



# ***TubTimes***

***Official newsletter of*** **TYP356.ne**

**VOLUME 15 ISSUE 5, MAY 1, 2015**



**Tom Zarrella's  
Concours 58  
Speedster.**

See page 10 for more  
club members 356's



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



## PRESIDENTS MESSAGE



### 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

The driving season has already gotten off to a great start with a gathering in RI at the open house put on by Porsche of Warwick. Many Tubs could be seen running just fine with no hint of the tough winter behind us. A report of the event is in this issue.

The car I drove was sputtering and stumbling all the way down Rt. 95 but, once I drove it enough to get some gas out of it the fresh gas I put in was like a full tune up. Even with Sta-Bil in the tank all winter, I would suggest that the stale gas was not what the engine wanted to run on. Before you start tinkering with a balky engine, treat it to a tank of fresh gas, you might be surprised at the improvement.

With May finally here, the calendar is filling up with 'car stuff'. Our first mini tour is at the Griswold Inn in Essex, CT hosted by Greg and Anna Maria Lane. And, even if you're not signed up, Day Trippers are welcome. Think Loafers Lunch in CT. See the website for the schedule. Cruise nights are back to many locals including Patriots Place in Foxboro. Cars and Coffee fill every Saturday with even the Museum of Transportation in Brookline taking a date. See the respective web sites. Plenty of chances to use up all that old gas from last year. Grab your keys and get out there.

A new sponsor, Kachel Motors in Lawrence, will be hosting a Tour the last Saturday of the month. Join us for a great time.

KTF Tom Tate

### WHAT'S IN THIS ISSUE?

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## 2015 CALENDAR OF EVENTS

Events highlighted in blue are not TYP356ne sponsored events

### May

- Monday, May 4th— 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. See page 5 for details.
- Saturday, May 9th—**Cars and Coffee—Herb Chambers Porsche Audi of Burlington.**
- Thursday, May 14th to Sunday, May 17th—**Carlisle PA, Kit Car and Import Show**
- Saturday, May 16th— **Porsche of Nashua Rally—see page 5**
- Wednesday, May 20th, 9am - 1pm Loafers Lunch, Tour Master needed see page 5
- Saturday May 30th—Kachel Shop tour, see page 5

### 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, 84 Inman Road, Harrisville, RI. Bob & Lisa Siegel
- Saturday June 13th- **Cars and Coffee—Herb Chambers Lexus of Sharon.**
- 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 21st, 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
- Saturday July 11th -**Cars and Coffee- Herb Chambers Flagship Mercedes-Benz of Lynnfield.**
- 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.
- Sunday, July 26th, 11am - 3pm - **Misselwood Concours, Endicott College 376 Hale Street, Beverly, MA 01915**

### August

- Tuesday, August 4th— Board Meeting - MET Bar and Grill, 400 Legacy Place, Dedham, MA. 02027
- Saturday August 8th- **Cars and Coffee- Herb Chambers Infiniti of Westborough.**
- 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 and Dennis McGurk  
Lake Pearl in Wrentham.

## 2015 CALENDAR OF EVENTS, CONTINUED

### *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- [Cars and Coffee- Herb Chambers BMW of Sudbury](#).
- Saturday, September 12th- Cape Cod Ecotours of Barnstable Paul Vincent and 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 and 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
- Saturday October 10th— [Cars and Coffee- Herb chambers of Hingham](#)
- 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

## ***NEW MEMBERS***

*We have three new members since the last issue.*

William Pickering lives in Quinebaug, Connecticut and owns an Intermeccanica Roadster.

David Knorr lives in Bradford, Massachusetts. David owns a 1965, 356C coupe.

Scott Scogge lives in Guilford, CT. and owns a 1960 356B sunroof coupe.

*Welcome to the club, we hope to see you at an event soon.*

## UPCOMING EVENTS IN MAY

### TYP356NE MINI-TOUR, MAY 6-8, 2015 “CRUISING CLASSIC CONNECTICUT”

(Event has met capacity and is now closed)

Hosted by Connecticut members Greg and Anna Marie Lane, “Cruising Classic Connecticut, “ Typ356ne’s first “mini-tour” will take place on May 6-8 featuring leisurely drives through Southeast Connecticut, topped by a relaxed luncheon on a bluff overlooking the scenic Connecticut River. Optional return trips feature a choice of a great winery, a “Rhine Castle” overlooking the Connecticut River, an American Impressionist art museum, or a neat little history museum close to our inn, The Griswold, which is a gem itself.

