

TubTimes

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Official Newsletter of

TYP356ne



*TOM TATE'S "PUDDLE JUMPER" 57 356A COUPE HAS EARNED THE NICKNAME
FULL DETAILS ON PAGES 4 AND 5.*



TYP356NE OFFICERS

President- Peter Venuti



Vice President/Membership Chairman—
Allen Sisson

Secretary— Peter French



Treasurer— Dennis McGurk

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KEY MEMBERS-

Director at large/
Immediate Past President

Tom Tate



Director at large
Jeff Leeds

Director at large
Greg Lane



Director at large
Frank Anigbo

Newsletter Editor/Director
Ed Tobolski



Webmeister—Scott Sogge



**SAVE THE DATE- OCTOBER
17TH-21ST 2018
356 REGISTRY
EAST COAST HOLIDAY-
OCEAN CITY NJ**

NEW MEMBER

Phillip Crawford
Phillip lives in Kittery Point, Maine. He
owns a 356B cabriolet and a 912.
Welcome to the club.

Calendar of Events

For more details and the most up to date information go to the club website - www.typ356ne.org

November

- Monday, November 6th, 6pm – 7pm - [TYP356ne Monthly Board Meeting](#)
The board meeting will be held at the following location (see the club website for more information)
NewBridge on the Charles, Hebrew Senior Life
2nd Floor Activity Room
Gloria Adelson Field Health Center
7000 Great Meadow Road, Dedham, MA 02026

January 2018

- Sunday, January 28th, 2018, from Noon until 4pm, is the tentative date and time for next year's Holiday Party at Blue Hill Country Club in Canton, MA. Details to follow as we get closer.

President's Message

With October behind us and many of the leaves already on the ground, it seems there's no denying the change in seasons is upon us. With that change in season, it's time for a change in our club's officers as well. The four elected positions are President, Vice President, Treasurer and Secretary. Please keep an eye out for emails regarding the election.



In recent months, three long standing board members have retired from the board; Norm Brust, Ken Nykiel, and Gordon Nichols. All served the club for an extended period of time and deserve a huge thank you for their years of service. So please join me in thanking them for their efforts over the years organizing so many events and keeping the club running. We have one new addition to the Board Frank Anigbo, as a Director at Large. Frank is in his second year of membership and lives on the Cape with his wife and three children. Please join the Board in welcoming him to his position as Director at Large.

In other news, our very own Tom Tate will be running for one of the three open positions for the 356 Registry Board of Trustees. Tom is running with the expectation of representing the east coast to balance the Board of Trustees. With the 2018 East Coast Holiday in Ocean City, NJ, we hope to get even more support from the Registry for events that we can all attend in the years ahead; like they do on the west coast. Trustees are elected for three-year terms. There will be both electronic and ballot voting beginning Nov 15. Let's support Tom and his efforts to help us all enjoy the club. Peter

Here are the 356 Registry's voting instructions- Electronic Voting, Nov 15 - Dec 1.

Voting will again be offered through a secure electronic service. As last year, all members with an email address on file with the club will receive an invitation to vote online. This invitation will be sent out on November 15th. Online voting will be open from that date until December 1st; you must vote within those two weeks of receiving the email invitation. (Tracking of voting last year showed that the vast majority voted within a day or two of the email invitation.) This schedule should allow every member to have received their magazine and read the candidates' statements (which will also be posted online at the website).

Printed Mail Ballots, due by Dec 15.

No ballots will included with the newsletter. Members without email access or who prefer to mail a ballot can request an original paper ballot by writing or by calling the membership office. We will mail one to you to be filled out and returned to our accounting firm by December 15th. Only original ballots properly filled out will be valid. Note, we are accelerating the schedule (from December 31st) so that we can inform our members and plan for new trustee arrangements by the beginning of the new year.

If you want a paper ballot to mail: Email membership@porsche356registry.org or call 651-342-1524 or write to request: Box 356, Stillwater, MN 55082.

