production car. But I did find an ad from Monte Carlo Motors in San Francisco: *Available immediately. Come in today and let us demonstrate the fantastic new PORSCHE. It's speed and agility will amaze you. This is truly a car you shall have to ride in to believe.* This was

the first dealer ad I found; in comparison, I found 63 MG dealers in the midwest alone!

But change was in the air. The October edition, 60 years ago, presented the following: SEAFAIR SPORTS CAR RACES at Seattle was won by Bill Stroppe in his extremely successful Kurtis, followed by Pollack in an XK 120 C. The most interesting car present, from a technical standpoint, was the twin engined Porsche owned and driven by Lou Fageol of "Slo-mo-shun" speedboat fame. Reports indicate that this car will be a very potent threat when a few teething troubles are corrected.

The Offutt AFB Race was reported in the same Octo-

ber issue: Porsche scored a 2nd in the Class F Production, driven by Ralph Richter of Enid, Oklahoma but 1st and 3rd were MGTD's. I recognized a few drivers in other events that day, including Masten Gregory, Carroll Shelby, and James Hall.

And, in the same issue, the results of the 16th Rallye International des Alpes - of 102 starters, Porsche placed 1,2,4,7,12,16. In discussing this, the article states *the formula "figure of merit" definitely favors cars under 2 litres and as a result, Porsche cars fared very well.* Other class winners were Ferrari, Jaguar, Lancia, Panhard and Simca.

Finally, a few ads caught my eye: Dr. E.E. Bass of Chadbourn, N.C. advertised his 1952 Porsche 1500 cc. Coupe. New Silver lacquer. 24,000 miles, excellent condition. Many spare parts. (But no price included in the ad; probably if you had to ask the price, you couldn't afford it.) And, after this one I will leave you until the next TubTimes... *TO PORSCHE OWNERS: If your Handbook recommends a Sports Nockenwelle or a new Pleuelbusche for your Kolben, you will find out what it means if you possess the new Automotive Lexicon printed in 5 languages - English, French, German, Italian and Spanish. \$9.50 postpaid.* If they could have charged this kind of money way back then, I guess Google hadn't been invented yet?

Peter French

ON THE ROAD AGAIN



*R*oad trip just has such a great ring to it. Maybe it's just because it doesn't have the word office in it. Or maybe it's because of the adventure of going to places that you've never been. Whatever the reason I was looking forward all summer to the drive to Georgia in the

Puddle Jumper. A group of 356 owners was planning their annual drive in the north Georgia mountains to celebrate Drive Your Porsche Day and I had never been able to join them but I had the week blocked off this year. It would be the longest drive yet in the restored '57 sunroof coupe and I had spent a lot of time chasing bugs and collecting spare parts to be ready for any problem. Jeff Leeds had signed on for the drive down in his '63 Super 90 along with my brother, Bill, and his wife driving the Speedster who we would meet up with in Maryland.

We compared our emergency parts list to discover that we were each carrying the same parts like generators, starters, engine seals, etc., so that allowed us to leave some at home and save some space. Of course that would mean that we'd have to stay together but that was the idea anyway.

Rolling out the Mass. Pike after rush hour made for an easy ride south and we arrived at Bill's in time for dinner. We were running about 150 - 170 miles between stops. With ten gallon tanks and over 30 mpg we could've driven further but that was about all our old butts could take. Even two of these cars driving together created a stir with other drivers as cell phones were pressed up against the windows of passing cars. We were driving between 65 -70mph but that allowed a lot of faster traffic to pass. Gas stops attracted even more people to stop and ask questions and offer stories of the Tubs they used to have or always wanted. I had made a couple of "Helen, Georgia or Bust" signs so everyone knew where we were headed but the most asked question was "what year?". This was as they were standing next to a car with a 1957 license plate and 1957 inspection sticker on it.

Bill had made the decision to drive the Speedster with the top up and the side curtains in place to reduce the wind turbulence but that really reduced his vision. It was like sitting in a



pill box in WW II and looking out the gun slits. We put him in the center so all he had to do was follow tail lights. Leaving the DC Beltway at dawn the next day we were able to watch the worst traffic in the nation in our mirrors. As we looked over the divided highway at the commuters sitting motionless in their cars I felt like saying "Hang in there" like James Bronson did as he rode off on his Harley Sportster. Fully packed with our suitcases on their luggage racks, we could've been in the Bronson show years.

