



# TubTimes

Official newsletter of TYP356ne

VOLUME 16, ISSUE 8, AUGUST 2016



## Blackie Kicks Butt!!

Tom Tate, our past President, and his grandson Louie attended the recent PCA Parade at Jay Peak in Vermont and took first and second in their auto-cross class as well as first in the concourse. See page 10 for the full story.



## TYP356NE OFFICERS

President- Peter Venuti

Vice President- Allen Sisson

Secretary-Peter French

Treasurer-Dennis McGurk

Membership Chairman-Allen Sisson

Website Coordinator Gordon Nichols

Newsletter Editor -Ed Tobolski

Past President-Tom Tate

Directors at large-

Norman T. Brust

Ken Nykiel

Jeff Leeds

Greg Lane

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## Presidents Message

Hey everyone, hope you are all enjoying the summer and are finding some way of staying cool with this crazy heat we are having.

August and September are full of great events. If you haven't already, please check out the schedule, in TubTimes and online, and contact the event organizers to get signed up where you have an interest. As you will read in this issue of TubTimes, we are finalizing the details for this year's Club Day. I hope you all will plan to attend, it's shaping up to be one of the great events of the year. So please save the date. The August Loafer's Lunch has been a roller coaster of on again off again. Currently it's off, as we are in need of a volunteer with a lunch spot and possibly an idea for a drive. We have a date of August 17<sup>th</sup> on the calendar but that's flexible. If you are interested in organizing the lunch in August, please let me know.

If you read my last note in the TubTimes, you know we are always on the lookout for members that would be interested in participating on the board, as existing board members move on. It's now that I regret to inform you all about the departure of Ralph Hadley from our board. After more than eight years of service to the club, Ralph has decided to step off the board but will remain an active club member. During his tenure Ralph has held many positions including Board Member, Web Site Coordinator, Vice President, and, of course, President. Anyone who knows Ralph knows the great work he accomplished during this time. His contributions have been great and wide reaching, driving us to be the club we are today. I hope you all will join me in thanking Ralph for all his hard work and service throughout the years.

Hope to see you all this month at one of the upcoming events.

Peter Venuti  
President

# ***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)

## ***AUGUST***

- Tuesday, August 2nd, 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/I95, members invited.
- Saturday, August 6th, 10am - 1pm - **Tech Session at The Carrera Gruppe**  
3 Owens Ct, Unit 7, Hampstead, NH 03841 see page 4
- Saturday, August 6th—11am—2pm Hyannis Yacht Club Lunch, see page 4 for details
- Wednesday, August 17th, - **August Loafer's Lunch**, Tour master needed, see page 4

## ***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**  
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/I95, members invited.
- September 7 - 11, 2016 - 356 Registry—East Coast Holiday
- Saturday, Sep 17, **2nd Annual Club Day and Drive your Porsche Day**- see page 6

## ***OCTOBER***

- Tuesday, October 4th, 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/I95, 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 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**  
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/I95, members invited.

## ***DECEMBER***

- Tuesday, December 6th, 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/I95, members invited.

## Events in August



### Tech Session—Club Visit at The Carrera Gruppe

Saturday, August 6th, 2016 10am-1pm

3 Owens Ct, Unit 7, Hampstead, NH 03841

Join John Hannan, Jordan Angers, and Elijah Hannan for a tour of their facility. They will show how they restore and repair some of the best cars made and talk about some of the cars they are working on. The current project is a BMW 2002

The club will provide refreshments.



### Hyannis Yacht Club Lunch

Saturday, August 6, 11am - 2pm

Join us and the Cape Cod Porsche Gruppe at the Hyannis Yacht Club for Lunch on Saturday August 6th. The Plan is arrival and brief tour 11 to 11:30am. Then sit down for lunch. The two past events here have been great, so let's hope for good weather again. Great event to bring your spouse or "significant other" to, as well. There should be plenty of room, so invite other Porsche People that may not be on our email list. Please RSVP to [mssarli@comcast.net](mailto:mssarli@comcast.net) by **Aug 4th** so we can give the HYC a head count.

HYC contact info & directions:

<http://www.hyannis yachtclub.org/About-HYC/CONTACT-US-DIRECTIONS.aspx>

Michael S. Sarli, for Cape Cod Porsche Gruppe, 508-398-6984 703-472-6011 (mobile)

### Host needed for Wednesday, Aug. 17th Loafer's Lunch

Loafer's lunches have been successful and well attended.

There is a Loafer's Lunch on our schedule for Wednesday, Aug 17th.

We need someone to host it. It can be NORTH or SOUTH, your choice.

Please let us know as soon as possible if you are interested in hosting it.

