



# TubTimes

Official newsletter of [TYP356ne](http://TYP356ne)

VOLUME 14, ISSUE 2, FEBRUARY 1, 2014

## TYP356NE OFFICERS

President- Tom Tate

Vice President- Peter Venuti

Treasurer-Dennis McGurk

Secretary-Peter French

Membership Chairman-Allen Sisson

Website Coordinator-

Gordon Nichols

Newsletter Editor -Ed Tobolski

Event Calendar -Bill Sooter

Spring Tour-Ken Nykiel

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Norman T. Brust

Louis Frate



## PRESIDENTS MESSAGE

Here we are at the beginning of another activity packed year for the TYP356ne group. As you can see in this edition of TubTimes, there are lots of things to do with and without your Tub. We'll start off with a Tech Session in February at a NH restoration shop that we have not seen before. RMR Restorations have invited us for a tour of their facilities on the 15th. The end of the month will find a group of us in LA at the Literature Meet; report to follow. And the covers aren't even off the cars yet. Check the schedule elsewhere in this issue and check off the events that you want to put on your list, we'll look forward to seeing you there.

My annual trip to a warmer climate gave me a chance to attend the Scottsdale Auctions last month and our Tubs were getting a lot of attention. With few exceptions, the prices were all higher than last year and many records were set. The auction report can be found in this issue. Take good care of your rides and projects, you will be rewarded.

See you soon and KTF - Tom Tate, President.

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**TubTimes** is the official newsletter of TYP356ne.

A full **TubTimes** will be delivered 4 times a year: Feb 1, May 1, Aug. 1, and Nov. 1. A short **TubTimes Life** version is 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**, submit them to the editor, Ed Tobolski, at [tobolsed@verizon.net](mailto:tobolsed@verizon.net), at least two weeks before the issue is scheduled

## 2014 CALENDAR OF EVENTS -

### February

- Saturday, Feb 15th—RMR Restorations Hollis NH—see info on page 4
- Feb 28th to March 2nd — LA literature meet, Bob DiCorpo—see info on page 4

### March

- March 6-9 — Amelia Island Concourse

### April

- Saturday, April 19th— Hershey Swap Meet
- Wednesday, April 23rd— Loafers Lunch

### May

- Saturday, May 17th — Ricks Custom Fabrication Shakedown cruise East Bridgewater, MA
- Wednesday, May 21st— Loafers Lunch

### June

- June 6, 7, 8 — Spring tour—Ken & Gloria Nykiel, see details on page 5
- Saturday, June 15th — German Car day
- Wednesday, June 18th — Loafers Lunch
- Sunday, June 29th — Sisson BBQ

### July

- Sunday, July 13th— Endicott Estate Dedham
- Thursday, July 10 — Bass Pro Shop Cruise night
- Wednesday, July 16th — Loafers Lunch, Alex Dearborn
- Sunday, July 27th, Endicott College MissileWood Show Beverly, MA, Dennis McGurk, BBQ, classic car parking pre-register
- Sunday, July 27th, 41st Connecticut Valley Region Concourse and 60th Anniversary of the Porsche Speedster, Cranbury Park, Norwalk CT [www.cvrpca.org](http://www.cvrpca.org) see info on page 6

### August

- Sunday, August 3rd—Autocross Fort Devens, parking/display area, BBQ on site to which we can buy tickets and we'll be invited to drive the course in a series of parade laps in our Tubs. Members (after signing the release) can ride with a competitor at race speed for a donation to the PCA charity, Angel Flight.
- Sunday, August 17th — Tanglewood concert. Charles Dutoit with Stravinsky and Rachmaninoff. Lunch at a local restaurant beforehand, David Ohanian organizer.
- Wednesday, August 20th— Loafers Lunch
- August 27- 30, Registry WCH, Stevenson, Washington, visit [westcoastholiday.org](http://westcoastholiday.org) for more information.
- Saturday, August 30th — Adam Wright Shop Tour
- Sunday, August 31st — Cars in the Park Sunday Lime Rock, CT

### September

- Wednesday, September 17th — Loafers Lunch
- Sunday, September 21st — Founder's Day, Ken & Gloria Nykiel hosting lunch.
- Sept. 25 -28th, Registry ECH, Fontana Lake , NC. visit [eastcoastholiday.org](http://eastcoastholiday.org) for more information.

### October

- Saturday, October 4th or 11th - Meister Restoration BBQ
- Wednesday, October 15th — Loafers Lunch

### November

- Saturday, November 15th — Paul Russell Restoration

### January 2015

- Saturday, January 10th —2015 Planning Meeting
- Sunday, January 18th — 2015 Holiday Party

## RECENT EVENTS

### 2014 PLANNING MEETING

The 2014 TYP356ne Planning meeting occurred Saturday, January 4th, at the Burlington Public Library.

Members in attendance were: Doug Barry, Len Cannizzaro, Peter French, Ralph Hadley, Niece Haynes, Jeff Leads, Dennis McGurk, Allen Sission, Tom Tate, Peter Venuti.

During the meeting members discussed ideas for new events, various drives and destinations, as well as things they felt did or perhaps did not work well the prior year. From this conversation a list of potential events was created which attendees volunteered to coordinate. Since the meeting the volunteers have been able to confirm several dates and times which appear on the events calendar in TubTimes with further details to be published on our website as they become available <http://www.typ356ne.org/schedule.htm>.

If you have an idea for an event but were unable to attend the planning meeting it's never too late. Be it a one time event of your own creation, hosting the club at your home or an idea for a destination drive, let us know how you want to get involved. Remember, without your participation there is no club!  
Peter Venuti

### 2014 HOLIDAY PARTY

On Sunday, January 12, 2014, the Typ356ne held its' annual Holiday Party. This year's venue was the Andover Country Club in Andover, MA. The menu offered to the group was an eclectic buffet, consisting of sirloin steak, Chicken Marsala, baked fish, salad, red bliss potatoes and a very nice variety of pastries for dessert. The food was quite appetizing and there was plenty of it.

Attending were approximately 80 members and co-members of the club. Everyone seemed to have a great time and enjoyed the food. Thank you to Ralph Hadley for all arrangements.

Ralph addressed the group, giving his farewell as club president and introduced the new president Tom Tate. We thank Ralph for his service and wish Tom the best during his upcoming two years as president.

As much as everyone enjoyed the food and the presentations made, it seems that the best part of these get togethers is always getting together as a group, catching up and sharing our common interests. That is what our club has always been about.

Just a point I would like to make to those who were unable to attend. Your club's board is always looking for ways to give back to members. The Holiday Party is one of those ways. Although members and their guests were charged \$35.00 each for their meals, the actual cost per person exceeded that amount by quite a bit. That excess was covered by the club in order to "give back" to members attending. This practice is also used at various other events, such as Founder's Day and even donuts and coffee for tech sessions. As a dues paying member, it is up to each of us to take advantage of these perks. If you don't attend events, others benefit and not you.

