



# *TubTimes*

*Official newsletter of* TYP356ne

VOLUME 16, ISSUE 5, MAY 2016



## *Judy Hendrickson and DER TUB at NHMS*

**H**ere' a shot of my DER TUB, 1965 356 SC Cab, on track at NHMS during the North Country Region PCA Make A Wish event, April 23, 2016. Kids had a blast riding in her and I had a blast taking on the course with her - even if it was speed limited to 60-65MPH down the straight. The thrill of taking the corners at speed was superb! She did groan a bit though, just like me when I do my morning stretches! We may be old, but we've still got game! Judy

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## Presidents Message

Welcome everyone to the month of May! That's right we made it through a ridiculously mild winter here in New England. Not so mild that you could drive a 356 but still a breeze by our standards.

With a change in the calendar comes a number of great events in May so, if you haven't already, please check out the schedule online, then contact the event organizer to get signed up. While we have a few loafers lunches on the schedule, there are a few openings that remain (May, September) if you have an idea or interest in hosting one please let me know.

At last month's board meeting, we had a couple members drop in to join us for the meeting. Great to see some new faces and hear ideas for the club and events to get more people rolling. If your free this Tuesday, please drop by to listen in, raise a suggestion, or just to grab a bite.

As always, we are on the lookout for members that would be interested in participating on the board. We have a number of board members who have served for many years, keeping the club going doing the various jobs that need doing. At some point, these people are going to move on, so it's important we have members at large gaining experience now to fill roles in the future. If you think you have an interest, please contact me or another member of the board, or come to a board meeting to get the scoop.

Look forward to seeing you all this month at one of the upcoming events. Peter

## New Members

There are three new club members this month:

- Scott DePierro of Madison, CT. He has a 1969, 911 Coupe, a 1971 911 Targa, a 1963 VW coupe, a 1970 VW fastback, a 1969 Triumph GT6, and a 1980 BMW 528i.
- Mark Baker of Clinton, CT. He owns a 1963, 356 B Super.
- Diane Mierz of Stony Creek, CT.

Allen Sisson, membership chairman

## WHAT'S IN THIS ISSUE?

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## ***2016 Calendar of Events***

The events highlighted in **blue** are TYP356ne Club events.  
For more information go to the club website - [www.typ356ne.org](http://www.typ356ne.org)

### ***MAY***

- Monday, May 2<sup>nd</sup> - **One Lap of America visits Palmer Motorsports Park,**  
Palmer, MA - Whisky Hill Road Course, see details on page 5
- Tuesday, May 3<sup>rd</sup>, 6pm – 8pm - **TYP356ne Monthly Board Meeting,**  
Mick Morgan's Irish restaurant/pub. 118 Needham St., Newton, MA. 02464  
Morgan's is exactly one mile east from the Highland Ave exit (19) of 128/195, members invited.
- Saturday, May 7<sup>th</sup>, **Hyannis Yacht Club Tour and Lunch,** see page 4 for details
- Saturday, May 7, 8:30am – 11:00am, Boston Area PCA's first Cars and Coffee of the 2016 season  
TYP356ne is invited to attend. Volante Farms, 292 Forest St, Needham, MA 02492
- Saturday, May 14<sup>th</sup>, **Visit to Yankee Steamworks**  
679 Boston Post Rd, Guilford, Connecticut (203) 453-1453, see details on page 6
- May 14 – 21, Porsche Excellence Center Tour in Atlanta
- Saturday, May 21<sup>st</sup>, Hampstead NH Motorama, presented by The Carrera Gruppe,  
see details on page 8

### ***JUNE***

- Sunday, June 5<sup>th</sup>, 9:00 to noon, - Kachel Motor Company Open House.  
525 Canal Street, South Lawrence MA.
- Tuesday, June 7<sup>th</sup>, 6pm – 8pm - **TYP356ne Monthly Board Meeting**  
Location to be determined, members invited.
- Saturday, June 11<sup>th</sup>, 10am – 1pm - **Paul Russell Tour**  
106 Western Ave, Essex, MA 01929, see page xx for details
- Wednesday, June 15<sup>th</sup>, 10:30am – 1:00pm - **June Loafers Lunch**
- Saturday, June 18<sup>th</sup>—2<sup>nd</sup> ANNUAL PORSCHE COVERED BRIDGES TOUR  
& Pig Roast/Open House with Retro Automotive Products, see page X for details
- June 19 – 25, PCA Porsche Parade, Jay Peak ,Vermont  
<https://www.pca.org/event/2015-10-13/porsche-parade-2016-jay-peak-vermont>.
- Sunday, June 19<sup>th</sup>, 9am – 2pm - GERMAN CAR DAY AT THE MOT  
15 Newton St, Brookline, MA 02445
- Sunday, June 26<sup>th</sup>, 1pm – 4pm - **Allen Sisson/Mary Grace TYP356ne Barbecue/social gathering.**  
1 Spruce Way, Medfield, MA 02052
- Sunday, June 26<sup>th</sup>. - Elm Bank Estate Antique, Classic & Custom Auto Show.  
45 Hospital Rd. Medfield, MA 02052. We will be able to attend this show and the Sission BBQ