Loafer's Lunches are an opportunity for members to drive their cars, exchange Tips/Facts, and, in general, enjoy each other's company. We normally do a short drive followed by lunch at a local restaurant.

Please respond to Peter Venuti [peter.venuti@gmail.com](mailto:peter.venuti@gmail.com)



### Volks Fair 17

Saturday August 6th, 2016 9am-2pm

This is an all air-cooled VW show. Food, ice cream, sweets, music, & more on the beautiful grass show field of the Hebert Candy Mansion, 575 Hartford Turnpike Rt. 20, Shrewsbury, MA  
Participant judging, trophies awarded to 3rd place.

14 Show classes with special cash awards to Best of Show, Interior, Engine, Paint, & Worst of Show (must be registered & drivable).

Spectators enter FREE , Vendor swap space is FREE, Show car registration \$15.00

## Recent Events

### *Thursday, July 7th, Lobster Lovers Loafer's Lunch*

The weatherman was feeling grumpy as we headed into H-hour, so Alex cancelled the launch, but not the lunch.



14 intrepid members Kept the Faith and headed over to Morrison's Lobster Pier on Badgers Island, Kittery, Maine for what turned out to be a storm-free sunny lunch on the pier overlooking Portsmouth harbor. Diners included Ken and Gloria Nykiel, Jerry and Ruth Anne Tulis, Sandy Osborne and George, John and Nancy Loftus, Sally and Bob Gilbert, Jim and Jane Hannum, Bob Cunningham, Gordon Wallace, and Danna and Alex Dearborn.  
-Alex



### *Saturday July 16th Cardone and Daughter—Cars and Coffee*

We arrived at Cardone and Daughter Saturday morning July 16th @ 11:00 a.m. They had coffee and a selection of Dunkins' finest waiting for everyone. Cardone and Daughter have been doing business on the shoreline for over 40 years and always operated out of a small garage on Rt1 in Westbrook. They recently moved to a larger more modern building in Old Saybrook CT. off of I-95 exit 66. I brought my 356C coupe to test them out recently and told them about the TYP356ne group- voila," let's get together!"



David Cardone is trying to make his presence known by inviting various car groups to visit and hold social events at the new location. This day he had the model A club, the Thunderbird club and TYP356ne in attendance. We spent about 1hr visiting and viewing the various cars he had for service. Everything from VW's to a 55 Chevy in purple, Thunderbirds, TR6, a VW thing, and TYP356ne represented by 10 356's. I thought a great turnout!

After we all had our fill of Cardone's, what better way to leave Old Saybrook than a tour along Rt 154's scenic route along LI sound. I think one of the prettiest stretches of scenic road on the coast that overlooks the Saybrook light house and the borough of Fenwick. The group then followed Greg out of town and up scenic Rt156 to Haddam, near Gillette Castle and the Goodspeed Opera House, with its swinging bridge. Seven members of the group continued on, winding up in East Haddam, where they enjoyed a lovely lunch at the Gelston House. John Henry



***Second Annual Club Day  
and  
Drive Your Porsche Day***  
**SATURDAY SEPTEMBER 17TH, 2016**

11am to 3pm

at

LAKE PEARL

W R E N T H A M

299 Creek Street, Wrentham MA. 02093

**A FUN FILLED DAY FOR EVERY MEMBER**

*This years event will be held on the weekend of Dr. Porsche's birthday so we can celebrate Drive Your Porsche Day at the same time. Centrally located with easy access off of I495 (same exit as the Wrentham Outlet Mall), the Lake Pearl site has a beautiful grassy area and a large tent that we can use for our activities. A full BBQ lunch will be provided by Luciano's of Wrentham.*

*We need to have a head count for the food. There is a nominal charge of \$10.00 per car if you register before Sept 3rd. and \$15.00 per car if you don't register ahead of time and show up the day of the event. Watch your email for full details.*

*Come out, support your club, learn more about your car, and have some fun!!*

**Tentative rain date—Sept 24th**



# Unobtanium Open House

Saturday, September 3rd, 2016  
12pm to 3pm

I want to invite everyone out to our 3rd Annual Open House at our location in scenic Ravena, NY. If you have been to one of our open houses before, you know the food is always in abundance and free. This year we pulled some strings and got the World Famous Yanni's to cater the event for us, we are all very excited about this. <http://yannisrestaurants.com/> There is plenty of parking that is super safe as the Police Station is the only other building on our dead end street. We encourage everyone to bring their Porsche, but, if you can't, please bring yourself and a few friends. We will have food and drink on hand and the Unobtanium crew of Adam, Matt, and Big John will be there to answer any questions. We might even talk Big John into doing some feats of great strength! The warehouse normally has 15-20 early Porsche projects to look at as well as shelf after shelf of parts for all your restoration needs. You won't be disappointed if Porsche 356's and early 9 series cars are your passion. In addition, some of our personal collection will be on hand like the 356 A Coupe that won Daytona in 1966. You can also check out the latest shop project - we are converting a 914-6 into a 904 using a real 904 body!

