



TubTimes

Official newsletter of TYP356ne

VOLUME 14, ISSUE 5, MAY 1, 2014

TYP356NE OFFICERS

President- Tom Tate

Vice President- Peter Venuti

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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



Who is that handsome young gentleman with Ferry Porsche? This picture was taken during the 1970 Porsche Parade hosted by the NER region of PCA. Our Featured Member was the president of NER at that time, learn more about him on page 8.

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In a recent episode of my favorite TV show "The Pickers" they were in MA where they picked a place with a collection of odd motor vehicles. The owner had 14 Messerschmitts along with a big collection of other odd cars (did not see any Porsches). The pickers tried to buy the only one that was running, bidding as high as \$35K. The owner wanted \$60K, which he admitted was way over market (\$40K), but he just did not want to sell, so they could not make a deal.

At the conclusion of the segment the owner made the quote below to summarize his collection of odd cars,
I think it should be our motto!!! .. Ed

**LIFE'S TOO SHORT TO DRIVE
BORING CARS!!!**

2014 CALENDAR OF EVENTS -

May

- Monday, May 5th— Board Meeting - MET Bar and Grill, 400 Legacy Place, Dedham, MA. 02027
- Saturday May 10th — Tech Session/Tour at Wray Metal Shaping, Stafford Springs CT. (see page 5 for more info)
- Saturday, May 17th — Ricks Custom Fabrication Shakedown Cruise, East Bridgewater, MA
- Wednesday, May 21st— Loafers Lunch, Northern, Judy Hendrickson, (see page 6 for more info)

June

- No Board Meeting this month
- June 6, 7, 8 — Spring tour—Ken & Gloria Nykiel, see details on page 7
- Sunday, June 15th — MOT German Car day
- Wednesday, June 18th — Loafers Lunch, Southern, Michael Silverman
- Sunday June 22, - Car Show - Metro VW, 1619 New State Highway, Raynham, MA. 02767
- Sunday, June 29th — BBQ, Allen Sisson & Mary Grace

July

- Monday, July 7th— Board Meeting - MET Bar and Grill, 400 Legacy Place, Dedham, MA. 02027
- Saturday July 12th—Castle in the Clouds, see page X for details
- Sunday, July 13th— Endicott Estate Car Show, Dedham, MA
- Tuesday, July 15th — Loafers Lunch, Northern, Alex Dearborn
- Sunday, July 27th, Misselwood Concourse D'elegance, Beverly, MA, Dennis McGurk
- Sunday, July 27th, 41st Connecticut Valley Region Concourse and 60th Anniversary of the Porsche Speedster, Cranbury Park, Norwalk CT www.cvrpca.org

August

- Sunday, August 3rd—Autocross Fort Devens
- Monday, Aug. 4th— Board Meeting - MET Bar and Grill, 400 Legacy Place, Dedham, MA. 02027
- Sunday August 10th—Founders Day
- Saturday August 16th—Tech Session, Dennis McGurk
- 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, Southern, Gordon Nichols
- August 27- 30, Registry WCH, Stevenson, Washington, visit westcoastholiday.org (registration closes July 15th)
- Saturday, August 30th — Adam Wright Shop Tour
- Sunday, August 31st — Cars in the Park, Lime Rock, CT

September

- Monday, Sept 1st— Board Meeting - MET Bar and Grill, 400 Legacy Place, Dedham, MA. 02027
- Wednesday, September 17th — Loafers Lunch, Northern, Tom Clark
- Sunday, September 21st — DYPD
- Sept. 24 -28th, Registry ECH, Fontana Lake, NC. eastcoastholiday.org (this event is sold out)

October

- Monday, Oct 6th— Board Meeting - MET Bar and Grill, 400 Legacy Place, Dedham, MA. 02027
- Wednesday, October 15th — Loafers Lunch, Southern

November

- Monday, Nov 3rd— Board Meeting - MET Bar and Grill, 400 Legacy Place, Dedham, MA. 02027
- Saturday, November 15th — Paul Russell Restoration

January 2015

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

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

PRESIDENTS REPORT

After a tough winter most members can't wait to get their Tubs out of the garage. We have already had some appear at the first garage Tour in Waltham on April 12th, see below. We have two more Tech Session/Tours scheduled next month (see pages 5 and 6) and it's a great reason to get those batteries off the chargers and turn the key.

Thanks to Niece we have a full slate of Loafers Lunches to be run on Wednesdays this year as we try to see if that is more convenient for members. The Board will be listening carefully to determine if we're making improvements for everyone so let us know how it's working.

We will be printing another run of TYP356NE membership brochures to pass along to prospective members so stay tuned to get a few copies for your glove box. Remember that it's not necessary to actually own a 356 to become a member. It's all about developing interest in the cars.