## ***JULY***

- Tuesday, July 5th, 6pm – 8pm - **TYP356ne Monthly Board Meeting**  
Location to be determined, members invited.
- Thursday, July 7, 10am – 2pm - **Alex and Danna Dearborn's July Loafers lunch**  
12 Captain's Way, Kittery Point, ME 03905.
- Sunday, July 10, 9am – 3pm - Endicott Estate Car Show  
656 East St, Dedham, MA 02026

## ***AUGUST***

- Tuesday, August 2nd, 6pm – 8pm - **TYP356ne Monthly Board Meeting**  
Location to be determined, members invited.
- Saturday, August 6th, 10am – 1pm - **Tech Session at The Carrera Gruppe**  
3 Owens Ct, Unit 7, Hampstead, NH 03841
- Wednesday, August 17th, - **August Loafer's Lunch**

## ***SEPTEMBER***

- September 1 – 5, The Annual Historics Classics weekend at Lime Rock Park  
60 White Hollow Rd, Lakeville, CT 06039.
- Saturday, September 3rd, 2016, 12pm – 3pm - **Unobtanium Open House**  
14 W Shore St. Ravena, NY 12143
- Tuesday, September 6th, 6pm – 8pm - **TYP356ne Monthly Board Meeting**  
Location to be determined, members invited.
- September 7 – 11, 2016 – 356 Registry—East Coast Holiday, see details on page 10
- Sunday, Sep 18, **2nd Annual Club Day**

## ***OCTOBER***

- Tuesday, October 4th, 6pm – 8pm - **TYP356ne Monthly Board Meeting**  
Location to be determined, members invited.
- Sunday, October, 2nd.— NER/PCA will be hosting their annual concours at the Endicott Estate,  
as always, TYP356ne members are welcome to attend.  
  
Promotion and sign up information will be available early this summer.
- October 7 – 9, 2016 - **Fall Foliage tour**  
Bill Collins will be organizing the tour, beginning in southern New Hampshire  
and touring throughout New England, where-ever the color is best. This tour is limited  
to 15 couples to be manageable. Route and lodging TBA as we get closer to October.

## ***November***

- Tuesday, November 1st, 6pm – 8pm - **TYP356ne Monthly Board Meeting**  
Location to be determined, members invited.

## ***December***

- Tuesday, December 6th, 6pm – 8pm - **TYP356ne Monthly Board Meeting**  
Location to be determined, members invited.

## May Events



### *“The Ride of the Dawn Patrol”*

TYP356ne Visits the One Lap of America

Monday MAY 2, 2016

Meet at Charlton Service Plaza - Westbound  
Mile Marker 84 on the Mass Pike

6:30AM Coffee Grab - 6:45AM departure for Palmer Motorsports Park



**Who**, in this group of performance auto enthusiasts, has not heard of the “Cannonball Baker, Sea to Shining Sea, Memorial Trophy Dash?” This was a publicity run conceived by Brock Yates and Steve Smith of the Car and Driver staff, back in May of 1971, to protest the new, 55MPH National Speed Limit.

There was no course, just four guys in a Dodge Custom Sportsman Van, called the “Moon Trash II”, driving as fast as possible from the Red Ball Garage, in downtown Manhattan, NY, to the Portofino Inn in Redondo Beach, California – Coast to Coast. They did not break the existing record.

Erwin George “CannonBall” Baker first made this run in 1933, in a Graham Paige, in 53 hours and 30 minutes – a record that stood for nearly 40 years. This record was finally broken in April, 1975, by Jack May and Rick Cline, in a Ferrari Dino, in 35 hours and 53 minutes, averaging 83 MPH for the trip.

Becoming just “The Cannonball”, the race was run five times in the 1970’s and then, for a lot of different reasons (safety of other motorists on open roads being one of them), was disbanded by the founders.

Since that time, others have staged solo runs coast-to-coast with both autos and motorcycles, and the current New York City to Los Angeles auto record is held by Alex Roy and Dave Maher in a time of 31 hours and 4 minutes in an M5. They also had a 200+mph spotter airplane. The current solo motorcycle record is held by Carl Reese, on a BMW 1600 GT road bike, in a time of 38 hours and 49 minutes.