Also, you never know who will show up at an Unobtanium Open House, celebrities do make cameos. Last year when Frank Serpico showed up, he even had us badge his Toyota MR2 as a Porsche!



If you want to see pics from last year's open house you can check them out on our blog: <https://unobtaniuminc.wordpress.com/>

Last year we lined the street in so many Porsches you would have thought you were in Germany!

The shop address is:

Unobtanium  
14 W Shore St.  
Ravena, NY 12143  
518-705-1355

Hope to see you there! Adam Wright



## Featured Member– Bill Collins

I was born and grew up in Hanover, NH with a burning desire to see more of our world. After college and ROTC at UNH, Uncle Sam had dibs on me and I found myself jumping out of perfectly good airplanes in Georgia...destination Vietnam. But, the Army needed volunteers willing to add a year to their two year obligations. The options were Europe, the Canal Zone, & Alaska. As an outdoor enthusiast, I saw only one option. During my tour at Fort Wainwright in Fairbanks, Alaska, I had two on-post neighbors with VWs. One was a 1956 Sunroof sedan, and, the other, a 1964 VW Westfalia Camper. Neither VW would start or run at 60 below zero. However, after nearly 3 years in the Arctic, a 50 year hobby interest in VWs was in my blood. Completing Uncle Sam's obligation I returned to New Hampshire. After a few years of working in different industries, I started my own business as a manufacturers' rep. in the Heating Industry. As the business grew, I started collecting very early VWs. One of my earliest was the first VW ever sold in New England, a 1951 Deluxe Sunroof Sedan. Forty five years later, this VW is still claiming a lift in my garage.

Over the past 45 years I have relocated from Bedford, NH to Andover, MA and Windham, NH. The relocation to Windham provided extra acreage, and I received permission to build a separate "Antique Car Garage" for my VW collection, which was growing. As a cofounder of the Vintage VW Car club of America during the late 90's, I concocted a plan for a tour of early VWs to celebrate 50 years of Volkswagen in America. My plan was to



drive from California with 12 very early VWs. Then continue on to Wolfsburg, Germany (VW headquarters). In order to cover the costs of our tour, I needed to convince Volkswagen of America that this would be a great promotion for their "New Beetle". It worked, and 12 vintage VWs, 1946



-1957 completed the tour. I still have the symbolic keys to the city of Wolfsburg on a shelf in my office at home.

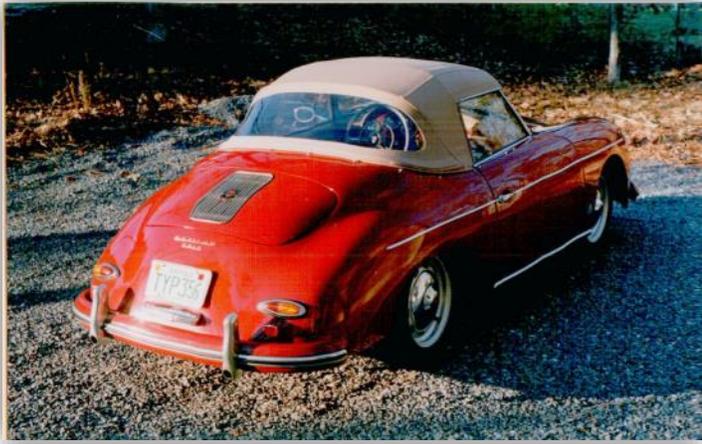
The Fatherland Tour brought me a lot of publicity including an invitation to join the "History Channel Great Race" with the first VW ever. My car



was to be the Fatherland Tour 1949 Volkswagen, a Hebmuller 2 seat Convertible. I signed up and learned within the first few miles of day one that 25 HP could not compete with Ford V8's. The coast-to-coast rally, however, was addictive. For year two, I decided to find a more competitive drivetrain. My second shot at the "Great Race" was completed with the engine, transaxle and brakes from a very low mileage 1953 1500S pre A Porsche coupe. It had been totaled and left on its side since 1955 with a tree growing up through it. I ran the Great Race for two more years with the Porsche drivetrain and became hooked on early Porsches.