Thirteen members that have booked at “The Gris” will enjoy great meals, a fantastic bar, live music each night and lovely, historic Essex, which drips of New England. Another fifteen folks closer to home have signed up for the main tour on Thursday, May the 7th. Greg and Anna Marie

### *We’re all invited to join Porsche of Nashua’s Rally on May 16th*

TYP356ne’s own Ray Ashenhurst has been working closely with the dealership to make all the necessary arrangements for what’s sure to be an amazing “Old meets New” Rally/Tour.

On Saturday, May 16<sup>th</sup>, we will be meeting at the Porsche of Nashua Dealership located at 170 Main Dunstable Rd, Nashua, NH 03060. The meet up time is 9:30am where you will receive directions and instructions. A car count and head count will be taken followed by a scheduled departure at 10:00 AM. The course will be east, north, and west on state roads. There will be about 2 hours driving time with one scheduled stop for pictures and leg stretching. The route may yet be massaged a bit.

The Rally/Tour ends at the 4<sup>th</sup> Annual Paul’s Executive Car Care Auto show on Elm Street in Manchester, NH. This is sponsored by Easter Seals Veteran’s Count and we will be spectators. (However, when you have a group of 30 Porsche’s together it becomes its own show) Easter Seals is good with this. The Porsche dealership is planning on providing lunch. There are no tolls and no admission fee for spectators at the show. More info will be forthcoming in an announcement Flyer from the dealership next week.

If you’re interested in joining the fun please RSVP: to Ray at [rrapam@comcast.net](mailto:rrapam@comcast.net) so the dealership can get a good head count for lunch. Hope you can join us there. Ray

### Wed, May 20th Loafers Lunch

**Tour Master Needed**

Pick your location and the date. Our Loafer's Lunch events provide an opportunity for members to drive their cars, exchange tips/facts and enjoy each others company in a small group. We generally do a short drive and then have lunch at a local restaurant. Time is normally from 10:30 until 1pm (but is really up to volunteer). If you want organize this or another Loafers Lunch, contact

Niece Haynes—at [three56a@gmail.com](mailto:three56a@gmail.com) to get the ball rolling.

### Kachel Motor’s Shop Tour, Saturday May 30th

Kachel Motor Company will be hosting a shop tour at their facility at 425 Canal St, Lawrence, MA 01840 They have promised to have some interesting cars on view. They also have an operating chassis dyno and will have a demonstration of that unit during our tour. If anyone would like to put their Tub up on the Dyno for a horsepower test, I’m sure we can arrange that.

As always, coffee at 10 am, shop tour until noon, then to a local watering hole for lunch, location TBD. That is the weekend after Memorial Day and the summer will be in full swing, put it on your list and come join us.

See the Kachel Website: <http://kmcauto.com>



## RECENT EVENTS

# PORSCHE OF WARWICK OPEN HOUSE/SOCIAL



On April 25<sup>th</sup>, I had the opportunity to attend the first quarterly Porsche of Warwick Open House/Social with the other members listed below:

Bob D., Bill Sooter, Bill Collins and Connie, Ken Nykiel, Gordon Nichols, Allen Sisson, Steve Ross, Tom Tate, and Don Ruzecki

The shop and showroom were open to all those that attended. Techs, managers, staff from service, parts, sales and finance were all on hand and we were allowed full access to all aspects of the operation. Most notably, I, and most of the attendees, had a chance to see and peek under many older, new, and a few in-betweeners cars that were in for service. Most all of them

were in the air on lifts and we were able to go look and ask questions of the staff that were there. There was a real nice 1958 Speedster, 5 owner, race history, fully restored car on the showroom floor.

Porsche of Warwick managers that I spoke with made it a point to say this is an event to bring the Porsche owner community together for a social event; it was not an event to push a sale or a repair on you. I felt they did a nice job keeping it low key and letting the attendees enjoy the time without any pressure to commit to any purchase. They also mentioned they plan to host this event every quarter going forward.

The event was catered with a nice breakfast and lunch setup with plenty of good food and



beverages. The weather was nice, albeit a tad cool (not a bad thing) and the people and atmosphere were highly enjoyable. For those that made it, it was great to see you again and for those that could not, maybe we'll see you at the next one. For those that did attend, if you have any feedback to make the event more interesting or specific items you would like to see, I'd be glad to forward them along. Fly low, fly fast and keep the shiny side up!! Tom Thalmann

# SEBRING 2015 PICTURES

By Bob Gilbert



This is the total 356 representation in the Porsche corral at this year's 12 Hours. I don't know the owner but there were many Porsche owners checking it out.