Brock Yates, founder of the challenge, refuses to acknowledge any of these new records or sanction any new races of this type, no matter how well documented, due to his concern that “Somebody is going get killed”.

“The CannonBall” later became the “One Lap of America” in 1984 in an effort to maintain the competitive factor, but make the entire race safer for drivers and fellow motorists, alike. Competition occurs as time trials held at various race tracks around the country. The competitors drive from race track to race track, (often driving 24 hours at a time) without the benefit of support crews. The field of competitors is divided into several classes based primarily on original manufacturers models and number of doors. Competitors may make any modifications to their vehicles as they see fit but must run on a single set of tires, typically provided by the race sponsor, throughout the entire event, and vehicles must remain street legal with the modifications. Race track events are time trials with up to eight cars on track at a time. Competition is for fastest time rather than wheel-to-wheel racing.

May 2’nd will be the only New England stop on the 2016 circuit, with the competitors driving in, overnight, from Pittsburgh, PA, to Palmer, MA. The first time trials will start at 8:30 AM, followed by the second time trials at 12:30PM, then they will be driving to Summit Point, West Virginia for the next stage. These races attract a LOT of spectators and available parking fills up fast. Palmer has recently been dramatically upgraded with a new track surface, but spectator amenities are few and far between so we intend to get there early to see the early time trials. Driving your tub is purely optional for this event!

**So now the big question of the week - Who will be going with me to this event (It’s a rain or shine event) and which time trial would you prefer? If we get there before 8:30am, we should be meeting in Charlton on the Mass Pike around 6:30am and head out no later than 7am (it’s about 30 minutes from Charlton to the track).**

**If we arrive for the second time trial, I don’t know what spectator parking will look like (it might be tight), but we could meet up in Charlton at 10-ish or so, stop at BT’s Smokehouse in Sturbridge for a BBQ take-out lunch and still be in Palmer before 12noon. Please reply to [speedstahguy@gmail.com](mailto:speedstahguy@gmail.com) if you are coming and which time trial you prefer and I’ll see where we go from there.**

WAY more information than you ever wanted on the 2016 “One Lap” can be found on their website, here: <http://www.onelapofamerica.com> Gordon Nichols



## Saturday May 14th—The Yankee Steam Works Tour and 356 Shoreline Cruise

**This event is regrettably closed: The venue's parking lots as well as the lunch venue capacity are for 40 people, roughly 20 cars, so the hosts cannot accommodate more people.**



Please join Anna Marie and Greg Lane for a late morning TYP356ne cruise through southeast Connecticut, a tour through the Yankee Steam Works Museum, all capped by a light lunch nearby. Those making longer stays in the area will be welcome to join the Lane's at their home for wine, cheese and more 356 talk later that afternoon.

### The Main Event

**Date:** Saturday, 14 May, rain or shine. Drive less-precious vehicles if the weather threatens.

### Timing:

11:00am - Stage cars. Start location and drive details to be provided upon registration (see below).

11:30am – Commence the driving tour through scenic roads in Southeast Connecticut.

Cheese and appetizers will be available at the end of drive.

12:30pm – Arrive Yankee Steam Works in Guilford, CT.

1:30pm - Close with a catered lunch across the street where we have reserved the upstairs banquet room and will have available a buffet of light options, including vegetarian choices.

### The Yankee Steam Works

Eclectic collection of neat vehicles, much of it steam powered and most of it restored by Chris Greaves and his friends. Four steam cars, two wooden steam launches, a genuine steam roller, Auburn, Cord, Rolls-Royce, Franklin (and other) autos, a British double deck bus and an 11 foot tall beam engine now under construction.

Chris will give a fascinating and entertaining tour of his collection.



**Registration and Program Cost: \$35.00 per person** to cover lunch, a museum donation and wine/beer at the Lane's. **Limit: 40 persons** (due to parking and seating restrictions)

Send check payable to Greg Lane to reserve your places, first come first served. Also send your email address, so that he can forward event details (start point, destination, directions, etc.):

Greg Lane

13 Bradley Road

Madison, CT / 06443

Staying Overnight in the area? Let Greg know upon registration and he will forward lodging suggestions as well as beer, wine and cheese soiree details after the Yankee Steam tour.

