



# ***TubTimes***

***Official newsletter of*** TYP356ne

**VOLUME 15 ISSUE 2, FEB 1, 2015**



**THIS ISSUE OF TUBTIMES FEATURES CLUB MEMBERS OPEN  
356 MODELS. ABOVE IS ALEX DEARBORN'S BEAUTIFUL  
62B ROADSTER AT SUNSET.  
SEE PAGE 8 FOR MORE PICTURES.**

For more Club information visit the club website – [www.TYP356ne.org](http://www.TYP356ne.org)



## PRESIDENTS MESSAGE

After a week's delay, the annual Planning Meeting attracted a big crowd and a terrific schedule was put together for 2015. In addition to the standard stops, like German Car day and the Endicott Estate Show, there will be tech sessions, BBQ's and drives all over New England to get the most members out there driving their cars. Battleship Cove, Thompson Speedway, NHMS, Bow, NH, and a boat on the Cape are all waiting for us to appear. You're gonna love the plans we have for the year.

Neice will again coordinate the successful Loafers Lunch program that will start in April. There are still a couple of slots open so If you'd like to have members visit your favorite roads, just raise your hand. We'll also be posting other activities like Cars and Coffee dates by local dealers, Cruise Nights by other Clubs, and Car Shows throughout the area that we might want to "drop in on".

The Club is encouraging members to use the TYP356NE email system to get a group together when the weather allows and thought strikes. If the schedule is empty, and you'd like to get a few Tubs together in your area for a short run, just use the email system to see who's around and available. You could pick morning coffee, lunch, or a bite for dinner. Send an email out , you might be surprised who is nearby and ready to ride.

The 2015 schedule (see page 3) will be posted on the Website and, as events approach, reminders will be sent out to prompt your attendance. Come join us, that's why we have these Tubs. Remember, the more you drive them the better they run.

We can't cover all the events in New England so, if you have a favorite that we've missed, just let us know. If we can't squeeze it onto the calendar this year, we can put it on the list for next year. Spring is just a couple of months away so get those batteries charged, ready to hook up, and we'll see you on the road.  
Tom Tate

## TYP356NE OFFICERS

President- Tom Tate

Vice President- Peter Venuti

Secretary—Peter French

Treasurer—Dennis McGurk

Membership Chairman—Allen Sisson

Website Coordinator Gordon Nichols

Newsletter Editor -Ed Tobolski

Event Calendar—open

Directors at large-

Norman T. Brust

Louis Frate

Ralph Hadley

Jeff Leeds

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## 2015 CALENDAR OF EVENTS

Events highlighted in blue are not TYP356ne sponsored events

### March

- Tuesday, March 3rd— Board Meeting - MET Bar and Grill, 400 Legacy Place, Dedham, MA. 02027
- Friday, March 6 to Sunday, March 8 - **LA Literature & Memorabilia Show**
- Thursday, March 12th to Sunday, March 15 - **Amelia Island Concours**

### April

- Tuesday, April 7th— Board Meeting - MET Bar and Grill, 400 Legacy Place, Dedham, MA. 02027
- Saturday, April 18th— **Hersey Swap Meet**, Hershey Park, Hershey, PA
- Wednesday, April 22- 10am - 12pm, **Loafers Lunch**
- Saturday April, 25th- 10am - 12pm, Vintage Motor Sports Tech Session. Bow NH, Tom Tate

### May

- Tuesday, May 5th— Board Meeting - MET Bar and Grill, 400 Legacy Place, Dedham, MA. 02027
- Wednesday May 6th to Friday May 8th—Cruising Classic Connecticut Mini Tour-  
By Greg and Anna Marie Lane.  
Venue: (Highly tentative) Saybrook Point Inn in Old Saybrook. <http://www.saybrook.com/>,  
Assume that we plan for two breakfasts and two suppers.  
Tentative drive/entertainment plans: Drive Southeast CT, with stops at Connecticut wineries near Stonington and perhaps lunch on CT River at East Haddam. <http://gelstonhouse.com/home.aspx> (Great beer garden overlooking river). After dinner: Short drive to Griswold Inn's classic bar, in Essex. <http://www.griswoldinn.com/>. Other entertainment options (on own): Florence Griswold Art Museum in Lyme....CT River Museum and shopping in picturesque Essex....Gillette Castle near East Haddam
- Thursday, May 14th to Sunday, May 17th—**Carlisle PA, Kit Car and Import Show**
- Wednesday, May 20, 9am - 1pm **Loafers Lunch**
- Saturday, May 30th,- BelMetric tour, 35 Westech Drive, Tyngsboro, MA 01879, Jeff Leeds.