Traveling in Style

I don't remember drivers ever being so polite when I was driving other cars. The sight of these Tubs seemed to make everyone happy as they let us merge when getting back on the highway and when heading for an exit. We were using some short range walkie talkies that Jeff had provided but the noise inside the Speedster had Bill at a disadvantage because it was tough for him to hear our chatter. I did get caught in the left lane once when Bill decided to hit a ramp at the last minute when leading. I believe I could've made it in front of the 18 wheeler in the center lane but decided not to risk it. The next ramp was only a few miles down the road and I was back before they finished topping up their tanks. I found them busy answering questions from strangers.

Driving south out of Richmond VA on Rt 85 was a little slower but not by much and we covered the 615 miles before dinner. That even included a Cracker Barrel stop and refueling at a station on Dale Earnhardt Blvd near Charlotte NC. There was less notice paid of our passing in NASCAR country but folks were still pleasant.

We were using a GPS to get us the last few

miles and with no bad weather the cars still looked like new when we reached Helen. Leaving town Garman looked for the shortest distance and sent us up a 3 mile gravel road and I was last in line. By the time we got to the registration lodge my black car looked like a magnet dragged through a large pile of iron filings. There was even dust stuck to the windows, it was awful.

We stayed in a cabin in the north Georgia mountains that was up in the woods and very modern but were told that if we heard banjo music to just ignore it. There were about 70 Tubs from all over the country, one came from Washing State, a 7 day drive and we thought we'd driven a long way.

Tubs at a Pig Roast

The theme of the entire event was to drive your Porsche so we decided to make the 2 hour drive towards Tenn. the next day to get to the road known as the Tail Of The Dragon. That's 318 turns in 11 miles and not to be missed if you ever get close. Everyone knows about the famous Corkscrew turn at the Laguna Seca Race course out in Calif. now called Mazda Raceway. There must be at least a dozen corkscrew turns on the Dragon and if the sign says 20 mph you won't make it at 22 mph. It was a great workout. There are people who make their living by taking photos of every car or bike that passes and posting them on the internet. If you want one in high resolution, they can be bought off their website. Jeff had run it before and suggested that we all stay close enough together to get all three cars in the picture and the result was perfect



There's Bill lifting a wheel, leading the pack.

Saturday was a drive to a gold mining town (who knew?) and a chance to see the ROTC Rifle Team from University of North Georgia. Unknown to the members, that team also became the Concours judging team who picked Jeff's car as the one car that they wanted to take home. That made it Best of Show and that was without any Q tip action

on his part.

On Saturday night we all drove out into the field along side the Lodge, lined up drive in movie style and watched Steve McQueens LeMans movie projected on a huge outdoor screen. They even came around with free popcorn and peanuts. It was a great time.



A Pop Up Drive-in, what a great idea!

Sundays drive followed a road that went around a lake and seemed like a very flat Dragon road, so many turns I lost count. The destination was a Country Club lunch that was also on a gravel road but by then it really didn't matter, we were just have fun driving.

The drive back was the best kind, uneventful. Those Tubs ran like they're supposed to and got us home without a problem. That was the way these cars behaved fifty years ago and nothing has changed. We should all do these kind of drives more often, the cars loved the exercise.

I have a new view of the state that we just drove through to get to Florida. It really has some terrific roads that suit our cars very well and with the 2014 356 Registry East Coast Holiday (like a PCA Parade) set for the same area I can't wait to return.

KTF Tom Tate



THE MYSTERY OF THE 912P

Okay, okay. So it's not a TYP356. But it has the heart of a 356. My '69 912 Targa's engine is the kissing cousin of a 356SC four banger. The primary difference in the later 60's engines was the addition of the early emissions & smog control stuff. So let's just say that, yeah, the body's different – but she has inner beauty.