Fairly typical Sebring race fan!!!



Nice blue early 911



Interesting 911



I object- the Porsche flag should be above the Corvette or Ford



Part of the approx. 150 car Porsche corral



This level of racing isn't for the people with little wallets

# HERSHEY SWAP MEET 2015 PICTURES By Bob Gilbert

A few pictures from the swap meet in Hershey.

Some TYP356NE dubbers hustling their wares. Sorry to those members I didn't get a photo of, you were too stealthy for me, but I know you were there. Bob





# FEATURED MEMBER— PAUL VINCENT

**H**elen and I have lived in Osterville, MA (Cape Cod) since 1995, previously living in Simsbury, CT, Watertown, NY, and Sudbury, MA. Married in 1962, we departed the reception in our '59 Super Sunroof Coupe with a scattering of rice and a strategically placed "WATCH US GROW" inscription on the rear window ". Six children eventually joined our family. Retiring in 1994 after a technical and management career spanning 37 years and nine companies, I started a business manufacturing and installing seamless aluminum/copper gutters. Expectations were that business would cease in the cold winter months so I could ski for fifteen weeks a year. The plan did not materialize. Three years later it became a full time business. Selling my business in 2002 allowed me to become a fulltime handyman and car mechanic for family and friends. Less free time now than when I worked! However, I am always available to do machine lathe work or flat metal bending on my 8' brake for members.

My first exposure to Porsches was in 1954/55. Taking a break from school, went down to Thompson Raceway. I still recall those little ugly tubs sneaking around early Corvettes and MGs. A 1956 Austin-Healey was purchased in 1958, after my stint with hot rods. A new 1960 Fuel Injected Corvette was next. However, as a result of a spirited ride in a Super Speedster (which I would later own), the Corvette had to go. Bought my "wedding day" '59 Coupe in 1961. This car was the finest car I had ever driven. Responsive, tight, warm, and with the smell of fine leather. We routinely took long trips with three kids. Two on the back shelf, and one on the floor between Helen's legs (today we would be arrested).

In 1966, built a Porsche powered Deserter Dune Buggy as an Autocross car. It was very fast, with near neutral handling thanks to Alex Dearborn's recommendations for suspension modifications. Car was virtually unbeatable. A 1956 Super Speedster was added in 1972 for the sum of

\$1300. Over a 30 year period, it was completely rebuilt with all the right tweaks. In 1975 a '72 911S became my daily driver.



2002 was the year the Speedster was sold to free up garage space (uninformed). With matching numbers, original body work, low mileage, and documented history, this was a great car. According to a mid-west member attending our 2012 East Coast Holiday, car has undergone a complete restoration and is now part of a private collection in Michigan.

My involvement in club activity is ancient history. As a charter member of the original Boston Motor Sports Club (BMSC) and PCA member in the late 50's and early '60's, we organized numerous hill

climbs in Belknap, NH. Notable contenders at the time were Mark Donahue in a Corvette, Phil Cade in his hemi powered Maserati Tipo V8Ri. PCA autocrosses at the Orange Airport were an annual fall event.



Norm Brust and Ernie Groves were always in attendance. Ernie as usual, could be seen scrutinizing the fastest cars for modifications. No club participation from the mid '60's to 2003, but I did take good care of my Speedster. It wasn't until after it was sold that I became aware of the 356 Registry for the first time. My present Ivory '63

Super Sunroof Coupe was bought sight unseen. This is a maintenance free, fully documented, numbers matching car, sporting one of the last Maestro rebuilds. Its garage mate is a '06 Carrera S coupe for when this 80 year old needs a-c and cruise control.



Joining the club in 2004 has enriched our journey through life. We have met many wonderful people that are a pleasure to be with. We will continue to enjoy these friendships for many years to come. Paul

# CLUB MEMBERS 356's

The 356's below are owned by members.



New member, Paul Ahnell's black '60 Damen (aka Stealth). Paul was a Registry member and had a '63 Super back in the 70s and 80s but had to give it up as his work and kids took priority. Now that he is retired, he can wrench his heart out. Paul is

looking forward to meeting other members at the SE CT drive with Greg Lane.