### June

- Tuesday, June 2nd — Board Meeting - MET Bar and Grill, 400 Legacy Place, Dedham, MA. 02027
- Saturday, June 6th- 10am - 2pm- Cruise to lunch at Wrights Chicken Farm, Berryville RI  
Bob & Lisa Siegel
- Sunday, June 14th, 1pm - 4pm, BBQ - Allen Sisson & Mary Grace, 11 Spruce Way, Medfield, MA.
- Wednesday, June 17, 10:30am - 1pm **Loafers Lunch**
- Sunday, June 21th, 10am - 2pm - **MOT German Car Day**, 15 Newton St Brookline, MA. ,Tom Tate
- Thursday, June 25th/26th, **Hemming's Motor News, Cruise Night**, Bennington VT., Bill Collins.
- Saturday, June 27, (rain date Sunday, 28th)- 1pm - 4pm, BBQ - Craig Bush, 54 Pearl St., Mystic CT.  
Peter Venuti and Bob DiCorpo to organize drive.

### July

- Tuesday, July 7th — Board Meeting - MET Bar and Grill, 400 Legacy Place, Dedham, MA. 02027
- Sunday, July 12, 8am - 2pm- **Endicott Estate Car Show**, Tom Tate & Lisa Siegel  
The Endicott Estate, East Street, Dedham, MA.
- Wednesday, July 15, Noon - 3pm **Loafers Lunch**
- Saturday. July 18th, 10am - 1pm- RETRO AUTOMOTIVE BBQ at Retro Automotive Claremont, NH 03743  
Steve Restelli & Matt Alldredge. Details still being finalized (Pig Roast right in our parking lot). Possible overnight event as there are several hotels in the area with fireworks and cocktails at Matts house in the evening.

## 2015 CALENDAR OF EVENTS, CONTINUED

- Sunday, July 26th, 11am - 3pm - **Misselwood Concours** Dennis McGurk  
Endicott College 376 Hale Street, Beverly, MA 01915

### *August*

- Tuesday, August 4th— Board Meeting - MET Bar and Grill, 400 Legacy Place, Dedham, MA. 02027
- Sunday, August 9th, 1pm - 3pm - Founders Day—Blue Hills drive and catered lunch.  
Ken & Gloria Nykiel
- Tuesday, August 18th, Noon - 3pm Loafers Lunch ~ Northern ~ Alex Dearborn  
12 Captain's Way Kittery Point, ME 03905
- Sunday, August 23, 11am - 3pm People's Choice Concours ~ Ed Tobolski  
Lake Pearl in Wrentham.

### *September*

- Saturday, September 5, 12pm - 3pm Unobtanium Open House - Adam Wright  
14 W Shore St. Ravena, NY 12143
- Sunday, September 6, All day - **Lime Rock - Cars in The Park**, Tom Tate
- Tuesday, September 8th, 6pm - 8pm Board Meeting-  
The MET Bar and Grill 400 Legacy Place Dedham, MA 02027
- Saturday, September 12th- Cape Cod Ecotours of Barnstable Paul Vincent Chip Bechtold  
Boat ride, 2hr plus drive. 11am - then lunch Mattakeese Warf. Limit 25 people.
- Wednesday, September 16th, 10:30am - 1:30pm Loafers Lunch ~ Northern ~ Lindsey Carol
- Wednesday, September 16th -19th, **Southern Drive**, GA, Bill Collins, Tom Tate, Jeff Leed's
- Sunday, September 20th, 9:30am - 1pm- DYPD, TBD ~ Bob DiCorpo/Bill Sooter

### *October*

- Saturday, Oct 3rd—All day MEISTER TECH & German BBQ, Peter Venuti
- Tuesday, Oct. 6th— Board Meeting - MET Bar and Grill, 400 Legacy Place, Dedham, MA. 02027
- Wednesday, Oct 14th—10:30am - 2pm Loafers Lunch ????
- Friday, October 30 to Sunday, November 1st,- **Hilton Head Island Concours**