This little parable has to do with my search to find out as much as I could about the origins of my car – its history, previous owner's, certain peculiarities and stuff like that. Things that, I think, most of us would like to know about our little beauties.

I bought my car in 1997 from a guy in Armonk, NY after following up on an ad in Hemmings. It had been sitting in a corner of his large garage completely ignored for about 10 years. Seems that he and a couple of buddies went to California sometime in 1987 specifically on a mission to find some rust free cars – a commodity rather scarce in New England, as we know. He bought the 912 from a dealer in Hermosa Beach, CA – a part of greater Los Angeles – and had it shipped back home to join the several other newer 911's that he had. When he registered it and drove it around, he was quite disappointed in its performance compared to his other Carrera turbo-blasters, etc., promptly declared it 'a stone' and committed it to its corner until he finally decided to sell it.

When I got the car home one, of the first tasks was to clean it up and correct a few irregularities, etc. Installed, rather crudely, in what was the radio cavity in the dash, were two bogus looking mismatched gauges. One was a voltmeter and the other something called a 'battery condition' gauge. Exit the gauges – retired to a box. Most of the rest of the car was straightforward, except for one thing. On the rear engine lid was the model designation that read "912P". 912P? Never heard of a 912P? The letter itself was from the Porsche engine lid script – correct and matching and obviously purposefully



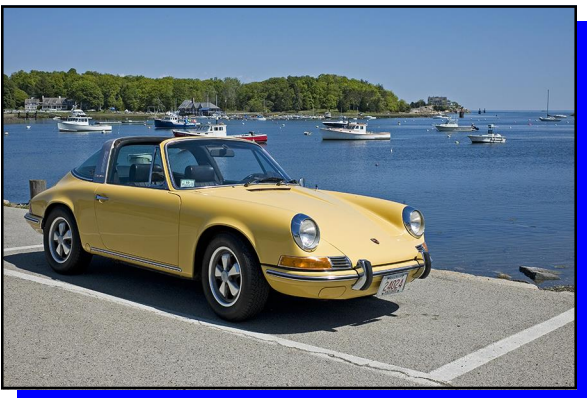
aligned, holes drilled and installed.

After some public exposure in club and other events, I quickly discovered that the "912P" was a great ice breaker and conversation starter with anyone who knew something about Porsches. 912P? What's a 912P? My early replies were "I have no idea – it was



like that when I bought the car." Then I decided to have a little fun. Later replies were "This is a factory Prototype -- they only made three of them." If the inquirer bought that, I'd play out that thread for a while before finally 'fessing up'.

Fast forward about a year later. In the mail one day I receive, from the guy who sold the car to me, an old early '80's California Registration card that he had found in the glove box & put in the house with some other papers. He later came upon the card and sent it to me as a matter of interest. The card read "Robert L. Shorey" at an address in Long Beach, CA. I jump on





the White Pages in my computer but, as expected, no listing. Fast forward again to 2000. I was going through some boxes in my shop and opened the box with the two bogus gauges. I happen to look on their faces and bottoms where you could see that the brand names were "Robert L. Shorey Enterprises, Long Beach, CA" on both !! Could it be that the address on the Registration Card was a business address – that he bought the car as a company car ? Jump on the computer again – this time on the Yellow Pages. Eureka! There it is, listed as a current business. Dash off a quick letter – I'm loaded with questions. Are you the original owner? The paint code is for Burgundy, but the car is yellow -- is there a story behind that ? Etc., etc. And what about the "P"?

About two weeks later, I receive a letter from a MRS. Robert L. Shorey at a different address. My spirit sinks before I even open the letter. Sure enough, Robert died in 1987, but -- though now in her eighties -- she takes the time to answer as many of my questions as she can. Yes, he was the original owner of the car.. He bought it from the Vasek Polak Porsche dealership in Hermosa Beach, CA. This dealership was probably the most well known foreign car importer on the West Coast at the time. Polak was