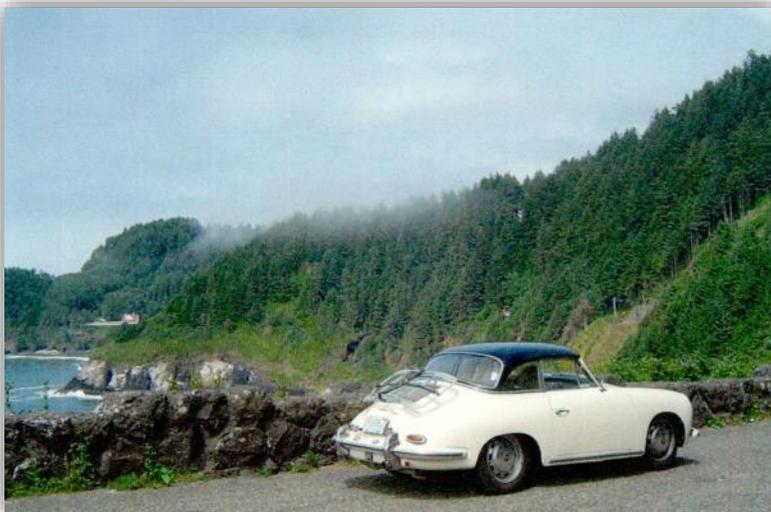
And now for the rest of the story: The 356 Porsche enthusiast pointing me to the early

drivetrain for my 1949 VW, just happened to have a 1959 356A Convertible D for sale in upstate New York. So, my wife, Connie, and I headed west. After



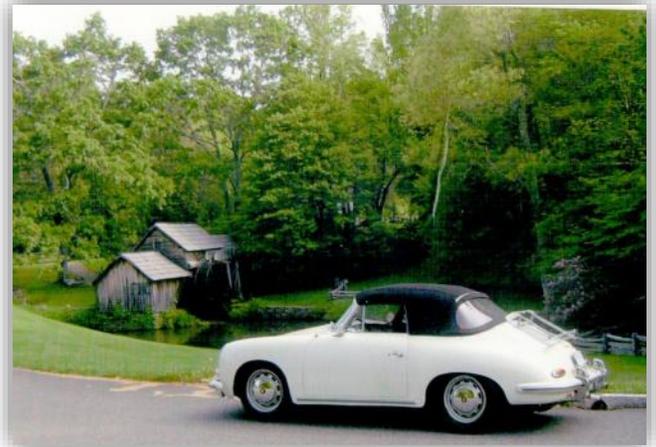
driving the Porsche, I was totally sold on it. But, the seller told me he had just received a phone call offering \$5000 more for the car. I immediately told him where to stick it! We were headed for New Hampshire. By the time we had reached Albany, Connie broke the silence by asking if the Porsche was worth what he was asking. Yes, I grumbled! Her response was "then swallow your foolish pride and buy it. In fact, I'll pay the extra \$".

Shortly after bringing the Porsche home, I learned of New England's TYP356ne Club and joined an incredibly active driver's club. A few months later I started to attend the monthly board meetings and became a regular participant. By 2009, I had moved through a number of board chairs to the presidency for two years. I also became very active within the Porsche 356 Registry while rolling serious miles on the Convertible D heading to and from east and west coast holidays. Somewhere along the way, a 1965 SC Cabriolet landed in my garage...thanks to Sid Wilde. After a couple of rainy trips in the SC, it took over the long distance coast to coast jaunts. In checking the odometers of both Porsches, I've enjoyed



167000 miles of Porsche pleasure. Now in full retirement my garage is home to a small collection of German iron. My 1951 VW Sunroof Sedan now claims the pre A drivetrain. While an original 1967 VW Westfalia Camper sees occasional miles. A completely original 1985 BMW M635CSI (Euro Spec) has nailed a lot of our hot weather miles...with A/C! The Convertible D and a 1965 356SC Cabriolet have logged serious miles in 47 states and all but 2 Canadian provinces with my hands on the wheel. I'm now trying to convince Connie that a 356 drive to Alaska would lock in two more Canadian provinces and Alaska. It's going to be a tough sell! I've never stopped smiling since snapping my seatbelt in that 1959 356A convertible D.

Bill Collins  
Windham, NH



Note- Bill and Connie have decided to move to Arizona. They may however, keep a summer home in NH. Hopefully, we will see them at future club events. Ed



## *Everybody Loves a Parade*

by Tom Tate

It's been a lot of summers since I have been to PCA Parade. The first one that I attended was in Reston, VA. back in the late '70's and, while I have been to a few others, they always seem to be held in some place at least a week away in a 356.

When the 2016 Parade was announced with a Vermont resort as the location, I knew that I would be there. Jay Peak is only 2 ½ hours away and I have a sister-in-law with a ski house on the same mountain. A ski house that isn't really used in the summer and it had a garage. When you have a car without a roof on it, you're always thinking about Alternate Plan B if it rains.