### *November*

- Tuesday, November 3rd— Board Meeting - MET Bar and Grill, 400 Legacy Place, Dedham, MA. 02027

### *December*

- Tuesday, December 1st— Board Meeting - MET Bar and Grill, 400 Legacy Place, Dedham, MA. 02027

For more information visit the club website - [www.TYP356ne.org](http://www.TYP356ne.org)

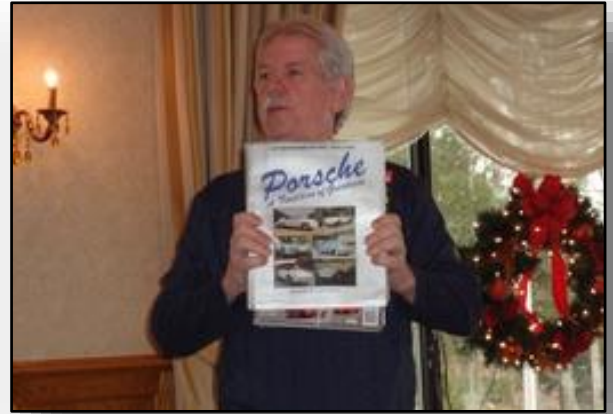


## CLUB EVENT HELD IN JANUARY

### TYP356ne NEW YEAR-Holiday Party



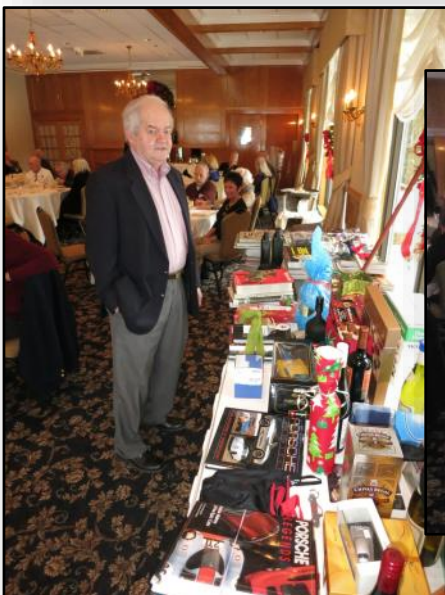
The TYP356ne Club just concluded the 2015 New Year Holiday Party at the Andover Country Club. Over 70 members arrived for a lively cocktail hour, conversation with friends and ready to eat a fabulous meal. The party started with Hors d'oeuvres and drinks as members renewed friendships and met new members. The group then sat down and listened to opening comments from President Tom Tate. The venue and buffet were excellent from all the comments made. Members also commented on the outstanding desserts.



We had a large number of prizes for the raffle. A shout out "Thank You" to Bob DiCorpo for coordinating all the prizes from our members. Needless to say there was a lot of wine, books, as well as a large assortment of Porsche memorabilia. Oh yes and lots and lots of Porsche magazines were distributed to members (thanks to Ray Ashenhurst). It appears the Andover Country club has been a successful hit for the second year in a row.

Now we will all start meeting again (with our cars) when the snow melts and we can start driving.

Ralph Hadley, 2015 Holiday Party Coordinator



## MINI TOURS

**D**uring the New Years/Holiday party Ken Nykiel announced that there will not be a Club Spring Tour event this year. The decreasing number of entrants over the past few years has made it difficult to negotiate reasonable rates at the top level resort hotels that we have visited in the past. Ken suggested that, rather than one large tour, we could have multiple mini tours to smaller local locations throughout New England. Think of them as "A Little Getaway". They could be two or three days, mid week, so you can get better rates, with as few as 6 to 10 members participating. Something like an overnight loafers lunch with your 356 buddies at a interesting hotel or B&B in your local area.