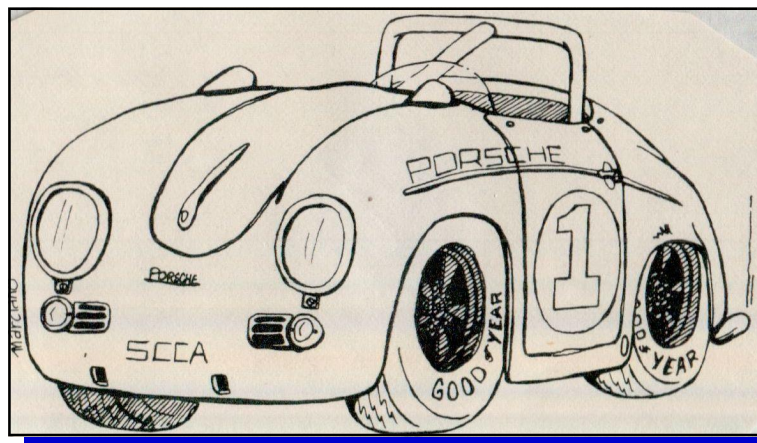
an avid enthusiast, involved in racing, renowned promoter of his dealership and well respected for his mechanical excellence -- kind of like Brumos Porsche of Jacksonville, FL is on the East Coast. Shorey always had his car serviced at Polak's and he and Vasek became well acquainted over the years. Mrs. Shorey tells me that she and Robert both loved the car, took many trips in it and she had many fond memories of the car. She goes on to say that in 1986 they are in city traffic and are coming up to a light preparing to make a left turn. A guy in the right lane suddenly decides that he also wants to turn left and hits the right front fender of the 912 just as they are coming alongside. Nothing serious – a fender bender. The guy backs up, takes off, and is pursued by another car that was behind the Shorey's. He catches up with the basher and gets him to return. Turns out he has no license and borrowed the car from a friend – and there is no insurance on the car.

Anyway, Robert takes the 912 to Vasek for repairs. The Burgundy is now 17 years old & faded and the engine, as well, has seen better years. So he asks Polak to paint the car during repairs. This time – something different and sporty – how about yellow ! And Vasek says – "It just so happens that my shop just completely rebuilt a 912 engine – and it's 'special'. How about we put it in the car? O.K.!

Mrs. Shorey says that Robert was so happy with the new paint and the 'special' Polak engine that he went to the parts department, bought a letter "P" and . . .

After Robert died in 1987, she sold the car back to Vasek Polak and he put it on his Used Car lot. Polak has also since passed and the Trustees of his Estate sold the business. Last I knew it is now known as Pacific Audi, VW and Porsche. And that, dear readers, is the long-winded tale of the 912P.

Len Cannizzaro

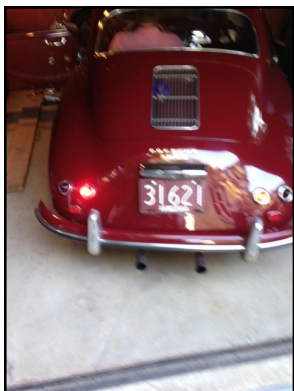


INSTALLING LED REAR LIGHTS

The lights on our 50 plus year old 6 volt cars are not up to current standards. Fortunately there are new LED lights available to solve this problem.

Cu Layer Inc., 214 Mill Street, Batavia, IL 60510, www.CuLayer.com, email Sales@CuLayer.com, makes replacement LED tail lights designed specially for our cars. I purchased mine last year for \$206.40 including shipping. The installation was straight forward, just follow the directions provided with the lights. The only problem I had was that one side did not make contact at first. The left side went right in a worked, but the right side did not work. I found that the contact pins on the lights had to be adjusted slightly longer to make them reach the bulb socket contact. The kit came with spacers and instructions to fix the problem. After a quick adjustment, they worked.

The results are fantastic. The pictures below shows the LED's fitted in the socket of my Bali blue A coupe with teardrop lights. The other picture shows them with the brake lights on. Very bright.