It was starting to look like I would be attending alone due to work schedules and business meetings for spouse and son until number two Grandson in AZ raised his hand. His older brother, Marc, was working, but Louie was ready to fly back and help out his Grandfather.

Louie has been playing with cars the last few years and with Marc has even flipped a few cars for fun and profit. He can drive anything and while he hasn't been on the Autocross circuit, he can drive the wheels off a go cart. As an excellent student I figured that he would make a good navigator on the Rally too, as long as it didn't rain. I signed us up for everything, Concours, Rally and Autocross.

The Speedster would be a little cramped with two people, luggage and spares, including floor jack, tools, and an extra set of tires. So I figured that Louie could follow me in the '72 911 with the Martini livery. Besides, if we got rained on either going or coming, I was sure that he wouldn't mind getting a little wet.

The Red Eye from Phoenix was the cheapest flight on the list so I charged into town in the 911 at 5 am like Claude Lelouch in *Rendezvous* (1976) to scoop Louie up and we went off to breakfast. From there we went to a wedding in Bridgewater that I didn't want to miss as Rick and Maureen, my metal wizard and his partner, were getting hitched. It was practically a car event with lunch as it seemed like the entire custom car community was there.

The weather was looking great for the next day's drive north so we packed up both cars that afternoon, checked oil levels and tire pressures and were ready to roll. We were to meet up with Jeff, another 356 driver, at a rest stop on Rt 93 for the ride up. At that stop it was decided that Louie would keep the EZ Pass (Jeff had one) and drive through the high speed side of the Toll and I would stop and throw out cash. We only have one Pass in

the family as I can only drive one car at a time. I may want to review that. The plan was to regroup at the rest stop just a mile up the road and also pick up some supplies for the week since there is a State liquor store there.

As I geared down to approach the toll booth I rolled up to a group of bikers making a lot noise on their Harleys in both lanes. It was Bike Week at Laconia, NH. Not to be outdone I roared off to show them that I could make a lot of noise too. I went to second gear at 5500 and wound up even higher before going to third. Blackie didn't like that at all. As I shifted into third gear, I heard a bang and the generator light came on; not good. If the generator isn't turning, the cooling fan isn't turning, and it's probably because it threw the fan belt due to driver error. If the engine isn't being cooled, the trip is over.

Good news, I was approaching a rest stop with friends waiting. I could see Jeff and Louie standing beside their cars so I just shut off the engine and coasted into a parking spot.

Blackie didn't just throw a fan belt the engine broke it into pieces. There were pieces laying in the engine compartment smoking. It only took a few minutes to install a replacement from the supply of spares on board and we were on the road again.

The rest of the trip was fun with passing cars waving and snapping cell phone photos. That's why we have these old rides. Louie was getting used to smiling at the cameras.

Rolling up to the registration building we checked in and started greeting folks that I hadn't seen in years. After a three hour run it was time to get to the house and start cleaning the car for the Concours the following day. With two of us working, the job went fast and so we jumped in the 911 to meet some folks for dinner.

The cars were to be at the show site at 7 am so we got up early for the ten minute drive up the mountain and set the Tub up on the grass of the 9<sup>th</sup> hole of the golf course. It looked great. The Judges thought so too. We took a First in Class.

I had a set of Bridgestone R-71 tires mounted on rims for the Autocross that had just arrived on



the Thursday before (after waiting 3 months) that we needed to scrub in. So after the judging was done, we drove back to the house to change over to race tires. The plan was to drive the sticky tires on the Rally the following day so that they would be ready for the Autocross on Thursday.

The Rally was a great time as we ran in the unequipped class and only had to stay on



course, no calculations required. I have to admit that it was Louie that kept us on course as I wanted to turn around a couple of times but he insisted that we were on course and we were.

There was one minor glitch on the way to the start on Tuesday morning. That same battery post short that I wrote about (and fixed?) a couple of years ago appeared again. As we turned a corner to start up the mountain, Louie pointed under the dash and said that he saw smoke. Sure enough, the battery had moved over and shorted the positive side to ground via the metal spring that held (?) the battery in place. The spring heated up like a light bulb filament and started melting the plastic battery cover producing lots of smoke. Of course the battery was behind the spare tire that was held in place by the correct fabric tire strap which was covered by the tool kit so it took a bit to get to the short and stop the smoke from billowing out. I thought that Louie handled it pretty well as he was calmly standing beside me taking all the parts that I was frantically pulling out of the front compartment. No harm, no foul as there was already a burn mark on the battery cover and the Judges hadn't noticed. With the rubber boot back in place; disaster was averted and off to the Rally we went. I really have to come up with a more permanent solution for that problem.