Questions? Call Greg Lane at 203-245-0240 or email: [annamarie@cshore.com](mailto:annamarie@cshore.com)



## More May Events

★ *Second Annual* →  
**HAMPSTEAD**  
**MOTORAMA**  
**MAY ★ 21, 2016**  
**CARS ★ TRUCKS ★ BIKES**  
**3 LOCATIONS ONE EVENT**  
★ 3 OWENS COURT UNIT 7 ★ 313 KENT FARM ROAD  
★ 26 OWENS COURT UNIT 1 ★ FLIP IT →  
PRESENTED BY  
THE CARRERA GRUPPE  
*Tricked Out* motorsports  
*KINETIC*

## ★ EVENT INFO ★

*Saturday May 21st 2016*

ALL MAKES OF CARS TRUCKS AND BIKES ARE WELCOME TO DISPLAY AT THE EVENT

- ★ DOORS OPEN AT 10AM RAIN OR SHINE
- ★ RAFFLE TICKETS AVAILABLE - TO HELP KEEP THE SHOW FREE
- ★ KINETIC WILL BE OFFERING \$50.00 DYN0 PULLS - LIMITED NUMBER SO SIGN UP EARLY
- ★ DJ AT KINETIC MOTORWORKS
- ★ OVERFLOW SHOW PARKING AT TRICKED OUT
- ★ FOOD AND DRINKS AVAILABLE AT THE SOMERSET GRILLE FOOD TRUCK

★ SPONSORED BY: →



## June Events



**Paul Russell and Company**

*Passionately Dedicated to the Preservation of Fine Automobiles since 1978*

### *Saturday June 11th, Paul Russell Tour*

10am - 1pm  
106 Western Ave, Essex, MA 01929



**T**his year's Paul Russell tour will be hosted, again, by Alex Finigan on June 11th. There will be a Limit of 75 people at \$20 per person donation, the money going to Fisher House in Boston, which provides temporary shelter for family members visiting wounded veterans while they are in the hospital. They are a wonderful organization that is not 'top heavy' in administrative fees.

**Registration for this event will not open until 30 days prior to the event, with money sent in advance.** We would also like to encourage members to bring along a teenager to try to foster some interest in this hobby. We'll find a local place to have lunch, too. This is a very popular event that will be sold out. Full details will be sent by email in the next few days.

# 2nd ANNUAL PORSCHE COVERED BRIDGES TOUR

& PIG ROAST/OPEN HOUSE WITH RETRO AUTOMOTIVE PRODUCTS

TOUR 7 COVERED BRIDGES  
IN 90 MINUTES AND THEN  
ENJOY A FANTASTIC AND  
FREE PIG ROAST LUNCH  
WITH ALL THE FIXIN'S. RELAX  
WITH FRIENDS WHILE  
HAVING A GREAT MEAL!

## JUNE 18

COVERED BRIDGE TOUR  
STARTS PROMPTLY AT 10:30 AM

RETRO AUTOMOTIVE PRODUCTS  
PIG ROAST/OPEN HOUSE 12-4  
91 MAIN STREET • CLAREMONT, NH

All PCA Members welcome to stop by during parade week  
for a FREE bottle of Vermont Maple Syrup!



**Retro Automotive  
Products, LLC**

Your Porsche Parts Specialists

91 Main Street • Suite 500 | Claremont, NH 03743 | 866.737.1733



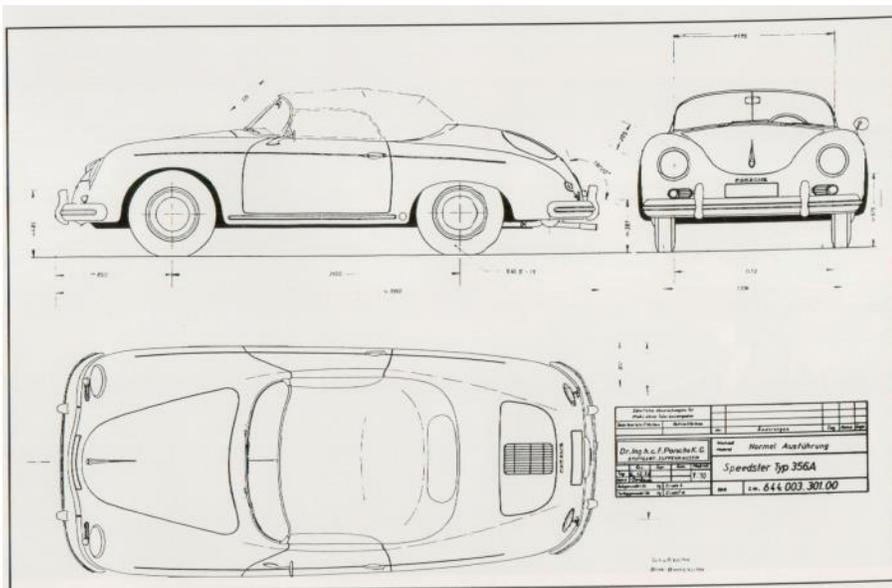
**Come to Akron Ohio —  
It's THE 2016 Holiday!  
September 7th - 11th**

**Firestone Country  
Club Welcome Party  
Glenmoor Country  
Club Concours**

**Other Events Include:**

- Autocross
- Soap Box Derby adult cars
- Chuck Stoddard tech session
- Open houses, tours, hospitality,  
and more!