The CU website only shows the teardrop type lights, but they do sell lights for the beehive lights also. The early red pre-A coupe, left, with beehive style lights is Tom Coughlin's. The left light is the bright CU LED light while the right light is the barely visible original light. The following is what Tom sent me when I asked him how he got the beehive type lights from CU -

I called them up (or emailed), told them I wanted lights for a beehive car and they wanted to know how many contacts the light had. On my car, the inner light has a different number of contacts than the outer (one is turn signal and running light, the other is brake) so be sure to check both light sockets for the number of contacts. Once you've ordered the right part, installation is no different than changing a bulb. The pre-A has the low red beehive lens and at first I thought the CU product was too high, but I screwed the lenses down and all was fine. Tom

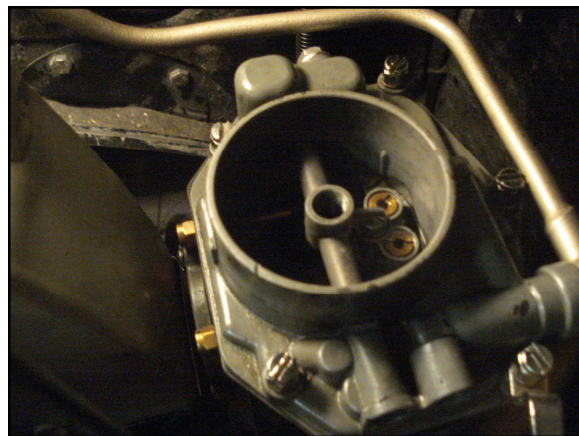
The CU instructions said that the old flasher may not work well with the new lights because of the lower power draw. That was the case on my car. I had to change the flasher with one sold by Zims. CU gives you the part numbers and details to order the correct flasher in the instructions that came with the LED's.

I've also installed the third light LED from the Lereyn Co., www.lereyn.blogspot.com, lerenyn@aol.com, 831-636-3046. Not nearly as bright as the CU lights (see picture), it is long and thin to allow mounting in the engine grill or above the rear window. You have to run a wire up to the switch on the master cylinder. I had a problem with the mounting bracket and had to make my own. Contact me if you want more details. The cost was \$88.00 plus shipping.

These lights are worth the cost and time to install them.

SEALING ZENITH 32NDIX CARBS FOR WINTER STORAGE

I've always covered the Zenith carbs on my 356A couple with plastic baggies over the winter months to protect them, but in the spring when I tried to start the engine for the first time after several inactive months I normally had difficulty getting it to fire because the carbs were dry from the long winter storage. I would have to squirt gas down the intakes and hope that the 6 volt battery would crank long enough to get it to fire. When trying to find a better way to seal the carbs for the winter, I realized that there is a threaded hole in the center of the Zenith 32NDIX carb inlet (right). This hole, I realized, is the same thread size as the banjo fitting bolts on the brake lines. Since I had a couple extra banjo fitting bolts I decided to try to make a seal to keep the gas in the carbs from drying out over the winter.



I found some 3 in dia., .008 in. thick, flat steel disks in the Lowes hardware fastener section, see photo below. I took 4 of the disks (I use 2 on each carb because they are very thin) and drilled a half inch hole thru the center of them. The best way to do that is to clamp them between two thin pieces of wood and drill through the whole stack. The wood helps to keep the thin metal flat while it is drilled. You may still have to flatten them out after the drilling. Next I got some gas proof gasket material from the auto parts store and cut it the same diameter as the metal discs and cut a half inch dia. hole in the center same as the metal disks.

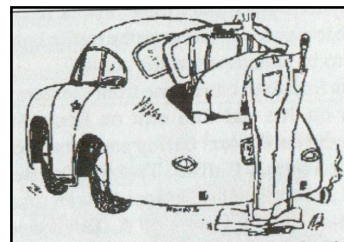
The banjo bolts are a little long so I found a couple of O rings in an old engine gasket set to take up the space between the bolt head and the metal disks. They had to have a 1/8 in cross section to fit properly. The banjo bolts have a 10mm dia. X 1.0 pitch super fine thread. I was able to find some new bolts at Bolt Depot (boltdepot.com) in North Weymouth MA. 16mm long bolts are the right length and you won't need the large O rings, just use a metal or fiber washer to seal the bolt head to the disks.