The Club Board meetings are open to all and we have had good attendance lately. We promise not to put you in charge of anything if you attend so feel free to join us on the first Monday of the month at The Met in Dedham. It's always a good time and the food is great. (note - no meeting in June)

Next month's missive will include a full report on the Hershey All Porsche Swap meet as many members were there. No rain so I'm still wondering if we had the right date. How can it be Hershey without rain? Check in next month to see how it went. Until then, KTF. (see some pictures from Hershey on page 4)

Tom Tate, President



RECENT EVENTS

On Sat. April 12, 2014, TYP356NE was invited to a Tour of Aston Martin of New England and Lotus Motorcars by member Steve Serio and a good crowd took him up on the offer. With clear skies, a number of our Tubs ventured out for their first ride of the season. It was great to see them out of the garage after a long winter.

We had a few door prizes passed out after the coffee and pastries were set upon by the group. Anniversary Porsche 911 posters were available for garage use and Bill Sooter got the long distance award, a nice Holiday car blanket.

Steve Olford was our Tour Director as we were guided through three levels of amazing cars, including lots of Porsches. Ed Anderson had a few of his cars on site, a Speedster, a 356 Carrera 2 and a '73 911 RS Touring. Truly spectacular cars. He was quickly presented with a membership application. There were Aston Martins that went back to the '50's and the latest and greatest from Lotus. A '54 Bentley R Continental drew a big crowd. It was so big I think they could've all fit inside the car.

Still tucked under their winter covers upstairs was 300SL Gullwing, a Ferrari 275 GTB4, and an MGB showing that whatever vintage car you have it's given the best care that can be provided.

The showroom was filled with Aston Martins (Astons to those in the know). There was a Vantage, a Vanquish, a Rapide and even a Zagato. It must be as confusing to folks as 356 A, B & C's, it was to me. In a corner of the room was an excellent '59 silver A coupe. With a few tastefully done changes, like disc brakes, it looked ready for a cross country road trip. It is available for immediate delivery at much less than the restoration cost. Our thanks to all the folks in Waltham for giving us part of their Saturday, it was great fun.

Following the Tour we adjourned to John Brewers Tavern just down the street and took over the lot for a impromptu car show, inspecting Rick's turbo Studebaker pickup and an old Volvo 544.

The next shop tour will be on May 10th at Wray's in CT and on May 17th at Rick's Custom in E. Bridgewater. See pages 5 and 6 or check the schedule on the TYP356NE website for time and locations. Try to catch one, you won't be disappointed. Tom Tate



PICTURES FROM THE HERSHEY SWAP MEET

by Rich MacKoul

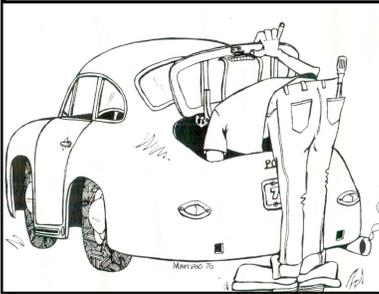


The writing on the windshield says "\$120,000 or best offer"



UPCOMING EVENTS

TECH SESSION/TOUR AT PRO SHAPER, SATURDAY MAY 10



When - Sat, May 10, 10am - 12pm

Where - 25 West St., Stafford Springs, CT 06076

Description - Come join fellow members as Wray Schelin opens his metal fabrication shop, Pro Shaper Sheet Metal LLC, exclusively to our club. Wray plans on demonstrating the various machines and techniques they use to form sheet metal into replacement panels and do restorations.

He also plans to do a TIG welding demonstration to show firsthand that panel repairs can be made that are perfect requiring no plastic fillers. Wray will be answering questions during the session but if you have one in advance, feel free to send them to Peter Venuti along with your RSVP for the event. After the demonstrations we will have lunch brought into the shop and continue the discussion.

Wray's shop is located at: 25 West St., Stafford Springs, CT 06076. There is large and safe parking lot (asphalt surface) for 30 plus cars so drive your 356. To attend this event please RSVP to Peter Venuti at, pvenuti@typ356ne.org, by May 7th so we have an appropriate amount of food on hand.

Who is Wray Schelin?



Wray is the owner of Pro Shaper Sheet Metal LLC a 8700 sq ft facility at 25 West St. Stafford Springs, CT 06076 (508 347 7749). They offer: Monthly sheet metal shaping classes, sheet metal shaping tools, and custom sheet metal shaping services for collector automobiles. They also shape/fabricate a complete line of XK 120, 140, 150, Jaguar sheet metal panels.

Sculptural sheet metal art and design are also offered. Inventor of the smooth and safe style sheet metal shrinking discs, they have 50 years experience in the collector car restoration business. Go to proshaper.com or search YouTube for Wray Schelin to find free metal shaping videos he has made.

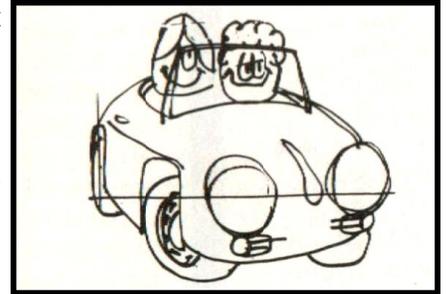


TYP 356 ne

LOAFERS LUNCH NORTH, MAY 21, 2014

The forests of southern NH should be vivid in their new green leaves by May 21 and welcome us as we roam the back roads of Nashua, Hollis, Milford and Amherst.