*Great dining, great cars,  
great driving, great friends.  
Come play!*



## Featured Member— George Huff

George is one of the founding members of the club and the first newsletter editor.

**H**mm, how best to start? I guess there are a few things you all should know. My name is George Huff, and I live in Cambridge Mass with my wife Marlene Ellin. We are both retired, and we like to travel a lot. One of our recent highlights (and not just for me) was a visit to Brescia in northern Italy and then on to Rome and Sicily. If you're a car guy or gal, you should know right away that we attended the Mille Miglia, the re-creation of the famous road race that was held every year between 1927 and 1957. Only cars that would have been eligible for the real event are allowed to participate in the modern race. There were famous drivers there and a huge number of European 356's, 550's and other significant early Porsches that you just don't see here, not even at Pebble Beach or Amelia Island.

I guess the "car guy" ice has been broken and you're relieved that I'm not encouraging you to pay your dues, donate money to the club, join the board, or sponsor a Spring Tour. Now I'll tell you about my love for vintage cars, sports cars really, and 356's in particular. It started in late August just before my senior year in college. I wanted to have a car at school, especially, since earlier in the summer, I met a charming girl in a summer program on mathematics at Oberlin, and I was attending Kenyon which was maybe 70 scenic miles away. Karen Erickson was her name. So I went to the local (Danbury CT) VW dealer to see what they had for used beetles. Stupid me; I thought with 2 full weeks before school started they'd have quite a few to pick from. I'd just tell them what options and colors I wanted and what I wanted to pay.

They had not a single VW available, but over in a corner of the lot there was this really amazingly sexy gunmetal gray *thing*. I asked. It was a '61 Alfa Giulietta Spider; normal engine, black vinyl, somewhat beat-up looking. Not at all what I expected at a Ford dealer who also sells VWs; I expected to settle for a Falcon or something. This Alfa was so riveting; low, sleek, a real head turner. Almost zero luggage space. \$800 and it could be mine. After scoping it out, and asking some dumb questions I wrote the check. I figured it only had to get me from CT to Ohio and back 2 or 3 times before I graduated. And, of course, it had to get me to Oberlin on the weekends.

And it did. By Christmas break it needed a ring job. The German mechanic who did the work

gave me a test ride. He red-lined through the gears. "First gear, ZOOOOM!" he shouted in a German accent over the engine noise. "Second gear, ZOOOOM!" "Tird gear, ZOOOOM!" "Fort gear, ZOOOOM!" "Fift gear, ....." *GRIIND*. ("Oops, no fift" he says with a grin.) But it got me back to Ohio. Need I say it was a cold winter....?



Another Alfa story before I leave my college years. It's about 8 on a Sunday night in April and I'm driving back from Oberlin in the dark. The headlights begin to fade. Generator's shot. I'm on Interstate 70 heading south, miles from school, and I pull into a truck stop. After scratching his head, the mechanic says, "Well, you could try So-and-So about 10 miles up the road." So I call So-and-So (I wish I could remember his name), and he says "Sounds like you need a generator. Whatcha drivin'?" "An Alfa." "An Alpha? How you spell that? A-L-P-H-A?" I rolled my eyes, corrected his spelling, and listened while he leafed through his parts books. I figured I'd be there a week. "You want it new or rebuilt?" Two hours later I climbed out from under my car, covered with grease and with a rebuilt generator ready to go. I'd have paid for a new one but not on my college senior scholarship.

Spring was full of great driving and college romance. The Alfa got sold graduation week — traded actually, for a heavily used '61 Beetle. Karen and I became a couple and went off to grad school on the west coast, each owning a Beetle.

The inside scoop in Palo Alto was, that to get your VW serviced properly, you needed to take it to the local Porsche mechanic, Autohaus Norbert Nieslony in nearby Redwood City. He had a neat garage that was still full of 356s even in 1969, and he worked on VWs too, probably in the hope of selling you a 911S after you graduated from Stanford Law School. I was still thinking about

that Alfa, but then my attention magically turned to the 356s. I didn't realize it then, but something happened to my DNA in Norbert's shop. Probably it had to do with all those Porsches on the California roads. Nothing like that in New England, that's for sure! In sunny Cal no one ever stopped you to ask "What kinda car is *that*? A Karmann Ghia?"