Peter Thompson's 57 356 Cab he's owned for 35 years.



New members, William and Linda Pickering, recently moved from FL to CT. Crazy huh!. Three children and nine grandchildren are here. My 356 is a 2000 Intermeccanica that I purchased 11 years ago that had been driven less than 5km. Today it has over 50km. Shipped her up from FL to our son in MA every year and he drove her a lot. A long time enthusiast of the 356, we're looking forward to running with the TYP356ne Club. Actually showed the car at a TYP356ne meet in Newport, RI a few years ago.



New member, Scott Scogge's 1960 356B sunroof coupe. I acquired the car about 12 years ago from California. It has a Maestro engine, and has been running perfectly for the 5K miles or so that I have put on her. No rust at all, but she needs a paint job one of these days. Looking forward to some drives with the group

# FEATURED 356— TOM ZARRELLA'S CARRERA 2

Porsche 356B Carrera 2000 GS Coupe

In the spring of 1962, Dewey Jones

ordered his 1962 Porsche Carrera 2 Coupe from Vasek Polack in Redondo Beach, California. He opted for European delivery and took delivery at the Porsche factory in Stuttgart, Germany. Dewey drove the car in Europe until late Fall 1962 and then shipped the Carrera 2 home to the USA.

Dewey was a rocket scientist and he ran launches in the mid sixties at Vandenberg Air Force Base. In his spare time, he worked with Vasek Polack's race team and he became very familiar with the Porsche 4 Cam motor that was installed in his Carrera 2. Vasek used Dewey as a part time race mechanic. He worked on the 904 program and also the 906 racing program that Vasek Polack funded.

Dewey used the Carrera 2 as a daily driver and he also successfully participated in Porsche Owners Club, SCCA and Porsche Club of America autocross and track events. Dewey and Al Cadrobbi also spent a lot of time tuning on 4 Cam motors for street and track. Dewey experimented with a lot of aftermarket parts in his search for power and reliability, but he found that working with factory Porsche parts netted better more reliable motors. Dewey parked the car in 1972 and it sat in his garage until September of 2012 when it was sold to club member Tom Zarrella. Tom contracted European Collectibles in Costa Mesa, California to do a total restoration to full concours level.

It came out fantastic as you can see in the pictures. Takes care of no. 5 on his bucket list!!! Hope to see it at a club event soon.



# CLUB MEMBERS NON-356 VEHICLES

The vehicles on the next few pages are owned by club members.



This Desert GT was built from one of several hundred kits developed by Alex Dearborn and made in the Dearborn Automobile Co /Autodynamics Corp works in Marblehead in 1969-72. Alex found 2 complete kits in 2003, sold one to Reeves Callaway, and had the other built into the car you see here. The build objective was to have a fast but comfortable road car, so the following pieces were assembled: Porsche 912 engine rebuilt by George Nelson, Bursch 356 exhaust, 356 instrument package, 914 seats, 911 Fuchs alloy wheels - 14" front, 15" rear, VW IRS floorpan, cast alloy 944 rear hub carriers, ball-joint VW front suspension with Karman-

Ghia disc brakes, and late-style VW transaxle with tall gears. (80mph = 3600rpm). The body is bonded to the floor pan, and the side pods are filled with self-hardening Styrofoam for extra rigidity and impact resistance. The interior is trimmed with Sunbrella marine fabrics and 356-type square-weave carpeting. Alex



Cathy and John Favalaro's 1947 FL Harley Davidson Knucklehead



Tom Zarrella's 1960 VW Double Cab Transporter

Right is a picture of my German made, 1935, Auto Union, DKW F5-700, Roadster. It has a 692 cc, 2 stroke, 2 cylinder, 20 horse power engine. Its top speed is about 45 miles per hour. It has a three speed manual transmission and is front wheel drive. It has a steel frame with plywood supports. It has an aluminum body with steel fenders. It weighs 1,700 lbs. I bought this car at auction on May 3, 2004. The previous owner for many years was Apie Venter who was an auto restorer who lived South Africa. Apie died in 2003 and his wife sold this car and the rest of his automobile collection at auction in the United States. At the auction almost no one knew anything about DKWs or this car. There were almost no one bidding against me. The primary bidder against was from England and would have had to ship the car back. So I got it for a good price. To my knowledge this is the only prewar, running DKW of this type in the United States. It looks good, but drives a bit like a truck. Great for back roads, but obviously no interstate driving. Allen Sisson



Left is a photo of my very original 1957 Ariel 500cc HS (Hare Scrambles) motorcycle. It is very much like a BSA Gold Star. It starts easily and runs beautifully. As I am getting older, it is for sale.