Anyway, it was a great time for all at the party. Now we must endure the New England winter and wait for the spring rains to come and clear the salt off the roads. Driving season goes by so quickly. Let's get out this year and enjoy our cars!

Bob DiCorpo



## UPCOMING EVENTS



Our first tech session of 2014 will be held at RMR Restorations on Feb 15. They are located at 269 Proctor Hill Rd, Hollis NH, about 8 miles west of Nashua NH. They have done everything from Pedal Cars to Porsches with lots of muscle cars in between. Their website can be found at <http://rmrrestorations.com/SFNT.html> for lots of photos of their excellent work. These craftsmen are getting harder

and harder to find and watching them work will give us all a better understanding of the effort involved in a full restoration. Join us at 10 am for coffee and donuts. There is a '50's Diner nearby where we will collect for lunch following the tour. It may be a little early to bring out your Tub but not too early to get together with friends. Give Tom Tate ([PDQ356@gmail.com](mailto:PDQ356@gmail.com)) a shout so we know to expect you.



## *LA Toy and Literature Show and Porsche Swap Meet February 28th to March 2, 2014*

Over 1,250 people are expected to attend the 31st annual Porsche and Vintage V-W Literature, Toy/Model, & Memorabilia Swap Meet at the Los Angeles Airport Hilton Hotel. The meet has over 225 tables with tens of thousands of collectibles - posters, sales literature, toys, models, factory gift items, press kits, technical literature, small trim items, and accessories for Porsches and vintage VW's. The meet is held in two huge ballrooms on the main floor of the Airport Hilton, - very close to Los Angeles International Airport.

For more information see the Porsche 356 Registry magazine or [www.LALitAndToyShow.com](http://www.LALitAndToyShow.com)

Bob DiCorpo recently sent out the following email for anyone planning to attend-

We currently have 14 Typ356ne club members traveling out to LA at the end of February for the Lit. Show and all Porsche Swap meet. We have two vehicles rented to accommodate these members and they are full. Tom has received some inquiries from other 356 Registry members that he knows, asking whether or not we have any extra seats in these vehicles.

What I need to know ASAP, is whether there are any of our members who have not contacted me as of yet and secured a seat in a vehicle, that are interested now in joining the tour and sharing the rental cost of another vehicle with those Registry members.

Thank you, Bob - [bodee5@hotmail.com](mailto:bodee5@hotmail.com)

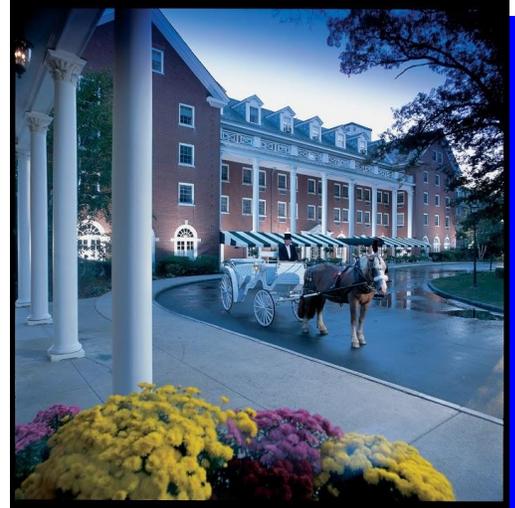
# SOJOURN TO SARATOGA



SPRING TOUR 2014  
JUNE 6-7-8

## *GIDEON PUTNAM RESORT - SARATOGA SPRINGS, NEW YORK*

Commonly referred to as the "Jewel of Saratoga", the Gideon Putnam Resort is located in the beautiful 2300 acre Saratoga Spa State Park. Built in 1935, it combines



the common space amenities of a by-gone era with 124 guest rooms updated with contemporary furnishings to reflect today's lifestyle. Just steps from the Hotel, enjoy full-service at The Roosevelt Baths & Spa.

Museums, spas, shops, casino, and scenic drives all await those who will join this year's Spring Tour. The Saratoga Auto Museum is just steps away from the Hotel. Hotel provides transportation to downtown Saratoga Springs where a wide variety of unique shopping opportunities exist. For those who enjoy the sport of King's, the Saratoga Raceway and Casino are just minutes away. So, why not join your fellow TYP356ne Members who will participate in this year's Spring Tour.

Once again, we were able to negotiate in-season dates at off-season rates !!! In fact, this year's Spring Tour saves over \$100.00 from previous tour packages. Here are the details:

DATES: June 6-7-8, 2014

RATES: \$775.00 PER COUPLE

\$580.00 SINGLE OCCUPANCY

All taxes and service charges are included.

Early Arrivals: \$145.00 + tax Room Only (single/double)

Reservations: CALL: (518) 584-3000 OR (866) 746-1077

Refer to Group Code: 9N55TO

Registration Fee: \$30.00 - Single \$60.00 - Double

Make Check Payable to: TYP356ne SPRING TOUR

Mail to: Ken Nykiel, 294 Palisades Circle, Stoughton, MA 02072



# CVR Celebrates the 60<sup>th</sup> ANNIVERSARY of the Porsche 356 *Speedster*



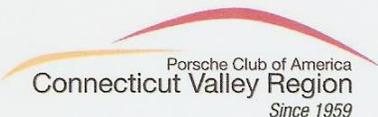
July 27, 2014  Cranbury Park, Norwalk, CT

The 356 Speedster was introduced to America by Porsche's U.S. importer Max Hoffman on September 17, 1954. The occasion was a Concours held in connection with the 7th International Sports Car Grand Prix at Watkins Glen, where Hoffman's signal red Speedster would win its class.

The 41st Annual Connecticut Valley Region (CVR) of the Porsche Club of America Concours d'Elegance will feature a special historic display of Porsche Speedsters including numerous 356 Speedsters and examples of the 911, 964, 993 and 997 Speedsters.

We cordially invite all Speedsters in the Northeast to participate in our display. All Speedsters who pre-register will receive a commemorative gift from CVR. All Porsche owners are also invited to participate in our People's Choice Concours.

Please contact CVR's Concours team or check out the CVR website for more details on how to participate.

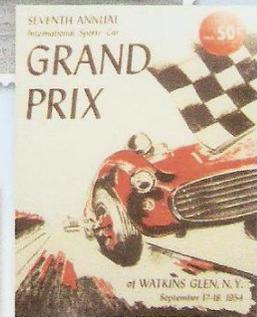
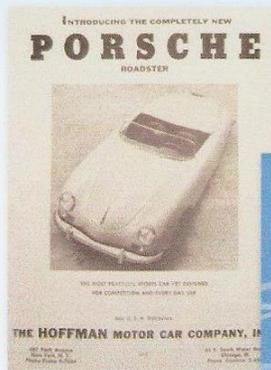


Concours@cvrpca.org  
www.cvrpca.org

Photos: thank you Bob McCarthy and the Porsche Speedster Type 540 book



The first U.S. Speedster  
# 80002



## FEATURED MEMBER – BILL SOOTER

This is the first of a regular TubTimes column that will feature a different member in each full issue. The goal is to provide a little information about members so that we can get to know each other better.