We plan to gather at Porsche of Nashua (Exit 5E off US-3) by 9AM for a pit stop, coffee and a check out of the new Porsches. (They open at 8AM.) They are scheduled to have the new MACAN on deck by May 16. However, the next door Audi dealership is expanding its building so depending on construction status I may need to make a last minute change to my house (146 Coburn Ave, Nashua, NH). Any last minute announcement due to construction or weather will be made via the TYP356 Mailing List. We plan to depart by 9:30AM



We will wind our way through the back roads for about 1.5-2 hours ending at the Black Forest Cafe, 212 Rt 101, Amherst, NH in time for lunch at 11:30AM. Check out their menu and onsite bakery at www.theblackforestcafe.com

The restaurant has asked for a tentative head count as of Saturday, May 17 with an update by the morning of May 20. So, please let me know by the end of the day on May 16th if you plan to join us on the inaugural Loafers Lunch NORTH outing.

In summary:

Deadline to let me know you plan to come: May 16

Arrival Place and time: Porsche of Nashua 9AM, May 21

Lunch Destination: 11:30 AM, The Black Forest Cafe, Amherst NH

Judy Hendrickson

jh993@comcast.net

603-881-7576 (H) primary

603-321-4617 (C) day of drive

TECH SESSION/TOUR AT RICK'S CUSTOMS, SATURDAY MAY 17TH

This Tech session is at Rick's Custom Fabrication Sat, May 17th, 10am - 12pm.

Owner and Fabricator Rick Schauerte will be giving us a tour of his metal shop and discuss some of the Porsche restoration work he has done.

Rick has done a lot of work for many of our members. He is a very skilled fabricator and has some very good equipment in his shop to do anything with metal that you would want.



Where:

37 North Central Street,
East Bridgewater, MA 02333

Food:

After the session we will have pizza brought in for lunch then be on our way.

SOJOURN TO SARATOGA

TYP356ne SPRING TOUR 2014 JUNE 6-7-8

GIDEON PUTNAM RESORT - SARATOGA SPRINGS, NEW YORK



It's getting near to Take Off Time for the Spring Tour 2014. Only a few rooms remain for the Sojourn to Saratoga in June 6-8TH.

This year's Tour has an all-inclusive package at the Gideon Putnam in Saratoga Springs. If you have not joined the festivities check the Club's website (www.typ356ne.org) under Schedule of events.

Jim Taylor is giving us a tour of his 130 car collection and Bob Bailey (see more info about Bob below), who partnered with Mark Donahue to form Racemark International, will also be joining us for some activities. Jim and Bob have participated in the One Lap Of America (OLOA) event that is the replacement for the original Cannonball Run.

Come early and join the Drive to Lake George. Stay late and head to Manchester Center, Vermont for the Classic car show. Have lunch at Lanzi's on the Lake or take in activities and sites of Saratoga Springs.

So before it 'wheels up' top down time. Join your fellow Club members on the 15Th Spring Tour. If you have any questions, give us a call.

Ken and Gloria Nykiel
781-344-9501, 781-888-6500
kjnykiel@yahoo.com

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

Details are also on the Club's web site under the calendar of events, June 6-7-8, 2014.

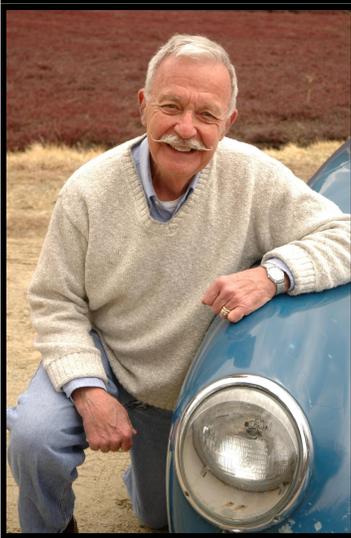
Bob Bailey was in his early 20s when he raced a brand new 1968 Porsche 911L as part of the Porsche of America Racing Team (no. 22 right). In its first race, the Porsche earned Bailey a 2nd place finish in his class.

In the early 70's, along with Mark Donahue, he founded a racing safety equipment company called Racemark International. Currently they provide top-of-the-line mats for luxury car manufacturers. Racemark continues to grow; it spawned GGBailey.com, a direct-to-consumer line of custom-made luxury car mats and accessories.

Today, GG Bailey sponsors a car in the Historic Trans Am series: racecar number 22. Their racing history is still a source of inspiration for the folks at Racemark International and GGBailey.com



FEATURED MEMBER – NORMAN BRUST



Norm and Janet Brust bought their 1963 Cabriolet in January 1966. Originally it was intended as a commuter car for Norm's commute from Winchester to his engineering management job in Salem Massachusetts. In addition, Janet would use it as a daily driver when she didn't need her full size station wagon; SUVs had not been invented yet.