When I'm ready to close the engine for the winter, I spray everything with WD40 and screw on the flat disk seals to completely seal the carbs (right). I still cover them each with a plastic bag just for good measure. In the spring, I am amazed how quickly the engine fires up because there is still gas in the bowls.

If anyone would like a set of seals for their Zeniths, let me know. I have enough pieces left for a few more sets. Ed Tobolski tobolsed@verizon.net



Box of "Tin Cap Disks" from Lowes



PORSCHE ROAD SHOW

I have been to a lot of manufacture rides where car builders provide new cars under controlled conditions so we can wring out the current offerings. Years ago Porsche used to release new model at various racetracks so that sales people would have a better sense of what they were selling. Later, consumers were brought together to comment on offerings to help with the development of new models and finally, the public is invited to review new models in the hopes that they will be inspired to buy or to influence others to buy.

A couple of rides from years ago come to mind as I think back on some of these events.

When the new 911 Turbo was released back in 1976 (as a '77) there was a driving event in a parking lot of the old Schaefer Stadium in Foxboro, MA. There were plenty of 911's available, even a Sportomatic, for drives on a short road course, but only one Turbo. It was a silver car with a huge tail on it and it was the first one anyone had ever seen that wasn't in a magazine. We were each allowed one launch and a first gear dash down a 100 yard lane to demonstrate acceleration. There was an instructor in the car to caution us about dumping the clutch and tell us when to hit the brakes. I got it off the line easily enough but just before I reached the brake zone I went on to second gear with a loud chirp. The only "patch" heard all day from what I was told later. Great fun

In the early '80's I drove down to the Poconos Raceway in PA for the release of the new, improved Jaguar XJS. That was their flagship, a two door coupe with a V12 engine that was actually doing rather well in the SCCA Trans Am series in the hands of Bob Tullius and his Group 44 team. We got in a few laps of the road course and there were photos taken, helmet and all. The drives were cut a little short when the street cars

began overheating their transmissions and puking red juice all over pit lane. Bob Tullius gave everyone a hot lap on the Tricky Triangle and I can still see him passing the wheel hand to hand, talking about the cars handling at 150 mph. A few weeks later the photos showed up at the dealership and the general manager wanted to know who my "guest" was that showed up in the pictures. At least it wasn't his wife.

There have been SUV tests where the folks at Acura showed us that Volvo Cross Country wagons were still front wheel drive in spite of what it said on the tailgate. I did ask what the tire pressures were on the wagon as it plowed across the lot but they just said that it was factory spec. They also pointed out how tough it was to get in and out of a Range Rover. I don't think the oversize tires they had on it helped.

Audi had a driving event at the track in New Hampshire but we found ourselves on one of the parking lots, not on the oval. It was still a good time as they showed us how to get the computer controlled traction system to tap the correct corner to be able to make a corner that we would've otherwise missed.

The most recent event was back at Patriots Place, now called Gillette Stadium, in a much larger parking lot with a huge tent set up. They had snacks on hand, a screening room that could seat at least 60 people and even a small boutique set up with Porsche items for sale. Things like iPod holders and key fobs with the Porsche crest seemed popular. They divided us up into teams and every driver got a hat.

The lot was large enough for a one mile autocross course. The Porsche Roadshow had two 911's, two Caymans, and on a short course (shades of the Turbo lane from years ago), two Cayenne's and two Panameras. That was to show everyone that they really could haul 2 1/2 tons in a hurry.

The 'sports car course', as they called it, consisted of three groups of four cars each lead by an instructor in a 911. The cars followed in order, 911 Carrera 4S, 911 Carrera 4, Cayman, Cayman S. We were lead around the course at a pretty good clip until we were comfortable and then they turned up the pace. If someone (who would that be?) lagged behind, to take a run at a section, the leader would slow down until the pack was back together. The system worked pretty well. Each car had a walkie talkie in the door pocket that was turned on and the lead car driver had one in his left hand and talked us through the course as we went faster



and faster. Think about that for a minute. The guy is driving at a pretty good clip, watching a) where he was going, b) where he'd been, c) watching four cars behind him in the mirror, d) talking to the device in his left hand and e) driving the car with his one free hand. Sounds like a regular driver on Route 95, right?