Jumping ahead again, it's 1984 and my son Andrew is a little more than 1 year old. My father had passed away and left me a small inheritance. I had a deal for Karen: let's try to find a sporty car like the Alfa we courted in; the inheritance would cover it. Alfa's were out; too small for a new son. But there was a neat Ruby Red 356A coupe in the parking lot at MITRE where I worked. It fired me up again for vintage Porsches. I bought one out of the Boston Globe classifieds for \$8800, my Bali Blue SC coupe. The seller swore it had never been on the road in the winter, even after I pointed out the



snow studs. Ruby's owners turned out to be Dave and Judy Willard.

Karen and I figured that Andrew would fit nicely in the back seat for a least a few years. *ONE* year

was more like it. But with Andrew growing fast and owning the front passenger seat, Karen could fold up across the back, holding onto the picnic basket. Went to the Newport East Coast Holiday in that configuration, at least part of the way. In the pouring rain.

As a new owner, I had several bad experiences with incompetent mechanics. One tuned the engine and reset the valve clearances using American gauges instead of metric ones. He told me he had to round some of the clearances up or down because they seemed too far



off. The car actually ran well enough to get me home. (I never went back.) But the result was that the car didn't start easily and I didn't do very much driving. Took the car to a restoration shop, but hastily backed out of there when the shop owner said it was "gonna be expensive" since he'd have to strip and rechrome the bumpers(!). Eventually discovered "Porschemeister Res-

torations" in North Barnstead NH, headed by Brian Dougherty. Rainer and Jerry worked there and they all really knew their 356s. What I drive now is pretty much what they did for me in 1992. I remember driving up to Barnstead every 2 or 3 weeks in the spring with Andrew to talk with the guys about progress. It helped to strengthen Andrew's bond with the car.

It was a short distance from getting the car in shape to meeting a small bunch of other 356 owners. I recall a picnic lunch and drive invitation from Gary Resnick probably in 1997 at the top of Mt. Watchuset, but there was no talk about doing anything "organizational" beyond perhaps having another picnic sometime. There was another gathering in the summer of 1998 which was mostly pre-empted by a hurricane. I didn't go; I was bailing out my basement. In a few weeks there was another attempt to get the local 356ers together at a park in downtown Plymouth. The weather was beautiful, it was better attended and the distaff contingent did a terrific job putting together a picnic. Mostly the guys' heads were stuck the engine compartments and the spouses were chatting and laughing at us. Same thing happens now after nearly 20 years! May it ever be so! The result became Typ356Northeast.



My wife Karen had been diagnosed with breast cancer in the summer of '98. The blue coupe was a wonderful escape for her — and a true gift to me as well — that she eagerly and thoroughly enjoyed our drives in that car, and socializing with the other club wives. She suggested doing the club's first-ever "ad-hoc-last-minute-come-if-you want" Sunday drive, which became a favorite event in those early years. I was the first editor of the club's newsletter and Karen suggested we call it the Typ 356 NEws, "The NEws" for short. I'll try to get the early issues posted on the Typ356NE website.



She frequently told me that I should look into finding an open 356. "Have fun with it," she said. Perhaps the thought reminded her of our college times in the Alfa. After she passed away in 2002, I started doing some serious searching, and in 2003 I attended the LA Swap Meet, partly to look over a '60 roadster that Bob Campbell had listed. Bought it on the Monday following the Swap Meet. Waited 2 months for a cheap slot on an Intercity van heading east (read: "free winter storage in California") and took delivery. Club members have seen both



cars at many events, sometimes with me at the wheel of one and Andrew driving the other. We'll still take Sunday drives; when we reach the halfway point (which is pretty hard to define in advance) we'll stop, maybe get lunch, switch cars and drive home.

Since I purchased my first 356, life has been a mix of wonderful times, great memories, frustrating encounters with poor mechanics trying to get the coupe sorted out (and sometimes other 356 owners), and deep sadness. I lost my wife of 34 years, but I have a lasting bond with my son, who loves every minute he spends in a 356. George



### *Photo from the past!!*

Dennis McGurk sent this great old photo. It was given to him by his accountant in Gloucester, Howard Frisch, who's former partner was Joel Horvitz.

The photo shows Geoff Richon on the left, Joel on the right, and a brother of the guy who owned the shop where Joel used to have all his body work done. We think it was called Expert Autobody in Wakefield.

*The Learning Curve*



Now that the re-shaping has begun I've got to begin thinking about future needs before it all happens. Considering authenticity and the proper panels needed for reassembly means I've got to come up to speed on changes, suppliers, quality, and price then refer back again to authenticity.