Then they discovered the Porsche Club of America (PCA) and immediately began participating in most of the clubs events. Autocrosses, time-speed-distance (TSD) rallies, ice racing, hill climbs and scenic drives all became part of the Cabriolet's itinerary. Subsequently Norm was elected president of the Northeast Region of PCA and during his tenure the Northeast Region hosted the 1970 Porsche Parade. (see picture of Norm with Dr Porsche on page 1)

During this period Norm also made a career change. He left the world of engineering management and expanded his skills in sales and marketing.

His first sales and marketing job was with Rietzl Porsche Audi when the new Porsche Audi distribution network was formed.

After seven years at Rietzl, Norm decided to combine his sales and marketing skills with his original engineering and technology skills. For the next several years he worked for several technology startup companies expanding their sales and marketing efforts.

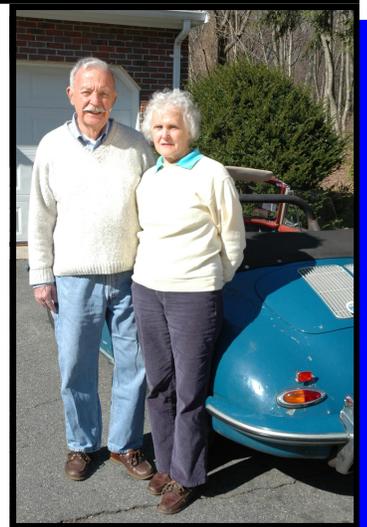
In 1988 Norm branched out as an independent consultant to work with technology-based startup companies coaching them in their sales and marketing.

His new career and growing family minimized the amount of time that he and Janet could spend with the Porsche. In 1971 he put it in the barn and vowed that he would come back to it when there was a little more time available. As it turned out it was much longer than he thought before he had

time for recreational Porsche pushing. Over a decade after he established his management consulting practice he discovered that one of his clients was a 356 buff. This was the incentive he needed to get back to the Cabriolet.

For the next couple of years Norm spent most of his free time refurbishing the Cabriolet's mechanicals. The 2006 East Coast holiday in Mystic Connecticut was the maiden voyage of the resuscitated Cabriolet. In June 2006 Hemmings Sports and Exotic Cars magazine did a Drivable Dream article on the Cabriolet and called it a barn find even though Norm was the same person who took it out of the barn as the one who put it in the barn.

Norman and Janet have been semiretired for several years which has given them time to be active in TYP356ne. They have done parade laps in the Cabriolet at Watkins Glen (both the current track and the original public road course), Lime Rock, and New Hampshire Motor Speedway (the old Bryar Motor Speedway). They have also participated in many of the spring and fall drives through New England and the southern foothills of the Adirondack Mountains in upstate New York as well as attended many of the TYP356ne dinners and other social events.



Norm Brust '63 Super Cab



FEATURED MODELS – 356/356A COUPES

Since we have a featured member article I thought it would be fun to do a series of Featured Model articles about the cars we drive. Everyone will have the chance to have pictures of their 356 in TubTimes.

We will start with 356 and 356A coupes.

If you want your car in a future issue of TubTimes, email me (tobolsed@verizon.net) a maximum of two pictures I can use or tell me to take the pictures in the Members Cars section of the clubs website.

You can also find out more information about many of these 356s in the Members Cars section of the club website - www.TYP356ne.org



Alex Finigan's 59A



Ed Tobolski's 58A



Tom Tate's 57A Sunroof Coupe





Michael Sarli's 58A former racecar



Paul Odegard's 58A



Erling Falck's 57A flawless Sunroof Coupe

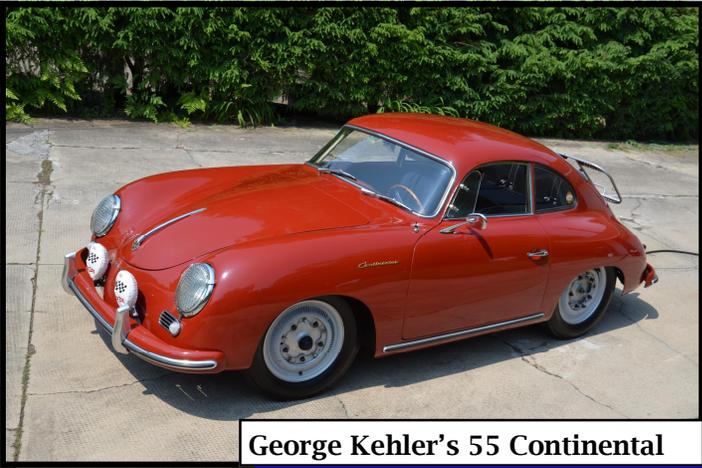


Lindsey Carroll's 57A





Tom Clark's 57A Patina Queen



George Kehler's 55 Continental



Bob Cunningham's 57A



Dennis Molnar's 56A



Tom Coughlin's 55 Continental

NON-CLUB EVENTS OF INTEREST

Museum of Transportation lawn event, German car Day, Sunday June 15

The Lawn Event season grew out of a Sunday afternoon tradition begun by the Anderson family. They would open their doors to the carriage house on Sunday afternoons so that the general public could admire their growing collection of American and European cars. Now, the Museum hosts 24 lawn events a year, each boasting a different marque or genre every week; Cadillac Day, Sunday, May 18, 2014, Antique Day, Sunday, June 1, 2014, Corvette Day, Sunday, June 8, 2014, German Car Day, Sunday, June 15, 2014 ...The Museum is open Tuesday through Sunday from 10 a.m. to 4 p.m and closed on Mondays.