**M**y interest in automobiles started when I was growing up in Southern California, not far from Vasek and Polak, Circle Porsche, Lions Drag Strip and Oscars drive-in where all the hot rods gathered on the weekends to go off drag racing on Los Alamitos Blvd.

In the mid 70's, I was working as a Veterinarian Technician in Beverly Hills when a client drove her numbers matching signal red 1965 C Coupe into our parking lot. I escorted her out to the parking lot and told her, if she ever wanted to sell her car to let me know. A year or so later in 1978 she stopped in and asked if i was still interested in buying her car; the rest is history. This is the same car that I own today. In 1982 I had the engine rebuilt at Toby Chess's shop in Culver City by Dieter, his German mechanic, who did a great job. In 2010, I finished a color change to Glasurit # 608 Silver Metallic. Then, in 2011, just short of 30 years and 130 k miles, I had George Nelson rebuild my motor so I can drive my car hopefully another 30 years, which would make me a young 95.



I moved to South Dartmouth, MA in 2001 from Kalispell, MT. I have been a 356 Registry member since 1980. I used the 356 Registry magazine to find a local 356 club here in New England. That's how I found the TYP356ne. At the time, Fran De Leo was the President. I checked out their website and saw that they were having a DYPD to Pomfret, CT. I contacted Fran by email and asked if I could just join them as a non-member; of course he said "Yes please join us, we are just a small group of friends". That year's DYPD followed the 9/11 Twin Towers tragedy. When I met the group of about 10 cars in Burlington, MA, Dick Chiasson, who was leading the drive, had American flags for us all to attach to our antennas. Dick, as I am sure many of you know, likes to drive in a "spirited manner". I can tell you that it was a fantastic drive that I will never forget, as well as the people.

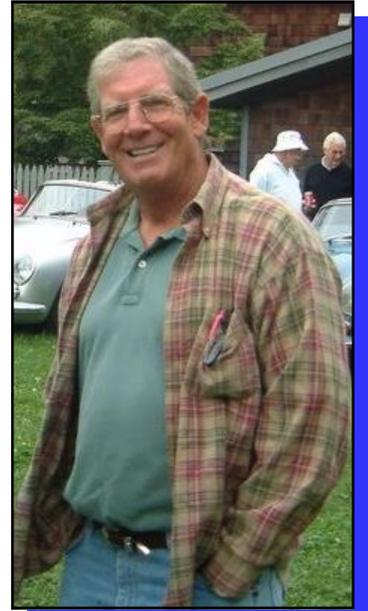
That was the beginning of my TYP356ne experience, I joined that year. For me, coming to New England and joining the club has helped me discover many different and beautiful places. I have also met some good acquaintances and have made many good close friends over the years. When Bill Collins was president, in 2008, he asked me to become a Board Member, which I did, and later that year I took on the Web Meister job and have maintained it for the past 6 years. Gordon Nichols has now stepped up and taken over the job this year and I will continue to maintain the Event Calendar.

As a TYP356ne member for the past 12 years, I have seen the club change. Many of the people that had volunteered to be either an Officer of the club or a Board Member have stepped down, but have continued to maintain their membership. This is how it should be with any volunteer organization like ours. That is why it is important for all members to get involved in the club in some capacity; leading a drive, planning a loafers lunch, running a tech session, or even becoming a Board member and maybe later on becoming an officer.

Now after being retired for some time, I really enjoy the quiet rural life here on the south coast of Massachusetts as I did in the foothills of the Rockies in northwestern Montana. In the summer I volunteer some of my time to the Coalition for Buzzard Bay for their annual swim and bike ride fund raisers. My home, with the flower and vegetable gardens, keeps me plenty busy. I still love to go swimming and beach combing like I did when I was growing up in Southern California and, of course, making sure I have time to get out on the road with my 356 as much as I can.

The 356 Porsche is our common interest, but the people are what make TYP356ne the great club it is today.

Bill



## SUNNY ARIZONA—LAND OF RISING PRICES by Tom Tate

If this is January I must be on my way to the Auctions in Scottsdale, a welcome break from New England weather and a chance to see if the Porsche prices continue their rise. There are five events that draw me to the land of sunshine every year. The Big Daddy of them all is Barrett Jackson, this year in a new larger permanent structure with even more tents. They bring out all the muscle cars and hot rods but very few Porsches. Still it's on the list because it is a circus not to be missed. With over a thousand vehicles crossing the block, 110 Corvettes alone, you can find anything ever made in the US. The R M Auction caught my eye with a '57 Carrera Speedster, a '61 RSK and a fistful of early 911's. Gooding & Company also had a few of our Tubs along with a good selection of 'long nose 911's'. Bonhams also had a one day event that included a Speedster, a Cab, a sunroof coupe and a '65 911 barn find that I wanted to see. Russo and Steele also had some of examples of our marque but they were certainly not show cars and I'm being nice here. I don't want to lose my invitation for next year's event.

Thanks in part to this column and the secret handshake (a tip from Barbara Skirmants), son Rob and I had Media passes to all the auctions. An email from Barrett/Jackson after their Monday welcoming party told us that attendance was up 25% and they expected a record breaking week. A panel discussion on Thursday morning at Gooding & Co, led by Keith Martin, featuring four of the top collector car experts verified that Porsches are leading the rocket ride of appreciation. The 356's and early 911's (long nose cars) have seen increases of over 30% per year the last few years and it's beginning to look like that rate is continuing into 2014. Clearly, well done cars and fresh (?) barn finds are bringing big numbers and cars carted up and dragged to the block are avoided.

Bonhams one day event went off with a tent full of eager buyers. A silver '57 Speedster (84142) w/ black interior had some faults but still brought \$278k including the buyer's fee. It had no trim under the doors, repro front turn signal housings and side spears, was missing the bumper over ride bars and larger guards and no mention of a matching engine or COA to check. The side curtain sockets on the garnish rails were AWOL and the carpeting had a strange tint on the material used for the edging. Big money for this example I thought.

A T5 sunroof coupe in ivory (113267) didn't meet its \$100k reserve and there were lots of good reasons. Someone had put a

fuzzy VW gasket on all four sides of the sunroof opening, left out the parking lights inside the headlight fixtures and had the seats recovered by a very artistic person that had never seen a 356 before. The inside sunroof panel was covered with the correct material but it was about 2" short that left an open space the width of the car that exposed the padding glued to the underside of the roof.

There was a C cab that missed it's \$120k-\$150k target by a wide margin. It was listed as a '63, that's a problem, the dash pad ended 2" early at each end and there was a palm sized piece of thick paint that was about to separate itself from the right rear of the car. There was a space between the window frame and the garnish rail on the driver's door wide enough to put your finger into and you could see daylight between the windshield post and the window frame. It would've made a Speedster seem dry in a rainstorm. The screen under the vent in front of the windshield was painted red which tells me that the painter didn't know about the two 10mm bolts that can be easily removed to release the screen so that it doesn't get sprayed. The engine had an oil cap from a 911 and a plastic gas filter that was zip tied to a plug wire. As Harry Pellow would've said, the mark of a turkey.