Ken is willing to provide his years of experience in helping you locate and organize such an event. Below are some guidelines he has written to get you started. If you are interested in chairing a mini tour and would like more information, contact Ken at— [kjnykiel@yahoo.com](mailto:kjnykiel@yahoo.com)

### AS EASY AS 1-2-3 !

1. The Venue: Room and Rates  
Breakfast Included ?

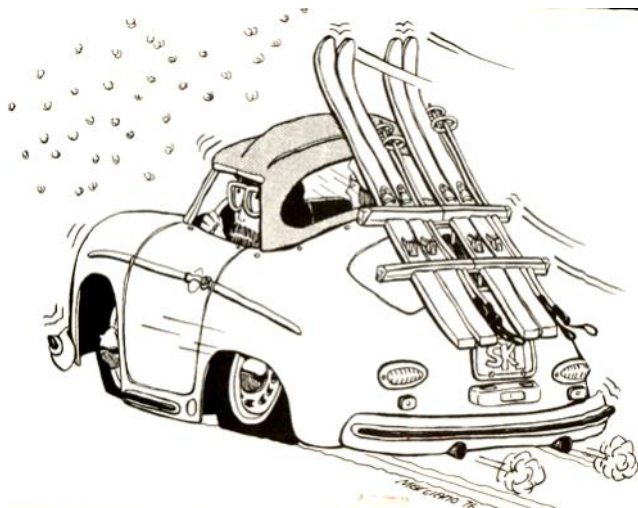
Gathering Place (Bar, Lounge or Room)  
Parking-Secure, Safe, Separate or Reserved  
Driving Directions from N/E/S/W

Available Dates-How to Make Reservations

2. The Event: Welcome get together at Inn  
Volunteers for Cheese, Crackers, Wine, etc.  
Drives, Tours, Shopping and Lunch Stops  
Dinner Suggestions for Group or whoever.  
List of Attendees. Names, Cars and Cell Numbers  
Agenda if any. Keep it loose.

3. The Options: Registration Fee (not needed if of no use)  
Theme (i.e. 'Cruise to Connecticut')  
Take Photos, Video and write up for Tub Times  
Club Parts Kit  
Insurance Certificate (contact Dennis McGurk)

Our first Mini Tour is scheduled for May 6th. If you want to organize a mini tour, contact Tom Tate ([TTate@typ356ne.org](mailto:TTate@typ356ne.org)) to schedule a date, then send the detail information in an email to all members at - [members@typ356ne.org](mailto:members@typ356ne.org). Also send the information to Ed Tobolski ([tobolsed@verizon.net](mailto:tobolsed@verizon.net)) for inclusion in TubTimes and Gordon Nichols ([gnichols@typ356ne.org](mailto:gnichols@typ356ne.org)) for inclusion on the club website.





## FEATURED MEMBER—BOB DiCORPO



**F**or 35 years, my wife and I helped to mold the minds of teenagers and younger children in Fall River, MA. We both retired from the Fall River School Department in 2006. I continued my part time job as a carpenter/handy man and still will do a limited number of projects, mostly for people I know.

I first joined the Typ356ne in 2002. My Speedster was my first 356. I did own a 924 back in the 80's, but prior to my owning the Speedster, my love was always for American Muscle Cars. A '62 Chevy Impala convertible, a '66 Mustang convertible and a '69 Plymouth Road Runner were a few of my earlier cars.

As a club member, I have held the offices of Membership Chairperson ('03-'05), Vice President ('05-'07) and club president ('07-'09). I also served as a board member until 2012. Since then I have helped out with event promotion for our club events.

My wife Fran and I live in Fall River, MA and have resided in our home for 37 years. We have three children, Carla, Brad and Deanna who are all adults. Brad, my wife's "Rose Between Two Thorns" as she calls him was born with Down Syndrome and has lived with us for all 32 years of his life. He still lights up ours!

Our Speedster is a 1956 1600 normal and was purchased in 1963 by Fran's father. It was owned by him until 2000, when he passed away and left it to my wife and me. Fran actually learned to drive on the Speedster when she was 16 years old and they were living in North Carolina. The roads of the Blue Ridge Mountains were her learning paths.

We had a complete restoration done on the car when we took ownership of it. The body work was done by Londonderry Auto in Londonderry, NH. It was kept in it's original body color of 603 Reutter White. Rainer Cooney at Meister Restoration re-built the engine and trans-axle then too. Around 2010, we decided that a 1600 normal was not the best engine to keep up with the "spirited" drives of the Typ356ne. So, around four years ago, we purchased a 912 engine from Duane Spenser and had a 741 trans-axle built by Vic Skirmants installed into the Speedster by George Nelson in Milton, MA. The originals were stored in our garage in order to keep this a matching numbers car.

I have found it an honor serving in the various positions in the club and both of us have made many friends with members. This has been much more than just a car club to us. Not only do we find the many social and driving events a great deal of fun, but a most important part of our lives, as are so many of the club's members.