The following day we drove out to the Autocross site to take a look at the course and give Louie a chance to practice some first to second gear shifts in a 58 year old car with a shift pattern as big as the front page of the Sunday paper. We also had a reservation with the Michelin tire folks to try out some tire combinations on two 2017 911s. Louie jumped into the new Tur-

bos like he's done it all his life and got them both sideways, and caught them, on the short course they had set up. The demonstration was to show the evils of mixing different brands on different axles and boy were they a handful when the four corners didn't match. I figured it was good practice for his stint the following day in the Speedster.

We had a chance to walk the Autocross course twice the next morning and our class was first up at 9am. It was a good course but we could've used a taller second gear because the two short straights got that old engine well into the red zone. I was concerned about that new fan belt but it held up OK. I went on to third twice but since Louie hadn't practiced the second to third shift I told him to just use second. Fan belts are cheap. He did a great job, shifted smoothly, never got off course, didn't hit any cones, and had the good sense not to drive faster than his Grandfather. I took the first and Louie got the second in an eight driver field. A great day.

The Concours and Autocross dinners were held on separate evenings and it was great to see folks from



all over the country. It's always nice to go up on stage to pick up a trophy too. I think that it's something that Louie could get used to. He looked right at home next to the Michelin Man.

We left town on Saturday in order to be in Medfield on Sunday morning for the Elm Bank Car Show that had been moved from Wellesley. After 14 years, they had outgrown the space and had discovered the huge open areas known as the old Medfield Hospital. It has been a Hot Rod / Domestic show for the most part; think 8 classes for Corvettes, 6 classes for Mustangs and 3 classes for all Foreign. The import community had spread the word and we were trying to get a good number of cars on the grass and I wanted to help out.

After a 280 mile drive on Saturday, Louie and I got to work cleaning the bugs off of Blackie and it paid off as we got another first in class on Sunday. This time it was what we used to call a bowling trophy, as the award was almost as tall as the 356. I'm not sure where that will be placed in the garage but I'm told that it's not going in the house. KTF Tom

## TubTech

Let there be light!!!! A major problem with our 6 volt cars is the brightness of the headlights. The 6 volts were never bright, but as they get older, corrosion at the various contact points tends to reduce the voltage that gets to the light making them dimmer. The following are two solutions to this problem, one a tried and true old method and the other a state of the art new method. Both can produce the desired results.

### Adding relays for Brighter lights

With the discovery of halogen, HID, LED and now Laser headlights our poor 356's have been left in the dust. Halogen replacements with their bulbs have been around since the '70's and many of our vendors have LEDs ready to plug in. The first simple fix of 40 years ago is still the most efficient (read cheapest) and can make our 6 volt candles seem like modern lights.

Remember that these cars do not use relays of any kind except for the horn and light flash. All the current had to go from the battery to the ignition switch, on to the light switch on the dash, then to the floor switch (A) or turn signal switch (B/C) to change from low to high beam and then on to the lights themselves. The voltage drop (read resistance) along the route wasn't that bad when the Tubs were new but 50 years later between switch contacts and screw on wiring connections you're lucky to see 4.5 - 5 volts at the headlight plug.

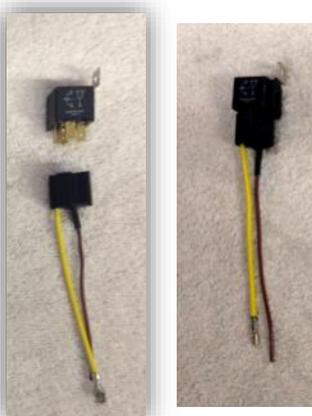
A very easy solution was to do what the factory didn't do and that is to provide 6 volts at the headlight plugs by using relays and a direct wire to the battery. It takes 4 relays (6 volt), 4 relay plugs. 12 solderless connectors, about 8 feet of wire and 3 hours of quality time in the garage.

The 3 wires that are connected to the back of the headlight plug are removed. One is ground (brown), one is for high beam (white) and one is for low beam (yellow). Both relays need to be grounded (brown wire) and one relay gets a white wire to turn it on, the other gets the yellow wire. A single wire with an inline fuse for safety is installed directly from the battery to each headlight bucket and then split so that each relay in the bucket has a voltage supply directly from the battery. Finally, a single wire from the output of each relay is connected to the headlight, one for high beam and one for low beam. The relays are placed in the bucket behind the headlights without the need to bolt them down since they are each grounded. They're not going anywhere and besides nobody can see them. Put the head lights back in place and you're ready for all those late night runs down the highway.

Now when the lights are turned on it will be done through the relays in the headlight bucket so the high current needed will be routed directly from the battery to the lights and not through the switches on the dash. The total cost for parts is about \$50.00.

As an added boost I suggest replacing the GE sealed beams (50/40 watts) with H4 headlights (60/55 watts). You already have them out anyway and the relays can easily handle the extra current, so while you're at it ...