The big surprise was a fresh barn find of a '65 911 that two guys under the tent got into a contest over that wound up at \$116k. It was matching numbers but needed everything including rust repair.

A real nice white '67 911 brought about the same amount and needed only a new owner. This shows the power of a real early 911's, at least to a couple of guys with money in their pocket.

A '77 911 also got the crowd's attention and was chased up to \$88k. A great looking car with only 23k miles but not Porsche's best work due in part to big bumpers and US emission requirements at the time.

A stop at the RM Auction site got us up close to the Carrera Speedster, close



enough to see that the front how hook was missing and the battery box floor had a strange bubble on it instead. With a reported 29k miles I would've expected more. Bidding stalled just over one million and since they were expecting over \$1.1 million it was a no sale. Too bad, it really looked great up on that stage. We got a second look once it came off the stage and it had a lot of bondo that showed itself with edges that were way too sharp to be just folded metal. And that was on the engine compartment opening.



There were four other Tubs, their expected bidding range and a few notes:

- Red T5 Roadster sold for \$198k -lots of options, none on COA, non-matching engine, huge overbite on front hood \$180k-\$220k
- Blue T5 Cab - sold for \$140k - Probably the best car there but with the door gaskets cut wrong and some other needs - \$140k-\$190k
- Red Speedster D (actually a Convertible D with a Speedster logo on the fender) - sold for \$176k - where to start? chrome plugs covering the holes for the missing bumper support tubes gas filter zip tied to a plug wire, wrong carbs, - \$175k-\$250k
- Smyrna Green T6B - sold for \$129,250 - decent paint, straight panels, missing luggage hold downs on rear panel, engine cover bolts mounted backward \$110-\$130k

Long nose 911's were well represented with three 911E's (all missing their 14" alloys), a coupe and two Targas. A silver 959 was on the stage and went to a new owner for \$759k but a 1966 Carrera 6 (906) was a no sale at \$1.1 m. The real prize was a RS61 from 1961 looking for \$2.8- \$3.2 million and brought \$2.75 million.

Gooding had some terrific cars and some that were not so good. Of course they can only offer what people bring them so here's the list: A 1952 bent window 356 coupe: The door gaps really needed a lot of work as it was possible to put a finger in between the top forward portion of the door and the trailing edge of the front fender on both doors. That means that the gap was about 1/2" at the top and narrowed down to 1/4" by the time you got about a quarter of the way down. Further down the gaps varied again making it look like something an American manufacturer put together back in the '50's. It went to a new owner at \$132k well under the \$185k- \$225k they were expecting.



A red '59 Conv D brought \$176k with the fee which got the seller close to the expected \$180k-\$200 range. A well done car by someone that had some experience with our Tubs.

There was a yellow '73 911E that brought \$88k including buyer's premium against an expected \$90-\$120k.

The black Speedster (83718) at Gooding was a T1 Normal (66750) that was fitted with a Super tach, rear deck logo that said 1600 Super and Super hub-caps. The interior was a dark red (darker than the photos indicate) that looked great but wasn't correct. At least according to Autos International, who answered that question for me a few years ago when I set out to correct mine. As a US car it should've retained it's over ride bars and taller guards but they were replaced by the Euro short guards. Of course that meant that the holes for the support bars had been filled in front and rear. Gooding was looking for \$225k-\$275k so I'm sure that \$445k winning bid was a pleasant surprise.

Amazing what happens when two rich guys are under the same tent. That is the biggest number anyone has ever seen for a push-rod Speedster.



A visit to Russo and Steele brought a few surprises. A '64 SC white Cab that was presented by a Texas Dealer (who also brought a Prowler, a Z28 and a Vette) who bought the car at Mecoms auction last fall. A very nice example of a numbers matching car, the only fault I could find was a missing fuzzy strip on the garnish rail on the drivers door. The seller didn't know what that was. All in all a pleasant surprise and to the seller who saw a final price of \$242k.

The second Tub was being sold as a '64 Cab with the correct serial number stamped behind the tire belt hoop in the front compartment but no ID plate on the hinge plate or up next to the gas tank. But wait, a '64 doesn't have the number stamped there... This car was a T5, making it a '60 or '61. Russo and Steele said it was a very rare model. I had called them last week and spoke with one of their reps who said that info and paperwork came from the seller and they weren't responsible. I didn't think it worked that way, that's why they get a fee...

The next car parked in the dirt was a '64 red SC coupe with a 100 pound front hood. Paint so thick the steel underneath wouldn't hold a magnet. With repairs to the battery box indicating a front end hit I kept walking.

Further down the line was a '62 T6 S 90 Cab with a Super tach and trim. The numbers were said to match but the Factory had "installed a big bore kit for more horsepower". Enough said. There was a rare "Factory rear sway bar" that turned out to be a compensating bar, this S90 had Zenith carbs. The front grill in front of the windshield had been bonded over but the error was caught before it set up and the slots were opened with a razor blade. Nice try, but no...

There was a second pleasant surprise as we came across a '73 911S in red that was excellent. With a one owner history and 64k miles, not a bolt was out of place. Terrific car and I'm picky, as you can see above. Flawless restoration. R&S was looking for \$130k - \$170k, well short of it's market value. We'll see...

The Barrett Jackson Auction was easily twice the size that it was last year. The vendors went on for what seemed like miles. As in years past, anything an old rich guy wanted, was there. There was a fellow that made life sized animals out of nails welded together. A Bison that

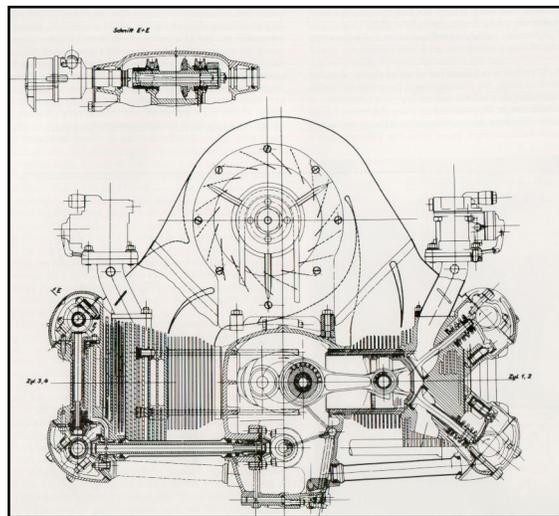


stood over 5' tall weighed more that my Speedster. It is pictured below with my camera assistant and grandson. The moose and grizzle bear in the background were done in nails also but different sizes.