Location: 15 Newton Street Brookline, MA 02445 617-522-6547 - See more at: <http://larzanderson.org>



Castle in the Clouds
Moultonborough, NH
July 12, 2014
Lucknow Centennial

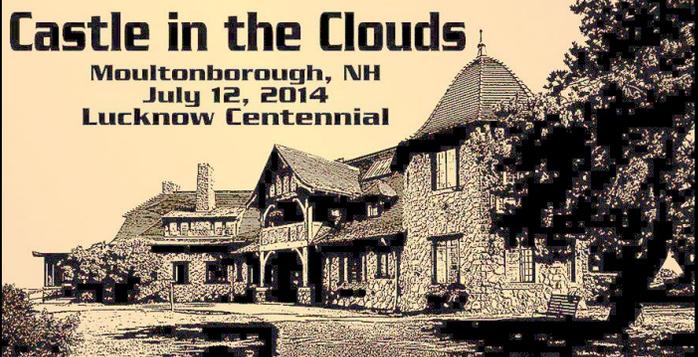
Antique & Classic Automobile Event
SATURDAY JULY 12, 2014

Join us as we celebrate the centennial of Lucknow with a gathering of cars from the past at this classic country estate!
All classic automobiles built before 1975 are welcome.

Castle in the Clouds ~ Route 171
Moultonborough, NH 03254
www.castleintheclouds.org ~ 603-476-5900



Castle in the Clouds
Moultonborough, NH
July 12, 2014
Lucknow Centennial



Antique & Classic Automobile Event



43rd Annual BSAAC Antique Car Show

43rd Annual Antique Auto Show and Family Fun Day- July 13, 2014, 8 am - 4 pm, at the Endicott Estate, 656 East St. Dedham, MA, sponsored by the Bay State Antique Auto Club. Over 1000 cars. Includes car corral and vendor trading bee. Refreshments, raffle. Parade of trophy winners in each of 30 classes. Free off site spectator parking and free shuttle bus. Rain or shine. Donation \$5, kids under 12 free. Vehicle registration and more information online: www.bsaac.com.

Email info@bsaac.com - tel # 781-459-8800

SHOWTIME!

The invitation to have our '62 coupe utilized for an advertising campaign was intriguing. It was a car that my son Mike and I completed rebuilding last summer, and we were pleased to have the op-



portunity to watch an ad being shot and have the chance to show the car off. Too bad Mike had to work on that day.

The shoot was scheduled in Rockport for a weekday afternoon. It was another one of those cool and gray days that have lingered all too long this spring, but turned out to be quite fitting for photographing of a fall catalog.

The day started with a pleasant "hurry up and wait" session that found me passing a couple of hours at a beautiful waterfront home in Rockport, awaiting the photo crew. No time wasted, as it allowed time to do some detailing, have breakfast, and chat with some of the crew members. As it turned out, they reset the location and we all moved to Bearskin Neck in downtown Rockport.

The town was deserted, so moving around and setting up for shots was easy. The entire crew was out of New York. The director and his staff were extremely pleasant to work with, the photographer was flamboyant and accomplished, and the male and female models were stunning, as expected.

Watching the models in action was a treat, and I began to appreciate the professionalism and talent involved. Beautifully dressed and coiffed, they exuded charm and confidence. Every move was purposeful yet relaxed. I can only imagine what the final shots will look like, as even mine came out pretty good. They did allow me to take photos, but asked that I don't let them get on social media. Hence no pictures from the actual sets.

The numerous settings that were chosen were the result of the talented eye of a professional. Locations that I would never have imagined turned into perfect backdrops for their scenes. One of the settings was the front seat of the car, a fitting resting place for displaying some accessories like gloves and handbags.

The car was never in jeopardy of getting scratched or dented or even finger-printed. The only time the model had to lean on the car, he looked at me to acknowledge that he had no belt buckles or anything that would damage. Nice.



In my estimation, the car should have received the award for Best Supporting Actor. The silver on red coupe was the perfect complement to the models and surrounding vivid colors of the picturesque town. Did you ever see a car smile? It drew the praise and attention of everyone on the crew, surrounding shopkeepers, and passersby. One guy came out of his photography studio and asked if he could take shots of the car and was delighted.

It was all a blast and interesting experience. As I was driving home with a little cash in the pocket, a stomach full of their fine food, and the satisfaction of an early season outing in the little tub, I wrestled with the moral question: do I really have to split the profits with Mike?