FEATURED 356— TOM TATE'S 1957 356A SUNROOF COUPE

101169 is a 1957 356A Sunroof coupe purchased at the Porsche Factory by Col. Ernest T Cragg. The car was named the Puddle Jumper after it was shipped across the Atlantic three times due to work assignments for the U S Air Force. In 1958, Colonel Cragg returned to the United States and was assigned to Headquarters, USAF in the Pentagon. In 1963, Colonel Cragg became first the vice commander, and then the commander of the 20th Tactical Fighter Wing at RAF, Wethersfield, England. He also served as commander of the 3500th Pilot Training Wing at Reese AFB outside Lubbock. Upon his promotion to Brigadier General, he became deputy chief of staff, operations, the Air Training Command, Randolph AFB Texas. In 1969 he returned to the Pentagon, first as Assistant Director, and then as Deputy Director of Aerospace Programs. General Cragg was reassigned to be Vice Commander of Second Air Force at Barksdale AFB. A year later he became the commander of the Air Force Inspection and Safety Center at Norton AFB, California. His final assignment was as chief of staff of the Allied Air Forces Southern Europe, based in Naples, Italy.



Puddle Jumper's factory options included a 'Golde' Sunroof, headrests, luggage rack, glove compartment clock (7 day manual), Telefunken radio, electric antenna, and sealed beam headlights. The car competed in rallies in the US and Europe and was equipped with a Halda Speed Pilot driven by a second speedometer cable installed in the right side front spindle.

Delivered in black with a red interior, it was repainted blue in 1971 and sent off to college with the owners son, Ed Cragg. A traffic accident, in 1972, occurred when another driver ran a stop sign causing extensive damage to the front of the car. Repairs were never started as the Puddle Jumper followed the moving family for the next 44 years. Following Major General Craggs passing in 2006, the car was listed on Ebay and sold to Tom Tate.



The restoration was done over a four year period beginning with the metal work needed to repair the collision damage which the insurance company had estimated to be \$2000. The current estimate would have been ten times that amount.

The original nose and fenders were repaired and extensive rust repair was done by Rick's Custom Fabrication in E. Bridgewater and paint work

completed by Bob Lundell of Hansen, MA.

Reassembly took nearly a year of nights and weekends with the installation of an SC engine while the original normal was being rebuilt. Care was taken to return the car to its original specifications including the wind up clock, Halda Speed Pilot and Telefunken radio. The original luggage rack has remained on the car for the past 60 years. A plaque on the glove box door commemorates the original owner.



The Puddle Jumper was restored to be driven and, while it spent a year on display at the Museum of Transportation, it has made two runs to Georgia for the Helen Drive (2013, 2017, see page 6) and has also done the Tail of The Dragon twice.



The car is half of the book ends in the Tate garage, matching Blackie, the Speedster that is also an original black car with a red interior. The original idea was to have a Tub for sunny summer days and another for Spring and Fall in New England, an idea that has worked out quite well.

Tom Tate - KTF



Dash Plaque

Peekskill Grand Prix

Wow, what a fun day. Driving full out through city streets is really fun. Two other 356's made it out; Chris Smith from New Jersey in his 59 A Coupe and Ken Taplin came all the way from Maine in his 59 Convertible D. The three of us had about as much fun as you can in a 356. I'm hoping to get a whole Porsche group together for next year and all run together.

They broke the cars up into divisions; we were running against early Asian cars as well a mix of European cars. There was also an American Thunder Group, as well as a British Invasion.

Everyone had a great time, can't wait for next year!
Adam Wright



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DRIVE TO HELEN 2017 by Tom Tate

It had been a while since I have attended what has become known as the Helen Drive, so when the chance came up this year, I jumped at it. A small group of 356 owners have a gathering every other year in Helen, GA, in the north Georgia mountains. We get together for some terrific drives on roads that all look like the Tail of The Dragon, watch a race movie in a field like an old fashioned drive-in (remember those?), have a pig roast, and hold a swap meet.

Of course the best part is the drive down from Mass in our Tubs collecting friends along the way. This year Jeff Leeds and I started out and collected friends, Don in NJ and Cliff & Jean in VA. Rest stops are always fun as we stretch our legs and check oil levels and answer questions of



folks who admire our rides. The Puddle Jumper was using more oil than I liked so each stop was important for me.

The second day found us at the Log House 1776 Restaurant in Wythville, VA for dinner. It's nice traveling with folks that know all the right places to eat. The Tubs felt right at home and the food was great.