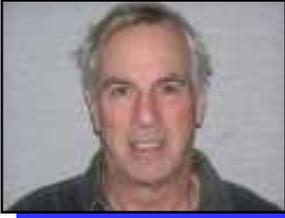


Did I mention that it was 77 degrees and not a cloud in the sky? It's a tough job but someone has, well you know...

KTF



## AN EXCELLENT ADVENTURE by Dennis McGurk



**A** week at the Car Auctions in Scottsdale is by itself a car lover's delight. With an offer from my host Bob Williamson to extend the visit to two weeks, our

to-do list expanded dramatically. The better part of the first week was spent at the Auctions, poring over and enjoying some 2,000 cars at the pre-auctions and watching some of the theatrics at the auctions themselves. Accompanied by Bob and some of his Phoenix friends, and another well-informed car guy from Boston, the dialog was continual and entertaining.

Throughout the week, we continually met more people and enjoyed a variety of venues. The weekly gathering at the Pavilion is particularly active on the Saturday of the auctions, with an all day and evening display of local cars. It's an oversized Cars and Coffee, with 800-1000 cars coming and going. Each, of course, has its own story, which the owners are happy to discuss.

Good fortune one evening found us surrounded by a unique combination of custom muscle cars and pre-war classics in the setting of a private collector's exquisite man-cave. Food, music, and the sound of 1,000 HP cars being fired up provided the entertainment, as jet planes were taking off on the other side of the fence. Can you spell Adrenalin??

A day later we were at another private collection, staring at some perfectly restored and rare Porsches, Ferraris, Lancias, etc., and a hangar full of private jets. Walking through the owner's impeccably-maintained restoration shop and showroom assured us that our economy is doing just fine and that our Porsches will last for generations, thanks to right-minded patrons putting their money to good use.

Our best education came from the group we were lucky enough to be a part of. Bob has created a network of good friends who are serious car guys. As interested as I am in cars, these folks eat and sleep cars, and have been doing it for a lifetime either as a hobby or vocation. They understand every nuance of a car, their values, their history, and most important, what makes them work. Down to every last nut and bolt. Great stuff and fascinating characters!

Fortunately, this particular group is deep into old Porsches and VW's, and their appreciation of our little tubs was reassuring and invigorating. Spending time in their own backyard garages or professional resto shops, we came away full of ideas: a better set up for our own shops, better tools to use, better work habits, better attention to detail, a better mindset, better maintenance programs, and better ways to make our cars real drivers. Can't wait to get home!



The highlight, of course, was hitting the open road in Bob's well-sorted out '56 coupe, along with another '57. The desert roads outside Phoenix are spectacular for bringing out the best in our cars. Perfect roads (still looking for my first pothole) and great destinations and scenery abound, as does the 75 degree weather. Note to self: bring a car out next year and don't rush home.

OK, it wasn't all about cars. We balanced our car time with tours of Taliesen West (F.L. Wright's winter retreat), the Desert Botanical Gardens, and the Musical Instrument Museum. All are first-rate attractions not to be missed. Throw in a half marathon in the desert and my trip was complete. Almost.

Bob and I embarked on a two day 850 mile road trip in my redder than red Camaro convertible rental. The destination was Newberry Springs, CA, home of the famous (?) Bagdad Cafe. It was a long way to go for a buffalo burger! Cruising Rt.

66, the Mohave Desert, Lake Havasu, and staying in a \$29/ night hotel, these two Bucket List-looking guys couldn't have been happier.



Dennis

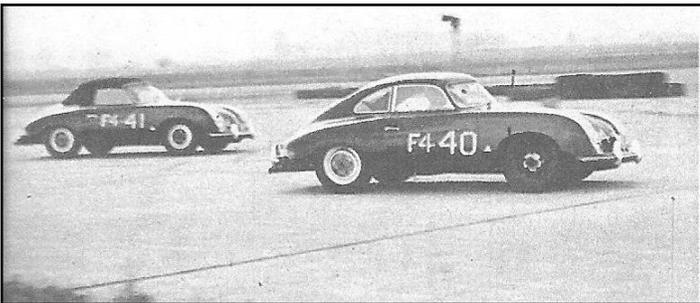
## SIXTY YEARS AGO by Peter French

Picking up from where we left off last time... still shamelessly swiping from that well known mag.

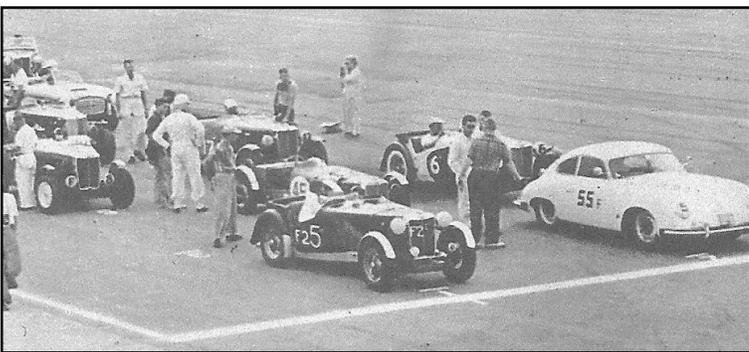
Kicking off the Nov. 1953 news was: **FERRARI ANNOUNCES retirement from all racing.** No special reason has been given though obviously the G.P. activity is expensive. One benefit will be greater effort towards engineering improvements in the company's line of sports cars. (Quite obviously this retirement from racing did not last very long.) Also: same issue: "IMPORTED CAR SALES have shown a 30% jump for the first 5 months of 1953 over the same period last year." This sets the stage for the production Porsche; another article was entitled "Modern Mercedes Merchandising" and showcased a Merc. dealer and Maximilian Hoffman "the guiding genius of this new organization." Remember that name.

Back to racing... Porsche certainly was not about to retire from all racing. In the same issue, the results of the Lockbourne AFB Race (and this was the first time I saw the Sports Car Club of America logo (National Event) and finally I have some good pictures to show you.

This is the Kerner (F4 40) driven Porsche which won the first race, with other Porsches 2nd and 3rd (#41 not identified.)



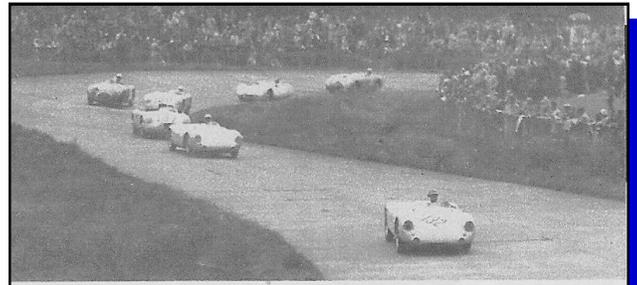
This is the start of the modified sports cars under 1500 cc; the Porsche Glocker finished second, with a Porsche in third. Pictured is #55 at the front; where in the world was the third place car (at the finish?) at the start... way back. Must have turned a few heads.



Speaking of turning heads... this is the RESULTS squib from that race session; 5 of 12 cars listed as winners were Porsches.