Right is a photo of my 1974 BMW 3.0 Coupe. It's modified with a later engine and 5-speed transmission. It is also for sale. If sold, I will add a 911 to my stable.

Michael Silverman, (401) 835-1812, [offshoremichael@aol.com](mailto:offshoremichael@aol.com)



Left is a photo of my stretched one of a kind '60s Land Rover truck. This is the only one like it, because I built it! A friend and I fabricated the chassis, installed narrowed Ford axles, to match the width of the body. The engine and trans installed are also Ford. Original early '60s Land Rover pickup bodywork was used to complete the truck. I created the back seat area and made the cab roof longer to enclose the added space.

The boat in the photo is a 1950s Penn Yan out-board powered runabout, originally factory built in New York, that used to be my grandfather's. I have used it in the lake next to our house since the '80s. Garrett Bourque



Right is my 1970 Rover 3500S sedan. Fitted with a 5 speed transmission and a more modern 4.0 Rover V8 engine from a Land Rover Discovery. This was a 1 year production car in the USA, restored by me, with recently fitted original panoramic glass roof...a great car!! Garrett Bourque



**Rich Westlake's 1996 911 C4S that he has owned for 10 years or so. He says it's a great ride!!!**



**Theo Kindermans' 1968 912**



**Above is my 1965 Jaguar 3.8 S Type sedan. I specialize in parts and restoration of '60s Jaguar sedans in my shop. Even though I am not supposed to admit this in a Porsche club newsletter, Jaguars have a soft spot in my heart, right up there with 356 Porsches! Garrett Bourque**