Dennis McGurk

THE LIFE AND TIMES OF UMLAUT

Part 4: We Find a Real Restoration Facility - Rick Veneski

I found myself stuck with a partially completed restoration project, and I had no way to finish the body part of it up. What would happen next, I wondered to myself ...

After false starts and stops over a two year period, a cousin directed me to a REAL auto restoration business, Enfield Auto Restoration. I contacted the manager, Ray in September of 2012 and we met to discuss my concerns with Umlaut. I found the EAR does a lot of high-end restoration, with clients from all over the country. They have master metal workers and body men there who utilize an English wheel and other various shrinking and stretching tooling. I was convinced that EAR was not another fly-by-night collision shop, but a true auto restoration business.

I brought Umlaut there just after Christmas and they took as-received pictures to document the condition and inventory all the components, then began the first of a multi-phased process to repair and restore



her body. First, they removed the suspension and transmission, then had the body media blasted. I will admit that I was surprised at how many imperfections had been hidden under the paint; not rust, but the results of long-ago (and recently mad ham-handed attempts at repair and “restoration”.

“Phase I” of the repairs consisted of assuring correct door gaps with the fenders, as well as repairing the top of the fenders where butted to the cowl. The latter problem was the result of an earlier “repair” (see Part 3). First, the fender skins that needed placement were removed. There was quite a surprise waiting beneath, which was the amateurish welding performed where the close-in panels were butted to the inner structural members. This kind of problem is unseen unless the outer skin is removed, and is one reason why proper body repair is so costly - you don’t know the extent of damage or rust in structural components beneath the outer skin. And when it’s found, you start chasing it...



Surprise!



Cutting out the defective structural metal



Proper repair to the structural pieces



New skin to address multi trouble spots

As you can see, EAR has the ability to fabricate complex repair panels. This piece has multiple curves, bends and radii. This process was performed on both sides, and addressed one major problem which was joining the fenders to the cowl. The work on these areas took about 4 months. [By the way, I'm not a skill for EAR and am in no way connected to it, other than being a current client. Just want to make that clear.]

The next major problem to be addressed was to make the hood fit into the trunk's perimeter, which as I stated in Part 1, it did not. Perhaps some damage had been done to the front end or to the hood hinges. Anyway, it was decided to use the hood - which was basically in good condition - as a functional gauge. When attached to the hinges, it would serve as a template from which to build the perimeter around, thus assuring a properly gapped fit. Before this could be done, however, some repair was necessary at the left hinge anchor "pocket". You can see this pocket under your dash, behind the fuel gauge. After this was repaired, both hood hinges were attached. The perimeter - which consists of a "shelf" on which the hood seal is attached, along with the rain gutter - was removed, and hood was mounted in place. Below are pictures typical of the perimeter's condition, and the uneven and excessive gap between the hood and the perimeter, before removal. How was the new perimeter ever going to be fabricated? We'll find out next time.— Rick



Above—Perimeter at the rear left corner.



Above—Uneven gap at the rear right side of the hood (yellow arrows). The black arrow indicates the weld where a previous attempt was made to replace the perimeter
How was the new perimeter ever going to be fabricated? We'll find out next time.

***TubTimes* and *TubTimes Lite* are the official newsletters of
TYP356ne**

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

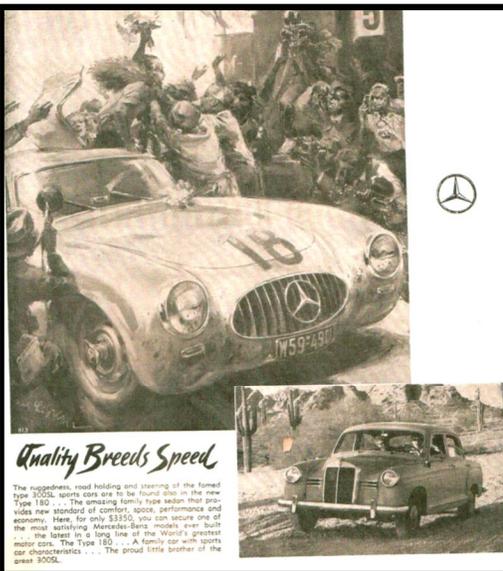
The next issue of ***TubTimes Lite*** is scheduled for June 1, 2014. and

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

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

SIXTY YEARS AGO

Picking up from where we left off last time... I must observe, slim pickings. A dearth of Porsche news. So here's a great picture of a great car.



Doncha' love the artist's rendition of the 300 SL. I do - I think it is really cool. Now, don't you just love how the Mad Men transitioned this aura of motoring excitement to the 180... which, in

my opinion, was even less sexy than a New York City Checker Cab.

Well, the February, 1954 edition of this certain well-known magazine (from which I'm swiping all of this) lists the results of a SCCA event in Georgia and records a 1-2-3 Class F Production sweep for Porsche - and shows a picture of one of the cars.