The Carreras were equipped with PAS, PTM, PTV, PASM, PSM, and PDK. I'm sure there were other ABC's that I missed but that was plenty for someone that is used to four speeds and drum brakes. I will cover a couple that left an impression.

PDK: Available as an option for all 911 Carrera models is 7-speed PDK, featuring manual and automatic modes. It facilitates extremely fast gear changes with no interruption in the flow of power, whilst at the same time improving acceleration and fuel efficiency.

That means that the gearbox can shift faster than you can and do a better job in the process. There is a sport button (of course) that we were told not to use because it would only up shift at redline. I tried it, worked great. The real surprise was under hard braking, when as I got into the range of the next lower gear it would blip the throttle and downshift. At redline. It was like "who did that?".

PTV: As a function of steering angle and steering speed, accelerator pedal position, yaw rate and vehicle speed, PTV and PTV Plus are able to improve steering response and steering precision by specific braking of the right or left rear wheel.

This was the part that they were trying to get us to really feel as we went faster and faster through the course. This is the thing that will save you when you have missed judged an exit ramp or someone runs a stop sign in front of you. By dragging one corner or the other, and it knows which one to drag trust me, it will allow the car to make maneuvers that you couldn't do by yourself. It reminded me of a hook and ladder fire truck where the rig wouldn't make it around the corner without the guy in the back steering like a madman. Except there's no man in the back, just a computer somewhere telling the car what to do. Amazing.

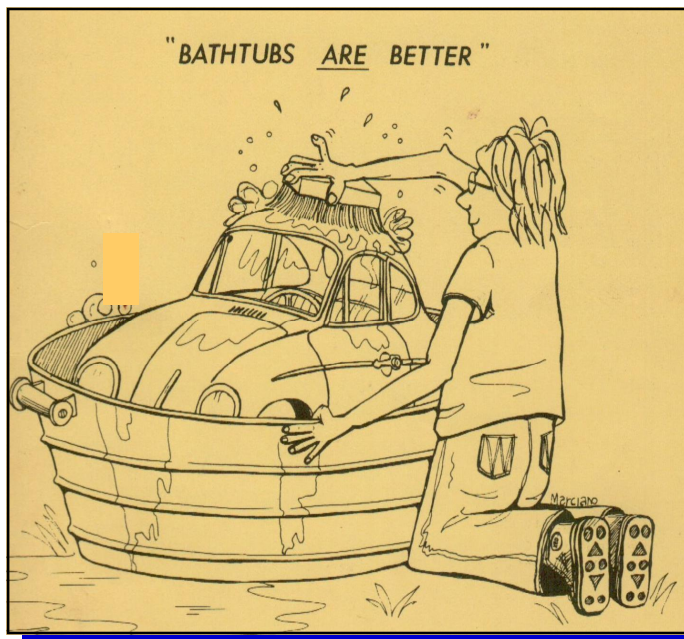
It's just a really good thing these enhancements weren't available on cars when I was young and foolish. Now that I'm old and foolish I know better than to try some of the stuff that would require these bites and bits to save me. Modern cars have certainly exceeded my skill level and I'm not sure that makes it any more fun. For the motoring public these features will save lives. I'm sure that like me, you see folks all the time that are on the phone, eating lunch, or attending to various grooming tasks while doing 80 mph and safer cars will help them every day. Of course Porsche drivers always concentrate on driving their

cars, right? Still it won't hurt to have that guy in the back of the fire truck ready to save us from that motoring public if needed.

I even tried to get the tail to hang out with a couple of these cars but that wasn't allowed. The car 'saved' me every time. Where's the fun in that? That wake up call that I get every once in a while on the way to the train station in the morning in the BMW when the tail steps out at that left turn onto RT 109 would be gone forever. I really don't want to give that up. Is everyone safer with these new features? Absolutely. I guess I just don't want to be that safe.

Don't get me wrong, the cars are terrific to drive and still a joy to have but somehow there is something missing, at least for me. Of course I realize that I'm not exactly their target audience. I looked around to see that I was the oldest guy in the tent and most of the cars in my garage are older than the people they invited. I appreciate the chance to drive Stuttgart's best, I will certainly recommend the product but just let me go home in my four speed Speedster, I'll be careful, honest I will. And thanks for the hat.