The plan for this car is to drive it! Being a simple Coupe with no known claim to fame and having once been off-roaded it's probably not sensible to create a queen from a serf. However that's no reason to ignore the car as built. Researching production changes invariably brings up running alterations during the manufacturing process that will affect what we do and I'd really prefer not to buy an expensive part only to return it due to missing a change. One example of that is the addition of the tow hook. Our car being built late in 56 did not go out the door so equipped. Some owners have rebuilt with the newer panel just to have it available. I'm leaning towards originality and will look at putting together a "tow rigging kit". Anyone who's seen a classic car loaded on a flatbed by a driver who's not a car guy has been through the cringe of panels hitting the deck or hook points groaning and bending into submission, PPPP.

We've also realized that 58013 has a bit more space under the headlights and incorrectly a shine up plate light in the rear with tear drops (the Kardex has a delivery date of 11/26/56). Reading multiple forum posts found me quickly ordering Mr. Johnsons restorers guide as a start to my education. Hopefully I'll soon be joining others on the sidelines mumbling dissent while reading forum posts listed under originality.

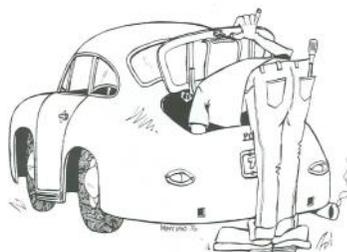
To quote an old Irish proverb; may my research be done, my information sources be good and the real expert just out the door. (in any event I believe I'll be keeping my facts in the opinion only range)

The driver of all this questioning besides the enjoyment of learning about the 356 is a replacement floor panel installed in the car being rebuilt before 013. A panel for a Pre A was purchased from a major supplier only to find many differences from the original panel. Does "all 356" mean it really fits none without work? While that's somewhat understandable considering tooling costs common sense would dictate a discussion on possible differences and middle ground found as opposed to the unwavering expertise expressed via phone concerning said panel.

Should I be comfortable in my belief that like a scientist, those in the business of chasing down the past understand the goal is to back up your statement with info yet actually be ok with the learning experience of being proven wrong on occasion?

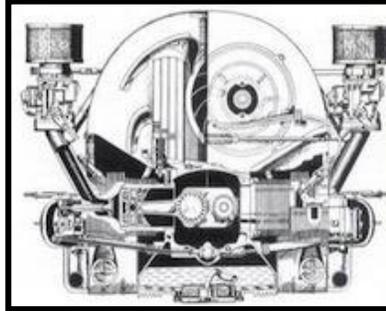
As the value of our vehicles increase the vendor pool is growing, more to wade thru but good for owners in the end. Obviously some vendors are going to put more effort into the manufacture and some will come close and keep the price a bit lower. I've seen good things written about Restoration Design and statements of swearing by Zims, no doubt most parts supplied are pretty good overall but paying a restocking fee for a poor part shouldn't be part of the process. Being part of typ356ne means that I've got experience to draw on and people happy to share it. Not taking advantage of that fact and the Registry world of enthusiasts makes paying some of the restocking fees an example of an avoidable fine.

PJ



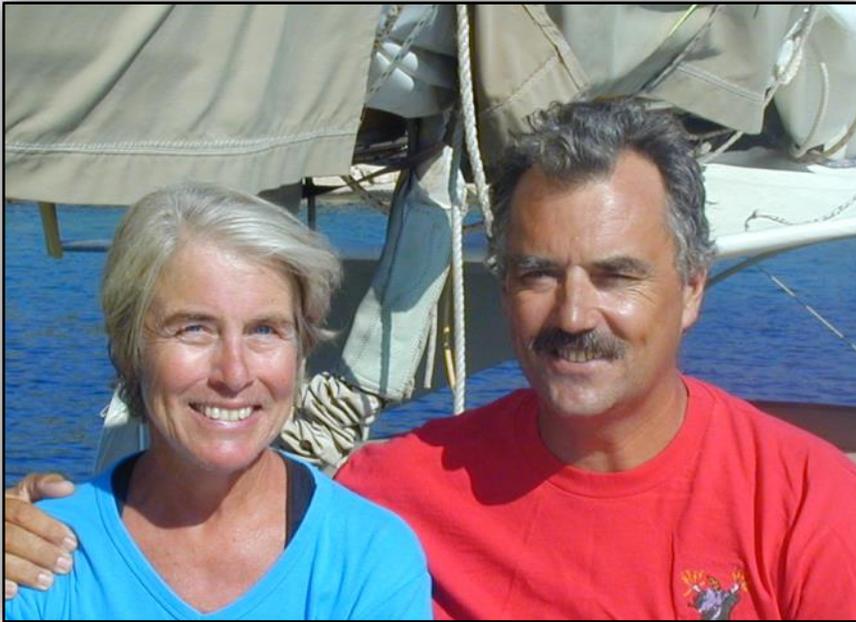
## Featured Sponsor- Jay Barry Company

**I** built my first dune buggy at 15. I went to work for VW in 1970 as a mechanic. At VW, I met a service writer who owned a 356 S90 coupe and that changed everything for me. I went to work for Pass and Weiss that same year. I started my own business with the help of Gil Meyer. We built a 914-4 e-production race car. That race car won the East Coast SCCA. E-P Championship and I believe still has a couple of track records.