<p>RESULTS: King George Cup Race—75 miles for Modified Sports Cars all classes.</p> <ol style="list-style-type: none"> 1. John Fitch5.4 Cunningham 2. B. Cunningham ..5.4 Cunningham 3. Roy Scott5.4 Allard <p>Tift Pioneer Trophy Race—75 miles for Class F Production cars.</p> <ol style="list-style-type: none"> 1. Dr. Richard Thompson.....Porsche 2. Max GoldmanPorsche 3. Denver B. Cornett.....Porsche <p>Production MG Special Awards</p> <ol style="list-style-type: none"> 1. Robert FergusMG TC 2. Ralph DurbinMG TD 3. Paul BaileyMG TD <p>Keenan Sovega Trophy—75 miles for Class C cars.</p> <ol style="list-style-type: none"> 1. Russ BossXK120M 2. Phil StewartXK120M 3. Jack EnsleyXK120 <p>Strategic Air Power Race—250 miles for Modified and Production cars all classes.</p> <ol style="list-style-type: none"> 1. Bill Spear4.1 Ferrari 2. John Fitch5.4 Cunningham 3. Phil Walters5.4 Cunningham 4. Jim Kimberly4.1 Ferrari 5. B. Cunningham ..5.4 Cunningham 6. Charles Moran ..Cunningham Cpe. 7. John Bordon Benet.....2.0 Maserati 8. Hal Ulrich2.6 Excalibur 9. Sherwood Johnson1.4 Osca 10. Walt Hansgen3.5 Jag. Spl. 	<p>Karl Kling of Germany and one of the Porsches entered in the Mexican Road Race.</p>
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In this same edition, for sale: *Porsche 1953 Super Coupe, palm green. In good condition throughout, 10,500 miles. Need immediate sale, bottom price \$3,250. R.J. Stenholtz, 587 KIVA St., Apt 7, Los Alamos, New Mexico. Nice deal... and, with inflation, probably a worthy car to own now. Porsche*

prices are rising. But, in the March, 1954 edition was advertised this wonderful 2.9 Ferrari Vignale being sold by one Phil Hill, for a mere \$8,750 and he even listed his telephone number!!!

for sale
FINEST FERRARI IN AMERICA

2.9 FERRARI VIGNALE
Guaranteed flawless condition mechanically and aesthetically. 4 speed all syncro gear box. Capable of over 140 mph. 0-60 mph in under 5 secs. 0-100 in 13.7 secs. Driven and owner-maintained by

<p>PHIL HILL 5670 Sunset Blvd. Hollywood, Calif. <i>phone</i> HOLLYWOOD 3-3165</p>	<p>\$8750</p>
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Porsche continued to carve out its reputation in U.S. racing events; reported in the April edition was the third place finish of John von Neumann's Porsche Super and fourth place going to Pete Lovely's Porsche Super in the 6th Palm Springs Desert Trophy Race. And here's actually a picture of a Porsche... titled "America Discovers the Bash" a Porsche is about to take one wild ride.



AMERICA DISCOVERS THE BASH
photographs by Rolofson

And Porsche did OK at the Monte Carlo Rally, placing 10th (driven by F. Metternich and J. Greger.)

No other Porsches listed - for sale - during all these months... but I did find one interesting ad in the April edition. 1952 - 4.5 Ferrari Competition Mexico Coupe, 330 hp, top speed in excess of 165 mph. Prepared by factory for LeMans - did not run. Perfect condition throughout. \$11,000. Cost new \$17,000. BRITISH MOTOR CAR DISTRIBUTORS, LTD., 1800 Van Ness Avenue, San Francisco 9, California. Interestingly, even if you'd bought this and put it into a coon, the name provenance value of the Phil Hill car would probably exceed this one. (Any comments from readers on this?)

Finally, in the May edition I (at long last) have something to show you besides Mercs and Ferraris, including a picture of the "experimental" four cam 550 engine.

PORSCHE prototype

The Porsche firm believes in taking an active part in competitions and the results are plainly evident in the year-to-year improvements incorporated in the type 356 models.

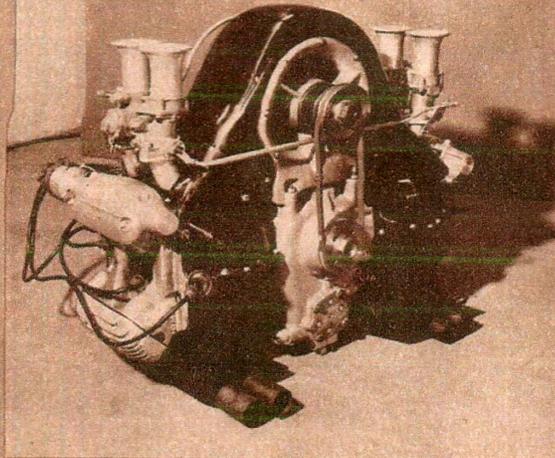
Early in 1953, an experimental competition machine designated the type 550, appeared for the International Eifelrennen at the Nurburgring. This was the first 550, the 550-1 to be exact, and it won the race. By the time of the Le Mans race a second car was completed and a detachable coupe covering was added to both cars. Both the 550-1 and the 550-2 cars carried slightly modified production "Super" engines mounted forward of the rear axle with leading arm rear suspensions.