Bob



# Club Members Open Top 356's

**This issue features the open 356s: Speedsters, Cabriolets, Roadsters, and Convertible D's, owned by members of the club. Club members 356 replicas are shown on page 19. In a future issue pictures of the interesting, non-356, vehicles our members own will be featured.**



**John Favaloro's 65C Cab**



**Nick Orem's 58 Speedster**



**Alex Dearborn's award winning 62B Roadster**







**Judy Hendrickson's 65SC Cab**



**Greg and Christine McManus's 63B Super Cab.**



**Don Ruzecki's 64C Cab.**



**Garrett and Bruce Bourque's 56 Speedster**



**Ken Taplin's 59 Convertible D**





**Bob and Sally Gilbert's 62B D'leren Roadster**



**Ray Ashenhurst's 63B Super Cab.**



**Rich and Valerie Mackoul's 55 Speedster**



**Mark Dionne's 65C Cab.**



**Dave and Judy Willard's 59 Convertible D**





**Tom Larsend's 57 Speedster**



**David Lawrence's 64C Cab.**



**Tom Tate's 58 Speedster, one of only 4 Normals built in 58**



**Bob DiCorpo's 56 Normal Speedster**

**Tom Coughlin's  
Bali Blue  
65C Cab.**





## World of the 356 Replica

With the increasing prices of our beloved tubs there are more and more replicas being produced with improving quality. We have several members who own and enjoy replica 356s. This is the third and final article by replica owner Gordon Nichols about the state of replica 356s.

So what, exactly, is a "Kit Car" and why has the name stuck so, instead of "Replica"?

Bruce Meyers, with his Meyers Manx dune buggy kit, was the first volume kit car manufacturer. You bought one of his complete kits and a VW sedan donor car and in about a month you were off driving your new car. Bruce took great care to provide quality parts that all fit together, making the build very easy for mechanics and amateurs alike.

Classic Motor Carriages (CMC) came along with, certainly, the best marketed Porsche-Speedster look-alike "Kit Car" offered. They had displays at airports all over America and their display cars looked great. Trouble was, they used low-quality parts and their body design needed a lot of tweaking to get things to fit. Thus, they became far more "custom" cars than kits because, well.... nothing they provided actually fit. Many hours were spent by builders, just to get things to fit together. The CMC quoted build time of "40 hours" became more like 400 - 1000 hours for the builder. Many of these cars went unfinished, even today, and CMC eventually went bankrupt.

The cars today are either those early "kits" which have been well sorted out of bugs over the years, or well designed, high quality project cars from several of the regular, turn-key builders. A group of fourteen people built a Beck Speedster "Deluxe Kit" in 14 hours at the Carlisle, PA, Kit Car Show in 2006 - none of the builders had previous experience with either Beck or the car. The product they built is detailed here:

<http://www.beckspeedster.com/whatsadeluxebodypack.html> If you really want to "do-it-yourself", this is the way to go. The "turn-Key" cars available today vary from "very nice" finish quality to absolutely stunning.

Engines run from air-cooled VW 1,600's to 3.2L Porsche flat-sixes, to water cooled Subarus, Audis and Hondas. Interiors go from sparse to sumptuous (some with full leather),

bodies a mix of Pre-A and A versions and turn-key costs between \$25,000 to over \$100,000:

So, as you can see, these are no longer "kit Cars" and have become custom-built, high dollar, bespoke rolling art. Interestingly, most of the newer buyers are opting to keep the badging of their respective builders, like Intermeccanica and Beck, or have no badging at all, other than the "Speedster" logo.

The buyers are scattered world-wide, with a high concentration in America, particularly Southern California and the East Coast, and Europe. There are major gatherings of U.S. folks every spring at San Luis Obispo, CA, and Carlisle, PA, where close to 75 cars per event are now showing up from all corners of America. Very few members trailer their cars to these meets. Some folks (just like Bill Collins) frequently do coast-to-coast runs to the meets, where their progress is eagerly watched by other folks on the replica Forum, "speedsterowners.com".

There is a certain amount of curiosity in the replica world about the "original" cars (how could there NOT be?) but mostly they know that they drive a fake and that allows them the freedom of customizing it without guilt. It also allows far less fear of things happening to it on the road. Everything on these cars is either new or only a few years old so they're very reliable and since they cost far less than an original in similar shape, they tend to get driven lots more (Bill Collins aside).