And more pictures; here's a captioned picture (in the German Gran Prix article) featuring the pre-

RESULTS			
<b>First Race</b>			
Driver	Car	MPH	Pos.
Kerner	Porsche	77.7	1st
Moore	Porsche	77.4	2nd
Cornett	Porsche	77.0	3rd
<b>Second Race</b>			
J. Simpson	OSCA	80.4	1st
F. W. Procter	Porsche Glocker	78.5	2nd
M. Goldman	Porsche	78.5	3rd
<b>Fourth Race</b>			
W. Spear	Ferrari	92.6	1st
M. Gregory	XK-120 C	90.9	2nd
J. Kimberly	Ferrari	90.6	3rd
<b>Ladies Times</b>			
(Fastest 50 miles in any of 1st four races)			
Stella C. Brown			1st
Isabelle Haskell			2nd
Suzanne Dietrich			3rd
<b>Fifth Race</b>			
Warner	J2X Allard	93.4	1st
Whitmore	Fitch Jag	90.5	2nd
Fergus	MG TC	71.8	3rd

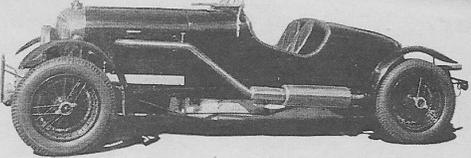


The 1500 cc sports car race. Two Porsches lead, followed by a pair of new Borgwards.

race for the 1500 cc sports car race and featuring two Porsches in the lead.

And, sorry to be so non-Porsche fixated in this article... but I just could not help mentioning that in the very same issue, in the back, was an ad for a 212 Ferrari for sale "in Perfect Tune and in Showroom Condition - Top Speed 130 mph... 0 to 60 in 7.5 sec.; 0-100 in 16 sec; perfectly behaved in city traffic (getting 20 mpg) Price \$7,500.00 Anyone like to comment on today's price (versus the following Porsche being advertised: 1953 Super Porsche 528 Coupe, \$3,600. Palm Green, 7,500 miles, well kept. Roy J. Stenholtz, 1337 14th Street, Los Alamos, New Mexico.) (versus the following display ad for a 1931 Blower Bentley originally driven by Tim Birkin \$4,800.00)

**FOR SALE- BLOWER BENTLEY**



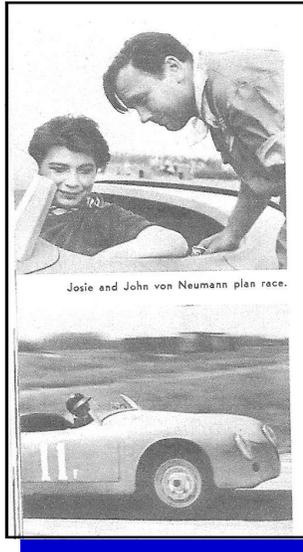
featured in July issue of ROAD and TRACK

<p>1931 4 1/2 LITRE BLACK LABEL Originally Driven by Tim Birkin PERFECTLY RESTORED AS NEW</p>	<p><b>PRICE</b> <b>\$4800</b></p>
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**INTERNATIONAL MOTORS**

5670 SUNSET BLVD.  
HOLLYWOOD, CALIF.  
HOLLYWOOD 3-3165

And, in the December, 1953 issue, announcing the new MG TF, is an article "Women in the Sport" and two shots of Josie von Neumann, winner of the ladies race, one with himself whose exploits are chronicled herein.... stay tuned.



Josie and John von Neumann plan race.

And even more graphics ; this from the back of said edition, detailing Porsche "Super" Specifications and listing at \$4,200 when the Jaguar XK 120 M was listing at \$3,345 and Austin-Healy 100 at \$3,000. The Morgan Plus Four was even cheaper - \$2,600; Triumph TR2 cheaper still at \$2,400 and MG TF cheaper still, at \$2,200 (buy his & her MGs for the price of one Porsche.) No wonder Max Hoffman thought Porsches were too expensive.

January, 1954 trumpets "MG sales continue to lead all other imported cars." The same issue has an article entitled MG Processing (not sure what Processing means) but start with the rhetorical question, *WHY is the MG so popular?* But then the issue gains traction; prominently pictured in the article "The Paris Show" is the 550. Good shot. Top speed of 139 mph; take that, MG! But if I could go back in time, I'd stroll right down to the show booth and BUY!

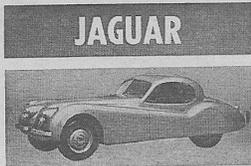
But, back to reality, the next article detailed various races of the Madera Road Race (San Francisco Region of the



The new Porsche type 550 with four overhead camshaft 4-cyl. engine, said to develop 110 bhp at 7000 rpm with a top speed of 139 mph.

Photographs by MILLANTA

## The PARIS SHOW



### JAGUAR

#### JAGUAR XK 120 M SPECIFICATIONS

**General:** Wheelbase 102 in., tread 51 and 50 in., tire size 6.00 x 16, curb weight 3100 lbs (coupe), distribution 48/52.  
**Engine:** 6 cyl. twin ohc, 3.27 x 4.17 in., 210 cu in. (3442 cc), 8.0 to 1 compression ratio, 180 bhp at 5300, torque 205 ft/lbs at 3500 rpm, two S.U. carburetors. Standard engine develops 160 bhp.  
**Transmission:** 4 speeds forward, synchromesh on 2, 3 and 4, overall ratios: 3.77, 5.16, 7.48 and 12.73 to 1. Floor shift.

#### JAGUAR \$3345

The team of Lyons, the business man, and Heynes, the engineer, have shown America that they can enter the luxury sports and family car market with outstanding success. Five years ago, few people thought there was a U. S. market for a sports car at the price of a Cadillac. Fewer yet thought that the luxury family car market could be "cracked" by an imported car. Yet, that is

**Rear Axle:** Semi-floating, hypoid gears, optional ratios 2.90, 3.31 and 4.27 to 1.

**Front Suspension:** Conventional independent with torsion bar springs.

**Rear Suspension:** Conventional semi-elliptic.

**Frame:** Conventional channel with x member.

**Steering:** Circulating ball, 2.9 turns.

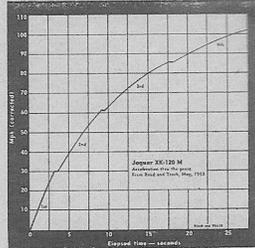
**Brakes:** Lockheed hydraulic, 208 sq. in.

**Performance Data:** Max. speed in gears, 123, 90, 62 and 37 mph. Cruising speed 77 mph. Topley reading in 4th gear 307 lbs/ton. Fuel consumption 15.2 mpg.

exactly what Jaguar has done.

Recent price reductions reflect economies made possible by a new machine plant, and the factory's confidence in Jaguar sales will continue to rise.

The range of cars now includes a roadster (price quoted above), convertible and hardtop coupe (all two seaters), plus the Mark VII sedan which is available with automatic transmission.