**Ed Tobolski's 1983 911SC, owned since 1998. I call it the Rocket (compared to the 356).**



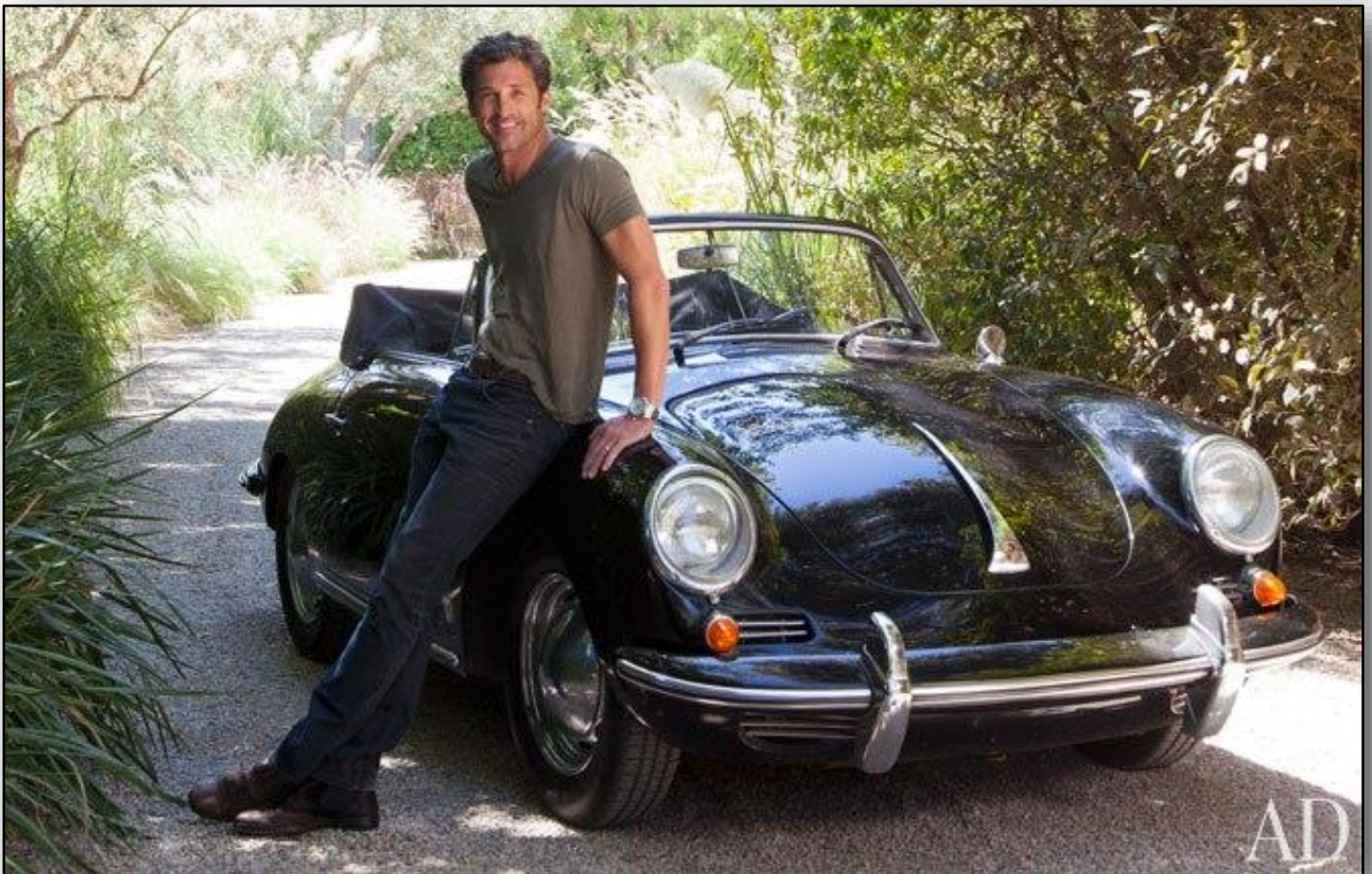
**Norman Ahn's 62 VW Pickup**



Some of Peter Thompson's other cars-

- 86 Carrera, I'm 2nd owner, all original
- 69 912, just bought
- Citroen 2CV, it's cute, makes people smile

## FAMOUS PEOPLE OWNED BY A 356



**P**atrick Dempsey is a well know actor and is currently involved with Porsche Cup racing as an owner and driver. He was born in Lewiston Maine. Who knew? Patrick is shown above with his 1963 Porsche 356 Cab in a photo taken by Roger Davies. Reportedly, it's the one car he won't sell, it's part of the family! Maybe, if we make him an honorary member, he would come to our events now that he has been killed off the TV show???



Max Hoffman was the "Father of the Speedster". Interestingly, the story of this iconic Porsche goes back to 1950.

In that year, Hoffman was the sole importer of Porsches into America. (Porsche of America was not created until 1958.) Hoffman told Ferry Porsche that Porsche would do even better if there was a car to compete with the English sports cars, which fit the needs of the American market. Hoffman told Ferry that the car should resemble a small Jaguar XK 120 and would be priced more competively than current cars. Erwin Komeda designed the new car and Sauter produced a prototype - blessed by Hoffman and named the America Roadster, designated Type 540. In early tests, it was deemed too heavy, and since it could not be incorporated into the Stuttgart production line, it was produced in aluminum by coachbuilder Heuer-Glaser.

The America Roadster turned out to be a commercial failure. The cost of production was higher than planned and Glaser lost money on each one - leading to their bankruptcy. Sold in America, at \$4,600 the Roadster was far too expensive compared to the English and American competition. 17 were made, and they were very, very successful racing. Even though this first Speedster project was a disaster, Hoffman's sales of the 356's in the USofA accounted for one-third of all Porsche production for 1954, so

Hoffman had to be taken seriously.

As you have seen in previous *Sixty Years Ago* articles, David Healy was importing his new car at \$2,995.00 Thus, Hoffman was correct in being convinced that cost was the major barrier to achieving substantial penetration into the US sports car market. For instance, the basic 356 Coupe cost \$300.00 more than the Jaguar XK 120.

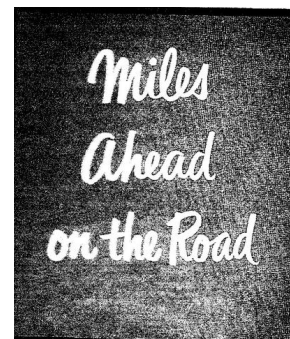
Porsche management was keen to meet Max Hoffman's requirements... but, clearly, it had to be a cut down version of the 356 cabriolet, and it had to be capable of being produced on the same production line as the other 356's. Thus:

*The Concept of the Speedster was Born.* The Speedster was to have a low, raked windshield with easy removal for weekend racing. It would have sparse bucket seats (fixed backrests), a minimal folding-top, and side curtains replacing wind-up windows. Instrumentation was limited to speedometer and temperature gauge. (Tachometer was an optional extra, but interestingly was installed on every Speedster, at additional cost.) Heater - extra cost.