So that's it. Next time you see a replica Speedster or A Coupe somewhere, wander over and have a good look. Chat up the driver. Chances are you'll find an enthusiastic owner of a Porsche "Tribute Car" who bought it just because they love the look - just like YOU! Gordon Nichols



## *Club Members Replica 356's*



Doug Barry's 1982 Classic Motor Carriage Speedster. He purchased it partially finished in 1984.



Gordon Nichol's 1957 Speedster replica, a 1993 Classic Motor Carriages "Californian"



Len Cannazzaro's 57 Tribute made by Vintage Speedsters of Hawaiian Gardens, CA.



Donald Buchholtz's replica Speedster built in 2008 by Vintage Speedsters.



Peter Venuti's 2009 Intermeccanica Roadster with a Subaru EJ22 engine.



## *60 Years Ago-* by Peter French

***D***uring this time-line sixty years ago, Max Hoffman persuaded Ferry Porsche to bring out the Speedster, and there should have been a ton of press on that. Not the case.

Below is all they said about the now iconic 356.

Looking at the new sports car models, the first announcement comes from PORSCHE. Their new "Speedster" is as neat a package as I've seen in a long time (photo below). For about \$500 extra you can have the roller bearing Super engine, but the standard engine should give acceleration times nearly identical to those of the heavier Super coupe.



The new Porsche 1500 "speedster", powered by the 60 bhp "America" engine, lists at \$2995.00.

## *PORSCHE LOVED AND LOST*

By Paul Odegard

***W***hen I first changed Marques from English (Austin Healy 100-4) to German (Porsche 356B) I never thought that my new-found Porsche love would endure for some fifty + years. This change was driven by a need for better handling and traction on snow-covered New England roads, i.e. get to the ski slopes safely. A rear-engined Porsche was the solution. Unfortunately, like most working class folk, all my Porsches had to be sold off for a variety of higher priority reasons. The first '63 coupe was swapped for a down payment on a house. Soon thereafter, two Speedsters went towards an N.H. ski lodge. Years later, a '64 SC coupe passed away due to family medical problems. Most recently, two A coupes ('58/'59) changed hands for financial considerations.



But now, woe is me, I am so sorry that these cars are gone and I am trying to find and re-buy my first love. Besides losing these family Porsches, I also struck out landing several "barn finds" over the years. One absolute heart breaker involved a PCA friends' '58 Carrera Speedster. For years I tried in vain to locate this old friend in hopes of buying his long-stored Carrera.

After relentless Google/friend inquiries, I just burned out and gave up. Miraculously, one day I ran into him at a ski lodge gin mill and I found that he had just recently given the car away for only \$10K (value today maybe \$200-300K). Today, the memories of these lost loves have driven me to hang-in-there and never again give up the search.

So bottom line, has anyone seen my old '63 Normal coupe  
VIN: 124.698 (see flick)? Paul



# *The Life and Times of Umlaut*

By Rick Veneski

## Part 6: Final Panel work, Gaps, Interior

The luggage lid, or “hood”, fit nicely within the perimeter of the new rain gutter, with a nice consistent 3mm gap the way Dr. Ing. h.c. F. Porsche KG. intended. In fact, now every surface from the cowl forward was looking great except for the nose, specifically, the area of the front clip between the lower grilles and below the hood. This section had been damaged previously and showed some inferior repair work. Rather than hammer and dolly this area back to some semblance of acceptability, it was removed and a new panel was made as a replacement, as was a replacement rain gutter. Here are some before and after pictures-



Above- Damaged nose and rotted rain gutter.



Above- Rain gutter removed.



Right- New gutter, new nose

Speaking of gaps, I found each door's gap at its trailing edge near the top of the lock post to be rather excessive. So I asked our cabriolet-blessed membership if anyone could forward me some photos of that area so I'd get an idea of what an appropriate gap might be. I received many pictures of both sides of cars, including top and side views. (Thanks for your help, guys!)