The -1 and -2 cars had bodies by Weidenhausen, but when the -3, -4 and -5 appeared they carried the finned rear fenders and were built by Karrosseriebau Weinsberg. These last three were open bodies, but the -5 car had revised front end contours and is the car shown at the Paris show, and here. These three cars also had several important modifications, including a revised rear suspension. The arms were now trailing and quite long at 23.64". But the most important change was the first appearance of the new *dohc* (double overhead camshaft) 1500 cc engine.

Due to the opposed cylinder arrangement there is, of course, a total of four overhead camshafts. Most interesting is the designer's revision to obtain more piston area with reduced travel. Compared to the production 356 Super which has a bore and stroke of 80 x 74 mm, the experimental type 550 engine has dimensions of 85 x 66 mm (about 3.25 x 2.60 in.). There is dual ignition from two distributors and two coils, with a pair of spark plugs for each cylinder. Carburetion is by two dual throat Solex 40 PII units, and the compression ratio is 9.0 to 1. The output on 80 octane gasoline is given as 110 bhp at 7000 rpm, equivalent to 1.2 horsepower per cu in.

Front suspension, steering and transmission are identical to the standard production type 356 models, but the five 550 cars have tubular frames consisting of two tubes of about 3.25 in. diameter.

The two cars which won their class at Le Mans were timed at 123/124 mph and had a true potential of 128/129. Their engines developed 78/79 bhp. In view of the above figures the claim of 140 mph for the *dohc* powerplant seems reasonable. Certainly this latest development offers proof that technical leadership in the small production sports car class will be retained by the Porsche firm.



SEIFERT

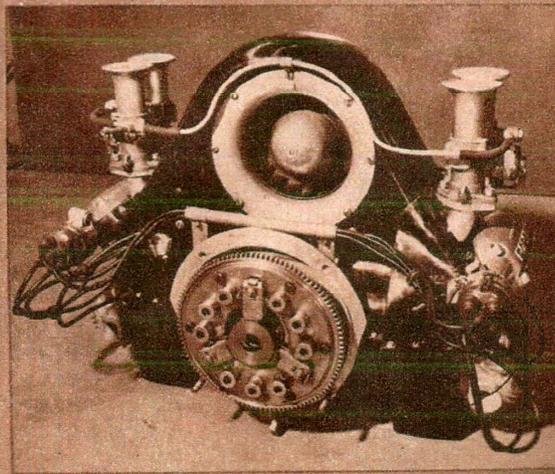
Front end view of the experimental "four cam," 110 bhp Porsche type 550 engine. Each cylinder has its own intake and exhaust system.



LE VIRAGE

The Porsche 550 "dash five" will be built in limited numbers.

Output end of the air-cooled powerplant. We were unable to translate the German description of the complex cam drive gear train.



So, Slim Pickins. (A great movie star named Slim Pickins... a pun on the slim pickings lead into this tome. And Slim, a rodeo star, went on to film greatness. That was probably R.J. Stenholz's Los Alamos nuke that Slim rode down to detonation in the movie "Doctor Strangelove.") So, if you're still with me after all of this, stay with me for future editions of Sixty Years Ago, there's Porsche greatness coming... as we in the Club all know.

Peter French

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.

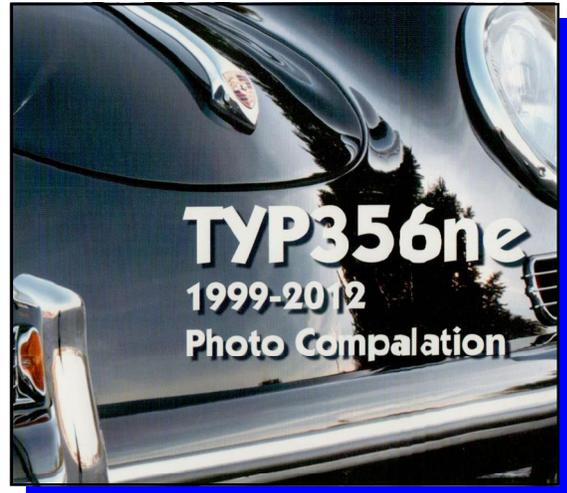
http://www.discmakers.com/AVLFlashViewer/?p=8vsm0K9Snx90t/MzazNsLQ==#.UdzBSezD_2e

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
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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

For Sale

A set of two(2) chest cushions to put over the shoulder straps-made with "P" logo & crest-looks great in car and feels good too!!
\$25 including shipping - contact -garyr356@aol.com



Wanted

A Lightweight single-axle open trailer suitable to carry 356.

Alex Dearborn
Kittery Point, ME
alex@dearbornauto.com
Mobile: 978 590-5079

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