**Jay Barry Company**  
Porsche Expert on  
1955-1989 Cars  
259 Broadway  
Malden MA. 02148  
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That led to an invitation to Garretson Enterprises in California to work with Jerry Woods and Bruce Anderson on engine development for the type 4 engine and other Porsche engines.



I opened my shop in Woburn in 1975 and began the Concour prep of a 1955 speedster for the Reston Virginia Porsche Parade where it won the Judges' Choice award.

In 1978 I bought a shop in Danvers where I worked exclusively on Porsches. That company was called Stuttgart Northeast. In 1997, I sold it to my long time employee Jim Mallette.

I then left the world of Porsche. With the help of my wife and many others, a 1960, 47ft steel sailboat was brought back from what would have been the scrap yard.

After a passage to Trinidad, the two of us returned and made some modifications and set off to sail around the world. We thought it would take 3

years. Eight years later, we returned. (and yes there were pirates).

My current shop is in Malden. Still building racing Porsches and doing all service for cars 1955 to 1989. Those are the cars I know best.

Any questions, feel free to stop by, call or email. Jay



# CLASSIFIED - FOR SALE/WANTED

## For Sale

I have no further need for a set of auto dollies. Capable of handling 1000 lbs apiece. Fully assembled and lightly used. \$50 for the set of four. Pickup in Tewksbury, MA or a meeting place could be arranged.

Bob Soldani  
508-254-2773



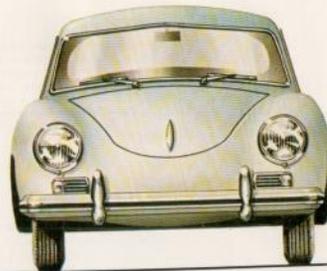
TYP356ne is not responsible for omissions, errors, misrepresentations, payments, etc relative to any classified advertisement. Buy at your own risk!! Send all for sale and wanted items to Ed Tobolski at [tobolsed@verizon.net](mailto:tobolsed@verizon.net). These items will be run once unless renewed.

## PORSCHE

356

**Representative engines:** all flat-four configuration with pushrod ohv  
*356A:* bore and stroke, 73.5×64 mm; capacity, 1,131 cc (69 cu in); max. power, 40 bhp at 4,900 rpm  
*356B:* bore and stroke, 82.5×74 mm; capacity, 1,585 cc (97 cu in); max. power, 60 bhp at 4,500 rpm  
*356C:* dimensions as above, max. power, 75 bhp at 5,200 rpm (C) or 95 bhp at 5,800 rpm (SC)

**Gearbox:** four-speed manual  
**Chassis:** punt type  
**Front suspension:** independent, by trailing arms, torsion bar and dampers  
**Rear suspension:** independent, by swinging axles, radius arms, torsion bars and dampers  
**Wheelbase:** 82.5 in (210 cm)



356A



## CLUB ITEMS AVAILABLE

**Clothing-** 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.



**Name Tags** - 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](mailto:tgentz@typ356ne.org).

### Club Grille Badge

Club members can purchase the "Official Club Badge" for a cost of \$35.00. It is a beautiful badge. Contact Peter Venuti at [pvenuti@typ356ne.org](mailto:pvenuti@typ356ne.org) for further information.



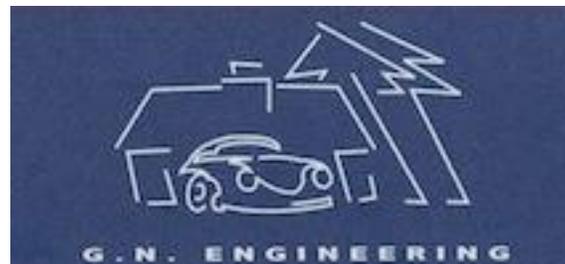
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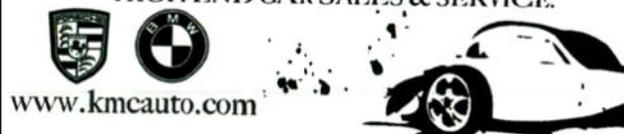
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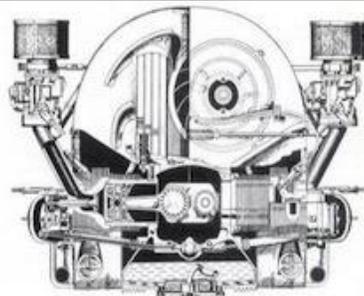
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