You can see the gaps vary to some degree from each car, and to themselves. I have pictures of the same car showing both sides, and the gaps even vary from side to side. I'm unsure if any of these cars have original fits, have been repaired or restored, or the floor pan/longitudinals were weak and allowed the body to flex here. In any event, I think the factory compensated for gaps here and areas around the hood and doors by using lead on lock posts, upper front areas of the door, and outboard of the luggage compartment gutter. I don't believe Ruetter was able to keep a precise or consistent gap specification with welding and fitting alone, as it was too time consuming and costly, especially with this uni-body. At the end, after studying all the pictures I could, I settled on this:



Left- Closing the gap, right side...

Right- Finished work on the left side



I should mention that while the bodywork work was progressing, there were other aspects of this restoration that were being addressed. One of these was the interior, specifically, the seats, interior paneling and hardware restoration. I had decided way back to re-upholster all of the interior in red leather. This included not only the front seats but the rear seats, dash cover, door and rear side panels, arm rests, etc. After reviewing several red batches of hides, I selected the shade and turned the seats and panels over to the same upholsterer in Pennsylvania I used for my coupe's interior, over twenty years ago. He did a fantastic job then, and I wanted a repeat. My wife had sewn a new set of front seat back burlap inners; this piece is found when you remove the seatback cover, and supports the diamond-shaped O rings and plastic lumbar support bands that in turn support the driver. She did a nice job on this (below). My seat man placed this piece over the aluminum frame, attached the horse hair, rebuilt the seatback, then covered the frame with the leather cover that he made. Below you can see one of his seat bottoms, a seat bottom being attached to a rebuilt frame, and some of the other leather pieces he made:



Front seatback burlap envelope



A leather seat cover with correct pleats



Refurbished frame, horse hair and seat.



L to R: B pillar covers, rear seat corners and a door panel

Along with these components, I also had the seat hinges re-chromed - at least, those that needed it. I had various other pieces either plated in chrome, nickel or other plating, and I'll show you some of these next time. Rick



## *Installing an Electric Fuel Pump in a 356A Coupe*

**I**n the April 2003 issue of the club newsletter (you can see a copy on the club website) Dave Willard wrote an excellent article about installing an electric fuel pump in a 356. After reading the article, I decided to install one in my A coupe so here is an update on the process. Currently Zims sells all of the necessary parts so I purchased the 6 volt pump and a three position toggle switch from them. I also got an inline electrical fuse from my local Auto Zone. I had about 3 feet of rubber gas hose that fit the fittings (5/16 in. ID) provided with the pump correctly. The pump kit came with hose clamps. I also purchased 2 street elbows from the local Lowes plumbing section to make the 90 deg. turn from the foot well into the tunnel a straight shot rather than bending the hoses like Dave did.

The installation under the passenger side floor board was straight forward with only one hole to drill for the bolt, see picture. The hose has to run from the outlet side of the shutoff valve to the bottom of the pump. The upper outlet from the pump goes to the steel gas line. I had to trim the upper inside of the wood floor board about 1/2 inch to prevent pinching the hose as it made the turn into the gas line. The rubber floor mat covers everything up.

To provide power, I found an empty connection point on the ignition switch that goes on and off with the key. Fortunately I had an extra factory type male connector that fit into the switch port. I wanted the switch to be hidden so I mounted it alongside the right side of the steering column in the sheet metal channel that runs parallel and above the column, see picture. I spliced the inline fuse between the ignition switch and the toggle switch. The toggle switch has three contacts. I had to jumper the two outer ones and then connect them to the power wire from the ignition switch and then connect middle one to the plus side of the pump. I ran the negative wire from the pump to the headlight flasher mounting bolt for a good ground.

With the three position switch, I can either just hold it in the momentary position while the pump runs and fills the carbs or flip it to the on position if I want it to run all of the time. In my case I only want it to fill the carbs when they are dry, keeping the mechanical pump to do the normal work. The electric pump does put out a higher pressure than the mechanical pump. I asked Rainer during his tech session last year if that would cause a problem and he said that he did not think the higher pressure would be a problem. Therefore, I did not put a pressure regulator in the gas line.

The new pump works great. If the car has been sitting for a while I just hit the momentary switch for a few seconds and the engine is ready to run. No battery killing cranking while the mechanical pump tries to fill the dried out carbs. I can't wait to use it in the spring.