KTF Tom Tate



CLUB ITEMS AVAILABLE

PHOTO DVD'S FOR SALE

Hey everyone, if you missed the amazing Spring Tour this year organized by Ken and Gloria Nykiel, then you certainly also missed out on the Clubs photo compilation DVD that was given to the attendees. This link will show you what the DVD jacket looks like.

http://www.discmakers.com/AVLFlashViewer/?p=8vsm0K9Snx90t/MzazNsLQ==#.UdzBSezD_2e

This is a DVD compilation of all the Clubs photos from the various events starting in 1999. If you would like one please send a check for \$10 payable to the Club (TYP356ne) along with a self-addressed label and I will mail one out to you.

We also have Grill badges available through me for \$35.00 each plus \$6.00 for flat rate shipping. Send me a check made out to the club and a self-addressed label and I will get one into the mail for you. I also have club window decals available for \$2.00 each if you send me a SASE. Photos of badges and decals are posted on our website, www.typ356ne.org. Just click on "Club Regalia."



My address is
Peter Venuti
20 Raymond Ave.
Beverly Ma 01915



TYP356ne has an online store where you can order hats, polo shirts, canvas bags, and any other item that Land's End Business Outfitters carry in their inventory. The store address is:

<http://ces.landsend.com/TYP356ne>

You know it is our store because TYP356ne will appear in the upper left hand corner of the website. You can customize any of the items you purchase with the black oval patch and/or the gold TYP356ne script.



TYP356ne

Tom Gentz

TYP356ne

We have found a quality vendor that can make and ship you a personalized TYP356ne name badge. They are \$8.50 each with the pin style attachment and \$10.50 each with a magnetic attachment, plus \$3.95 postage. Note: the magnetic backing means you do not have to put pin holes in your TYP356ne polo shirt to wear your name badge.

To order go to <http://www.holmesstamp.com/category.aspx?categoryid=207> and click on the TYP356ne name badge and it will take you through the process. Within a few days you will have your personalized TYP356ne name badge delivered right to your door. If you have any comments or questions contact Tom Gentz at tgentz@typ356ne.org.

Peter Venuti, Tech Chair & Swag Meister

PORSCHE ITEMS FOR SALE/WANTED

Wanted for 356-C engine rebuild:

Item 1- Tested and good crankshaft (912, 356-C, 356-SC)

Item 2- Good Piston/Cylinder set of 4=86mm or ?

Steve Restelli (802)310-6868

For Sale— a new, in the box, Hirschmann chrome antenna - part number HIT AUTA 770B, 921 060 004. Should fit a later model 356 or 914. \$20.00.

Ed Tobolski, 508-384-6341 tobolsed@verizon.net



For Sale — Six early 911 piston/cyl/rod sets, used, some rust, inspect and pickup in Mystic, CT. Make offer.

Craig Bush 860-572-0625

TYP356ne is not responsible for omissions, errors, misrepresentations, payments, etc relative to these classified advertisements. Buy at you own risk!! Send all for sale and wanted items to Ed Tobolski at tobolsed@verizon.net. These items will be run once unless renewed.

TYP356NE – SPONSORS



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MEISTER RESTORATIONS

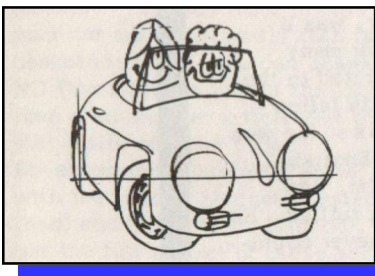
Owners: Rainer Cooney and Jerry Draco

Location: Rt. 28, North Barnstead, NH

Shipping (UPS etc) Address: 1414 Suncook Valley Rd

Center Barnstead, NH. 03225

Iton, NH. 038Tel: 603-776-3561



G. N. ENGINEERING

Owner: George Nelson

Tel: 617-333-0275

E-Mail: ggn356@comcast.net