### CHEVROLET

#### CHEVROLET CORVETTE SPECIFICATIONS

**General:** Wheelbase 102 in., tread 57 and 59 in., tire size 6.70 x 15, curb weight 2850 lbs. Fiberglass body.  
**Engines:** Chevrolet 6 cyl. ohv, 3.56 x 3.94 in., 235.3 cu in. (3861 cc), 8.0 to 1 compression ratio, special camshaft, dual valve springs, 3 sd carburetors, dual exhaust, 150 bhp at 4200.

#### CHEVROLET \$3400

After two years of speculation regarding a production American sports car, it remained for Chevrolet to do it first. After the louthsome rash of pseudo sports cars, the Chevrolet Corvette comes as a welcome relief, for it is the genuine article, although not a competition machine as it leaves the factory. Deliveries have commenced and the 1954

**Transmission:** Chevrolet PowerGlide modified to provide full throttle upshifts at 55 mph. Overall ratios: 3.55 and 6.11, multiplied by the torque converter factor of up to 2.1. Floor shift.

**Rear Axle:** Chevrolet semi-floating with hypoid gears. Modified to give Hotchkiss drive.

**Front Suspension:** Conventional independent, with modified front anti-roll bar.

**Rear Suspension:** Conventional 51 in. semi-elliptic springs (4 leaves) with outboard mounting and rear tension type shackle.

**Frame:** Special X type.

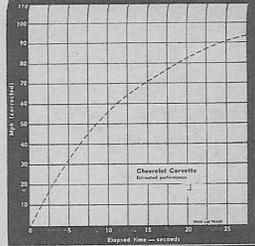
**Brakes:** Bendix hydraulic, 11 in. drums.

**Performance Data:** Top speed about 110 mph, see estimate at right.

production rate is set at 1000 cars per month.

Fully described in Road and Track for August, 1953, the production models are substantially the same as the prototype model except for a change in the axle ratio to 3.55 instead of 3.27 as first announced.

The Corvette engine develops 150 bhp at only 4200 rpm and has three side draft carburetors and a dual exhaust system.



### PORSCHE

#### PORSCHE "SUPER" SPECIFICATIONS

**General:** Wheelbase 83 in., tread 50.8 and 49.2 in., tire size 5.00 x 16, curb weight 2150 lbs, distribution 39/61.  
**Engine:** Air-cooled flat four behind rear axle, ohv 3.14 x 2.91 in., 90.7 cu in. (1488 cc), 8.2 to 1 compression ratio, 75 bhp at 5200, 79 ft/lbs at 3500, 2 Solex dd carburetors. Full roller crankshaft on "super" model only.

#### PORSCHE \$4200

The first Porsches came into this country in 1951, but did not create a great deal of interest. Now, two years later, the "stream lined motorcycles" are in unprecedented demand and delivery is still slow. Two things happened—the performance was stepped up by doubling the horsepower and the cars proceeded to do very well in the 1½ litre sports-racing class.

**Transmission:** In unit with, and forward of, differential, 4 speeds forward, all synchronized. Overall ratios 3.56, 4.94, 7.70, 13.9 to 1. Floor shift.

**Rear Axle:** Spiral bevel gears, 4.375 ratio.

**Front Suspension:** Porsche double trailing arm independent type with laminated torsion bar springs.

**Rear Suspension:** Independent, single trailing arm with swinging axles and torsion bar springs.

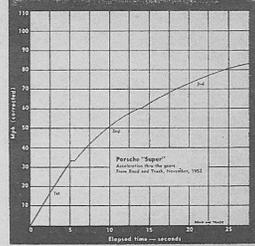
**Steering:** Rack and pinion, 2.1 turns.

**Brakes:** Hydraulic, 2 L.S. in front, 124 sq. in.

**Performance Data:** (Estimated for 75 bhp model) Max. speed in gears 112, 84, 54, 30 mph. Cruising speed 108 mph. Fuel consumption 27-35 mpg.

The acceleration curve is for the 1952 "Super" having 65 bhp. Currently this model develops 75 bhp at 5200 rpm. Other models include the 1089 cc (40 bhp), the 1286 cc (44 bhp) the 1488 cc "America" (60 bhp at 4500 rpm) and the 75 bhp "Super" mentioned first.

Either a convertible or a hardtop is available, both seating two, although two seats suitable for children can be installed.



SCCA) and in the first race the "little Deutsch-Bonnet flashed through the field with great verve, eventually besting the Porsche America of Jack Cardwell for second placed." (weep)

More weeping in race four; "Ken Miles in his fabulous MG Special grabbed the lead



and within five laps was close to lapping Von Neumann's Le Mans Porsche. Results: Miles, MG Special, 1; Von Neumann, Porsche, 2. However, I suppose no real cause for crocodile tears: in the very same issue is the recount of the SCCA Stead AFB Races, with the Ferrari of Sterling Edwards 1, Phil Hill's Ferrari 2, Bill David in the 1,350 cc Osca 3, Coppel Osca 4, Block Chrysler-Allard Le Mans 5, MacDougall Ferrari 6, and right there in 7th place, von Neumann's Porsche 1.5

Do you begin to get a sense as to what we'll be reading in future editions of TubTimes... transporting ourselves back 60 years ago in time? *Tempus Fugit*

Peter

## THE LIFE AND TIMES OF UMLAUT by Rick Veneski

### Part 3: Mr. X, Mr. Y and Me

Laid off, I reflected how I had been an engineer in a manufacturing environment for almost 25 years, but now I was over 50 years old, caught in a recession, and nobody needed my talents anymore. But, there was lots of work to do on Umlaut and I had plenty of time on my hands, but not plenty of money in my pockets. Beside what I earned from the multitude of odd jobs I took (at the owner's residence MG repair, chimney and fireplace masonry, retro-fitting automobiles to accommodate handicapped people, photo lab technician etc.), I decided to sell off the multitude of extra 356 and 912 parts I had accumulated to raise some cash. Beside those I had, I began to search for parts in other places.

Once at the Castle Hill auto show, a man approached me to say he had a box of old Porsche parts to sell that were in the trunk of his car. I was wearing a shirt that had a picture of a 356 or something on it, and that's how he knew I might be interested. The box contained all sorts of pre-A and A parts like mirrors and gauges and ash tray and whatever, and while I had no need for these, it's where the idea came to buy and resell 356 parts. While I would go to Hershey for the annual Central PA PCA swap meet to pick up things for Umlaut and my coupe "Gertrude", I began to buy stuff I thought I could resell. The proceeds went into my "Umlaut account", from where the funds would be drawn to buy bodywork labor. Welding, stretching, shrinking and show-quality painting metal are talents that elude me.



*Front clip, dented and bondo'd by some previous owner*

During the course of trying to find someone who would perform the bodywork needed, I found that not many people want to do this type of work on old cars: Money is more easily made in collision repair where insurance pays to R & R doors, fenders as well as perform quick and dirty paint jobs. In dirty garages. Sometime around fall 2002, I found a guy who agreed to do my car. He was a collision repair guy. Not a good thing.