The car was an instant hit, particularly in Southern California. Production peaked in 1957 with 1,171 cars, and was replaced in late 1958 by the Convertible D (which, at 1,330 total production was better than the 1,171 number.) Peter

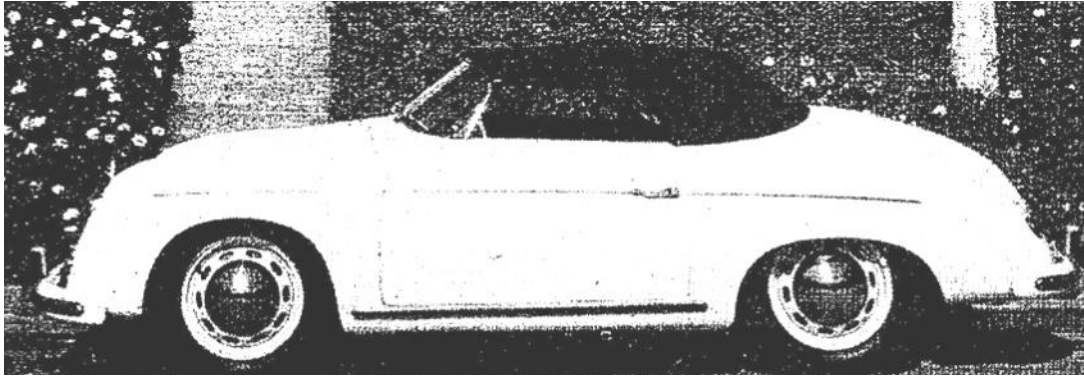


Every PORSCHE today bears the stamp of this man's creative genius. One of the giants of the Automotive Age, Prof. Dr. Ing. h. c. F. Porsche devoted 50 years to developing the basic engineering principles that continue to make PORSCHE the world's leading sports car, year after year.





## MORE FROM 60 YEARS AGO



The article below is about their road test of a 1956 Speedster. It's interesting to note that they thought, with the new anti roll bar, the "Porsche becomes a near neutral-steerer"???? Guess they were not pushing very hard!!! Ed

**T**HERE IS an automotive saying that "there's no substitute for cubic inches", but the modern Porsche either disproves this completely, or else it is the exception that proves the rule. Actually an abundance of "inches" is very useful in a heavy family car because the average owner uses and appreciates torque, not horsepower.

In a sports car, such as the Porsche, the engine is small, and the torque is proportionate. Yet, as we show in this road test, the latest Porsche 1500S speedster is capable of a very high performance. This result is due to an efficient engine, four useful gear ratios (all synchronized), and low overall weight. Common-sense design, thorough engineering and good workmanship contribute to the overall effect and insure customer satisfaction in terms of reliability.

The Porsche Speedster is available with a choice of engines, the model priced at \$2995 having a 1488 cc engine rated by the conservative German D.I.N. method at 55 bhp. By the American S.A.E. rating this model, whose full name is the Porsche Continental 1500 Speedster, develops 66 bhp at 4400 rpm. However, our test was on the "Super" engine model (the 1500S), an alternative which costs \$500 extra and which provides 70 D.I.N. bhp, or 84 bhp without accessories or exhaust system. By using a 1500S Speedster, with the more powerful roller-bearing type "Super" engine, it is possible to make accurate comparisons with the Super coupe which we road-tested in September, 1954.

Performance-wise, the Speedster being lighter by 70 lbs and benefitting from a revision of 3rd and 4th speed ratios, gives substantially better acceleration figures than those recorded for the Super coupe. Top speed however is about 4 mph less. (See the comparison table at left.)

The drag factor on the Speedster was taken by Tapley meter at 60 mph, with top down. The drag, with top and side curtains installed was not obtained for the simple reason that when 150 miles from home we discovered that the side-curtains were missing. We tried one high speed timed run with top-up and gave up that idea. It (the top) flaps viciously at anything over 70 mph. The average of two timed runs gave 100.5 mph, top down, with speedo reading 110. The factory gives the top speed as 104 mph and we have yet to find a German manufacturer who is not conservative in performance claims.