KTF Tom Tate



Left, a relay that will work-  
Potter & Brumfield part no. 1432873-1.  
Available from [www.newark.com](http://www.newark.com)



Right, sockets can be purchased from Feeldo Auto Accessories as part number 5452. Note—sockets are not necessary, but they make it easier to connect to the relay terminals.

## SMD Headlights

When I first had my 356 restored, I went with the traditional sealed beam headlights. That was around 13 years ago, when sealed beams were a popular choice for 6 volt cars. Forward time about 7 or 8 years; it was suggested to me that if I wanted a great deal more light produced by my headlights, I should change over to the 6 volt sealed beam with H-4 bulbs. I was very pleased with the results, considering the dim yellow light from my original sealed beam headlights was very faint and made the road difficult to see at night.

This past March I attended the 356 Registry's Los Angeles Toy and Literature Show, at the Airport Hilton in Los Angeles. At the show, among a few hundred vendors was Jeffrey Fellman, the owner of Classico Wheels of Sarasota, FL. Jeffrey was running a special on his newly produced phosphor based SMD headlights, for either 6 volt or 12 volt cars. He claimed that these were the greatest invention since "White Bread," so I listened closely to his presentation. He told me that they would produce twice the light that my original sealed beams did and had a life expectancy of 24,000 hours. They would also give off a great deal less heat and drain very little from my battery drawing 1/5 the current of a standard sealed beam or H-4 Halogen lamp.

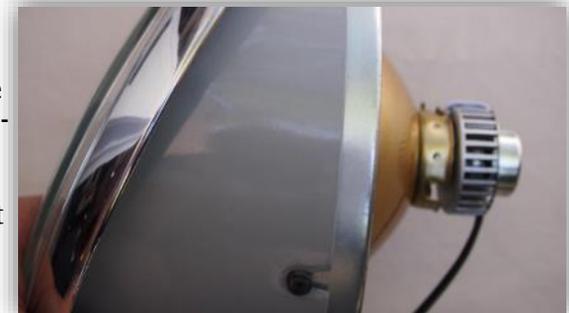
I purchased a pair of the lights and installed them in my 356. They are a simple plug in installation. Unplug the old beams and plug in the new. They are a bit sensitive however, as far as the correct wire in each hole goes. You might get away with one or two of the wires



plugged in the wrong place with Halogens, but not with these. That's the only drawback I've found, if you'd call that a drawback. I have otherwise found them to be just about everything Jeffrey said. The light is very bright from them

and once properly adjusted, light up the road at night pretty much as well as modern headlights. I am very pleased with my purchase.

If anyone else is interested in a pair of these, I suggest you give Jeffrey a call or send him an e-mail. His phone number is 941-321-9389 or go to the 356 Registry website, click on Resources, wait for the drop down menu and click on Vendors. Follow the list of vendors down to Classico Wheels. Click on the link and check out these SMD Headlights for yourself. The cost is about \$250.00.



*Bob DiCorpo*

Right- Bob's speedster with the SMD lights, one on high beam and one on low beam.





## *We Can Save Them All*

Saving 58013, by PJ Bernard

### *“Pepita”*

**W**hen I first saw that name I immediately visualized sunny days in the early 80's tramping around the east coast in my old 53 Chevy Pickup with a tent, my first dog and of course..... “Pepita”. Great memories! Of course that's not the current reality - It's before my first wife, it wasn't Pepita, I've still got the truck and lucky for me my second marriage was to an auto-enabler (she's also a sweetheart for putting up with me).

Well, it seems as we've got the real Pepita.

The good thing is I get to now properly familiarize myself with Pepita. Otherwise known as Hound's-tooth, its only fabric. Why we're using what would seem to be either a Latin or English name for fabric in a German car is a bit bewildering but there you have it.

How? As 58013 got wrecked in 1962, shuffled inside and hadn't seen the light of day until now I'd be willing to wager that it's the original upholstery. Given that the options on this car were a bit tarty looking, there's no evidence of interior work and Porsche did use “Pepita” I'd think we're on to an interesting discovery. I've sent out a couple of feelers looking for evidence of it being used before officially offered as an option and really focusing on any sign of it pre 1962.

Pepita did show up in 65 and was later offered on 911's which would lead one to believe it was added to our car after the fact but the car was put to bed long before the 911/912 came out or it's use in a C.



When did Pepita first show up? There is mention of it on the 356 Forum referring to a Kardex for a C with it as an option but only the one mention and apparently it can be found in the 911 trim books. The style is brought up as something Ferry was enamored with and mentioned quite a few times in the registry and Rennlist forums but it seems nobody has dug deep enough to find anything definitive.