In January, my guy (who I will refer to as Mr. X) told me that there was too much damage to the nose and it would be less costly if he could work with a good front clip to have a good nose. On the internet, I found a complete front clip including fenders, cut all the way back past the gas filler door. It included the inner fender skin and the front

half of the battery box. For \$700 (a good deal even back then, a fantastic price now!), I bought it and had it shipped from Washington state.

Mr. X proceeded to cut Umlaut's outer skin off at the fenders, just behind the gas filler lid. In doing so, he ham-handedly cut through the fenders with what appeared to be a dull ax and drilled out all the spot welds through the rain gutter. The ass-backward approach served only to ruin the replacement nose and still fail to address the problem of the ill-fitting hood. The replacement nose was cut from the donor car in a straight-forward manner, and the damaged nose should have been cut off in the exact same way to produce complementary mating surfaces.



*Left- Hacked up right side close-in panel*

*Right—Nice butt weld to new fender to cowl? NOT!!*



He found rust damage to the inner skin on both sides, right about at the rear of the hood perimeter. There was also damage along both sides of the inner wall, right below and inboard of where the hood perimeter rain gutter is.

The nose was finally welded in place, except the hood still would not fit within the perimeter. Months went by with no apparent progress. By late summer of 2004, Mr. X lost interest on working on my car, as it mysteriously showed up in my driveway one morning. I was stuck again.

After two years of searching for another body man, one was recommended to me in June 2006 by a friend who had his coupe completed by him (Mr. Y). Umlaut was trailered to Mr. Y's place of business, a seedy-looking, dirty bondo dust-filled garage. To fix the fit of the hood problem, he needed another hood perimeter/rain gutter along with the inner skin truck side walls to replace the mess I had on my hands. Ouch, how was I going to fill this request? He removed the "new" front end (see photo) and proceeded to then cut away the sheet metal comprising the entire hood perimeter. Imagine my surprise when I saw firsthand the

amateur repair performed to the inner skin

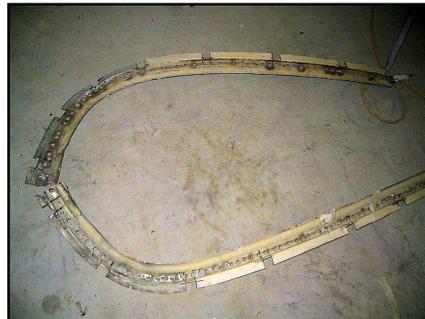


*Left- front removed again to find inner skin trunk wall repair by Mr. X, Right*



A friend of mine had a rusty C coupe sitting in his backyard for years, the remaining remnants of an engine purchase.

I offered to take the hulk, cut in up and salvage all the associated parts like the doors, transmission, suspension, seats, glass etc. if I could have the front end sheet metal. So in October I did just that. With the hood now used as a functional gauge, Mr. Y replaced the ruined and ill-fitting perimeter with one removed from the donor front end. Things seemed to be going well until Mr. Y became scarce, would not meet me to discuss the work progress at appointed times, and refused to answer my phone calls. Trying to locate him through his landlord, I found he often had difficulty collecting rent



from Mr. Y or even contacting him. I got the local police involved at this point. The detective who took the case told me Mr. Y was a druggie and possessed a checkered past regarding completing work on customers' cars. In fact, the police had previously pulled two cars out of his shop for this reason. After setting a trap and without getting into more details, the cops freed Umlaut from her prison without me having to resort to illegal breaking and entry. Again, I found myself stuck with a partially completed restoration project and no one to finish it up. What would happen next, I wondered to myself ...

*Another front end. It was a donor to provide a hood perimeter (right) to replace the ruined one.*

To be continued..... Rick

Mr. Y replaced the rain gutter and fixed the trunk walls but the hood still didn't set correctly.



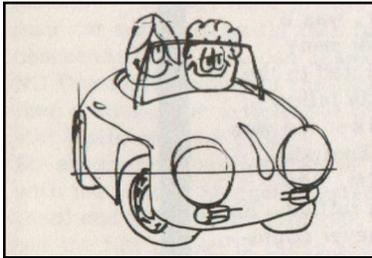
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Fax: (207) 698-7706  
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sales@mainelycustombydesign.com  
www.mainelycustombydesign.com

### 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

We attended a Tech session a while back at Goodhues, a powder coating company in Derry NH and I am pleased to remind our members that our 25% discount on work done is still in place. We just picked up a batch and were pleasantly surprised at the low cost and great work. With no minimum and small batches their specialty, I would certainly recommend them for your winter projects. <http://goodhues.net/sitebuilder/images/025-503x368.jpg>  
Be sure to mention TYP356NE for special pricing and expedited service.

KTF



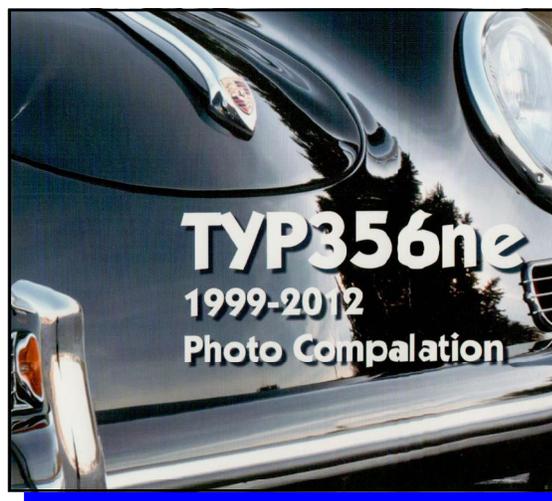
## CLUB ITEMS AVAILABLE

### PHOTO DVD'S FOR SALE

**H**ey 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](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.



**W**e 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](http://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

**W**e 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](mailto:tgentz@typ356ne.org).

Peter Venuti, vice President

## PORSCHE ITEMS FOR SALE/WANTED



For Sale- Riveted wood rimmed steering 14" diameter,. Flat spokes, hub projects it out about 2" from steering column. Cast iron hub with some loss of black wrinkle paint. Marked "Made in France" Some loss of color to Porsche crest horn button. Aluminum spokes have been polished. Very sturdy. Had it in an early 911, should work in a B/C.



Nice vintage look with some wear. \$400.

Contact Larry Sorgi at — [larry\\_01945@yahoo.com](mailto:larry_01945@yahoo.com)

For Sale -

- 1 - Amber 356 Lens - \$20.00
  - 1 - 911 Porsche Crest - \$35.00
  - 2 - 356 Large Carrera Script - \$175.00 Pair
- All items 30 years old and never used

Contact Doug Barry at - [doug.barry356@gmail.com](mailto:doug.barry356@gmail.com)



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*Enjoying the winter in your Porsche ??????*