Ed Tobolski





## Getting a Year of Manufacture Plate for our 356

Or, how to win on eBay!!! - By David Lawrence

After letting it sit unused in the corner of my garage for 30 years I decided to restore my 64C cabriolet. Other than having the engine rebuilt by the professionals at Meister Restorations, most of the work was a mechanical refresh that I could do by myself. Since the vehicle was close to being all original, I decided that any work performed would be to keep the car as original as possible.

I registered the vehicle in my home state of New Hampshire as an antique. After attending a few gatherings of antique vehicle groups I noticed there were some vehicles with license plates that corresponded to the year of the vehicle. I later found out that many U.S. states and some Canadian provinces allow antique and classic car owners to register their vehicles using authentic license plates of the same year as the vehicle - these are called "Year of Manufacture" or "YOM" plates. So it's only natural that I should get an original plate to go with an original car.

Doing some research, I found out that in my home state of New Hampshire, if you have your vehicle registered as an antique and has a YOM of 1975 or older, you are allowed to get a permit to display a NH YOM plate. This started my search for the perfect 1964 NH plate.

There is not a high demand for antique plates for some states like NH so you will find good ones for \$25 or less. I started with eBay; at first this did not produce anything worth bidding on. I then did an internet search and came across a couple of sites that sold state plates. One of them had a 1964 NH plate number 6400 in perfect condition. I picked that one up immediately, meanwhile I still kept my eyes on eBay.

One day after I logged into eBay and checked my favorite searches, I saw the plate I wanted, it was a 1964 New Hampshire State Legislature plate. Unlike in many state legislatures, the New Hampshire House of Representatives consists of 400 members. On average, each legislator represents about 3,300 residents. If the same level of representation were present in the U.S. Congress, according to current population estimates, that body would have approximately 99,000 members.

In the state house members of both parties sit partially segregated in five sections. The seat section and number is put on the legislator's motor vehicle license plate if they wish to put one on their personal automobiles.



The plate numbering format goes something like this: # - ##.

I held back on bidding and let two bidders poke at each others bids during the listing period with one of them on the last day ending up with the highest bid of \$16.49. When the clock showed 1 minute remaining I put in my one bid with lots of reserve to cover the automatic bids. After the dust settled from the automated bids I ended up winning the auction.

After getting the plate, I went down to the NHDMV and obtained a permit to display the plate. (see picture on page 11)

Also, if eBay bidder 2\*\*\*u is reading this, I have a 1964 NH plate 6400 if you want it - no charge. David

### More information on getting a YOM plate in New Hampshire

This is info for the New Hampshire 356 owners. Sort of a follow up to some info posted last fall in reference to year of manufacture plates. First of all the DMV is confident that they know when your car was manufactured so don't go there. Porsche COA says 1962, however, the state says 1963. I bought a set of 1963 plates from somebody in Greene Maine. Absolutely wonderful condition. You have to take them to the local DMV office along with your registration and drivers license. They look the plates over and make a computer inquiry. In my case she then called Concord and made a telephone inquiry. She told them that she could not find anything on the computer to indicate they were otherwise in use. I don't know what the other half of the conversation was, however, I was then given a "Certificate for use of an Antique Plate." Which means I am good to go. There was no charge for this. The certificate expires in November which is the month when the car gets its yearly registration. I assume at this point that I will have to repeat this then to get a current certificate for next year. I inquired from E-Z pass as to what they wanted: The current Official Antique plate number from the State, or the plate number on the 1963 plates. The response was sort of implied in that they told me how to change the plate number on my account. I haven't done that yet and anticipate that their software assumes current year plates and doesn't allow for YOM specific plates. - Ray Ashenhurst

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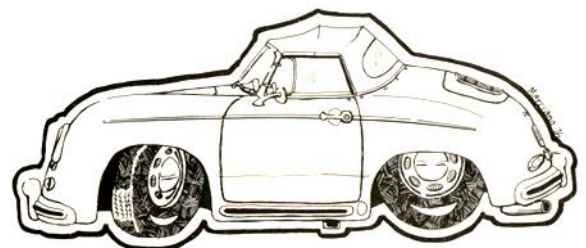
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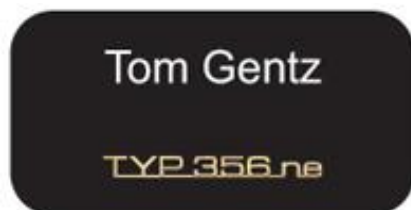




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