The Porsche has always been an exceptionally comfortable and easy-to-drive car. The Speedster is no exception, even with the rather "lumpy" idle of the Super engine. In town driving the engine revolutions can drop to as low as 2000 rpm in any gear, but 2500 rpm is recommended minimum speed. Engine noise is just a trifle more noticeable than in the coupe, at low speeds. The seats are extremely comfortable and the "squirming" room for legs, feet and elbows is especially noteworthy. There has been some comment on the lack of headroom in the Speedster, but the cars now being delivered have the seat frames mounted on 2" spacers which can be removed for tall persons. Unfortunately, over-6-footers will still find the headroom inadequate. The curved glass windshield is very low but nevertheless gives good wind protection with top down.

Any car with as much as 55% of the total curb weight on the rear wheels has a natural tendency to oversteer. We have never felt this characteristic was objectionable on any Porsche, nor have we ever found an owner who disliked this tendency. The 1955 Speedster incorporates, for the first time, a torsion

type anti-roll bar. The front springs, which consist of laminated torsion bars, have been softened slightly by the removal of one leaf. When both front wheels strike a bump at the same time the resultant shock is slightly reduced as compared to earlier models. But when only one front wheel encounters a bump the anti-roll bar is also twisted. The result is a ride that is substantially the same as before. When the car starts to roll, as in a sharp corner, the bar twists, reducing the roll angle. At the same time the load carried by the outside tire is increased, which gives an understeering force.

The net effect of the new anti-roll or stabilizer bar (often erroneously called a "sway-bar") is that the new Porsche becomes a near neutral-steerer. Under some transient conditions our impression is that there is still a trace of oversteer, and like so-called conventional cars, the rear-end will break-away first when cornering beyond the limits of tire-to-road adhesion. The above applies only when the tires are inflated per factory recommendations with 4 to 5 psi more air in the rear tires than in front. Equal tire pressure front to rear, will convert the neutral-steer to a slight but noticeable oversteer. Adjusting the rear torsion bars to give one or two degrees negative camber is said to give a slight understeer. We did not try it, but can believe it. In short, the steering characteristics of the Porsche can be varied to suit the owner's own desires, a unique and most desirable feature.

The car used for this test was supplied to us by Competition Motors, Porsche distributors for eleven Western states. Just three days before, it had won the 1500 production race at Willow Springs, driven by Erich Bücklers (see page 25).

In conclusion, the Porsche Speedster with either powerplant is a most desirable machine. Its new low price will make it possible for a host of long-time admirers to step-up

## PORSCHE ITEMS FOR SALE/WANTED

### *Wanted:*

A fellow in Sweden is looking for parts for his 1954 356 project car, Tom Tate is sending some parts, however, additional parts are wanted - see below.

**He has a 1954 356 convertible and is looking for engine parts for his 1500Super; 80 mm cylinders and pistons, carburetors with manifolds, air cleaners, cylinder heads and so on. He only has the case. He also needs gearbox parts, a dummy clock, and a glove box lock.**

If anyone has any pieces that he might be able to use, let Tom know. The thought is to put as much together in one shipment as possible to reduce the shipping costs. Tom will be coordinating the effort. Call Tom at 617-428-5762, or send an email to [Thomas.Tate@opco.com](mailto:Thomas.Tate@opco.com)

### *For Sale:*

1958 356A 1600 super coupe . number 103055  
Original ruby red exterior. Redone black interior. Recent engine rebuild.  
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Hagerty value is \$102,000. Asking \$92,500  
Robert Carpenter [Doctorrjc@gmail.com](mailto:Doctorrjc@gmail.com)



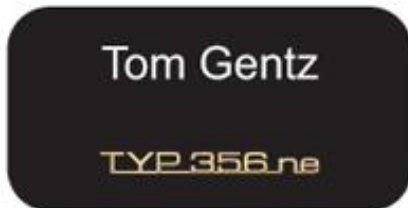
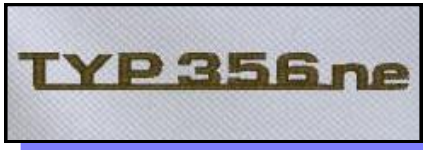
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## CLUB ITEMS AVAILABLE

**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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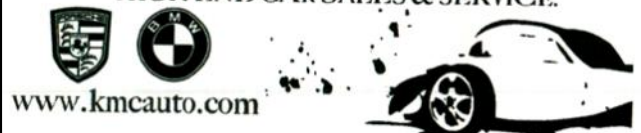
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