On our car the fabric is on the door panels and the seat inserts top and bottom. With professional help the seats may come clean enough to leave as be. They've no rips or tears and no hard stains evident beyond the even brown tint of dirt on both. The same can't be said for the door panels. The vinyl is good on both but the fabric is ripped and not repairable. I have managed to remove a small sample from the backside which is clean and in good shape. This will probably get split in two with one piece headed to Tony at Autobahn and one to Classic FX in the UK. Both have sourced out and used good quality Hound's-tooth fabric. Autobahns came from Eric Linden in Seattle (who apparently no longer has it), Gerry at Classic went as far as having some made to match the original wool

weave spec. Both have a reputation of not skimping on material. Unfortunately it looks as if I'll have to go the manufacturing route as well, there are a few different color patterns from multiple suppliers but all with white in the mix, however a simply red and black pattern I've not been able to find. PJ

## New Members 356's

Attached are some photos of my car. I am a relatively new member, joining this Spring. My car is a 2004 Intermeccanica 356 Roadster D. It is fitted with a CB Performance Engine that is rated at 146 HP. I flew to Florida in March and drove the car home to NH. The car had less than 5,000 miles on it when I purchased it, and I am quickly changing that. It has been a pleasure to drive, and while not an original, fun all the same. The color is Chiffon White. It is fitted with power windows, a/c, heated seats, updated audio system. It has an original Porsche steering wheel, and an umbrella brake which most replicas do not. So, while not for everyone, and I certainly understand that, enjoyable and worry free.



Regards,  
John Loftus  
Rye, NH



### Gregory Shook's Speedster Replica

Right- Enjoying the weather recently - by the barn  
Below- with my brothers "outlaw" 2110 cc



## CLASSIFIED - FOR SALE/WANTED

### For Sale

For sale 4 Bridgestone blizzak tires, 225/55R/16 on BMW rims good condition, \$200.00 or offer  
Peter Thompson 978-465-2329  
[pjturkeyhill@gmail.com](mailto:pjturkeyhill@gmail.com)

### For Sale

Collection of 356 engine shrouds and heater boxes, etc. All in rough but mostly usable condition.  
I'd like to get rid of most of them, make an offer.

Ed Tobolski, 508-384-6341 [tobolsed@verizon.net](mailto:tobolsed@verizon.net)



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.

## Websites 2016

I recently sent an email to the members asking for any websites that they have found interesting. Below are those sites. You can also find a large list of other websites on the club website under Resources.

The Samba VW and some 356 cars and parts –  
<http://www.thesamba.com/vw/> -

Auto Week- general car info –  
<http://autoweek.com/>

Bringatrailer, online auction  
<http://bringatrailer.com/>

A mostly U.K. based P-car site with a 356 section.  
<http://www.ddk-online.com/phpBB2/index.php>

A forum dedicated to the research, study, discussion, and just plain ol' talking about the history of motor sport. Great F1 coverage.  
<http://forums.autosport.com/forum/10-the-nostalgia-forum/>

One of the best:  
<http://petrolicious.com>

Porsche abc GT, the Porsche Blog & Forum, Website for Porsche forum and restoration. Lots of Porsche 356's. Excellent site run by Justin Rio. –  
<http://www.abcgt.com/>

Auto blog- general auto info –  
[www.autoblog.com](http://www.autoblog.com)

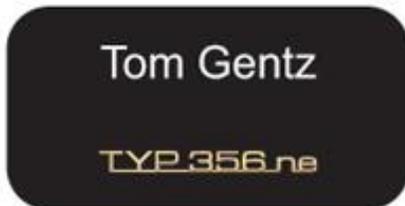
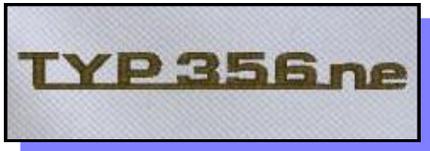
Motorsports Marketing Resources- MA based site with lots of interesting car info-  
[www.MMRsite.com](http://www.MMRsite.com)

## 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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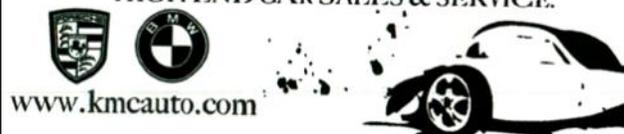
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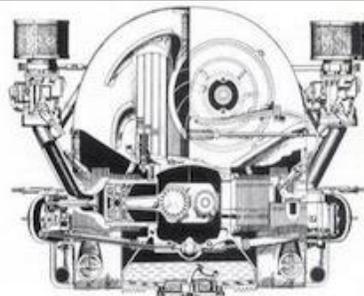
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