On the final day of driving, the generator light on Jeff's '63 came on so we pulled over to take a look. We had enough spare parts to solve just about any problem, so we replaced the voltage regulator first, since it was an easy swap but the light stayed on. We figured (correctly) that the battery had enough juice to make the final leg of 280 miles so we continued on to Helen. Closer inspection found that the generator brushes were worn down and shorting against the case so it actually turned out to be an easy fix. There were two spare 12v generators in the group and one was needed, later, for another member who also made it to Helen with a light burning. That was a doctor from Minn. who looked like he was in operation mode when working on





his 356.

The big draw of this event was the Pig Roast that is held on Sat. night, along with live music, around a big fire pit. This year was the best ever as the pig had been cooking in a Pig Cooker (what else?) all day. It looked like a small oil tanker towed in behind a pickup truck early in the morning and attended to all day.

The weather was great all week and the cars were doing fine but, after a run through the Tail of the Dragon on the last day, the sunroof coupe began to tire. The views were terrific and the Tub looked great but the engine temperature was too high and the power just wasn't there.

I had driven down with an engine that I've been using in four different cars over the last 20 years or so. It is sort of a utility piece that I just plug into a Tub that needs an engine. The original engine for the Puddle Jumper was in boxes when I bought the car years ago. It had been rebuilt and was waiting in the garage to be installed upon my return. I didn't want to run a brand new engine 1100 highway miles and I figured there was one more long trip in that engine. I was wrong.

By the end of the weekend, while the car would start and drive, there was no question that it wasn't up to another 18 hours on the road without risking damage. I really didn't want to have it blow up and leave me on the side of the road so I left it at a local shop owned by another 356 Registry member in Cleveland, GA and rented a car for a four hour drive to an airport that had a flight that would get me back home.

In all the years I have been playing with these Tubs, that was the first time that I have ever had one not make it home. Not a bad record by any measure.

The Puddle Jumper showed up at home after only a week. A quick check showed that my decision was the right one. Compression was 100, 95, 50, 75, well below the Factory standard which should be over 100 psi.

The tired engine is already out (shown in the background below) and the original is ready to go in and looks great. I should be able to plug it in after the last LeMons Race at NHMS this weekend. It will be fun to have one last ride before the snow flies.

KTF



Winter is Coming!

A.C.S. Racing

What is an article with the word winter doing in the Typ356ne monthly magazine? Winter in New England, as it relates to the classic car hobby is universally hated by us all. It is the time of white dust on the roads. The white substance melts the snow and

ice as well as our cars. If our barely rust proofed beloved cars are driven on winter treated roads, they will quickly turn into rusty heaps, painful to look at and shadows of their former glory.

Once the state and municipal DPWs put down the initial snow melting treatment, all cherished vehicles should be carefully put away to avoid attack by the vicious "tin worm". How do we fight the "tin worm"? WE CAN'T! The only solution is; Don't Drive Your Car. As car enthusiasts, what should we do? Simply said we



should get the cars prepared for driving in the spring, summer, and the fall New England driving seasons. Usually by late fall, after a full season of driving, most 356's have started to show some form of needed repairs. Most are in need of a general service and a tune up. After all, the newest of the 356's will be 53 years old by 2018. We all know to change the oil, filter, vacuum the inside, wash the outside, add a fuel stabilizer, remove the battery, and put it on a quality battery tender before putting it away for the winter.

As a follow up to the tech session held in May at ACS Racing in Hanover, Ma., they have a suggestion and an offer. For \$125 they will pick up and deliver back to you your car in the ACS closed racecar trailer between November 15th and March 15th. This applies to Eastern, MA., R.I., and Southern N.H. Longer distances can be arranged for an agreed upon price. A service consisting of an oil change, filter, grease, 4 new plugs and fuel additive will be in the neighborhood of \$ 150.00. The actual cost might vary slightly due to the any special request of very expensive oil or plugs.

At the May tech session, the advantages of balancing the carburetors and adjusting the timing on the dyno was demonstrated on Ron Swenson's 912. As a result of this session several members have had their cars dyno tuned and have been very, very pleased with the results. Give it a try, your car will appreciate it. So will you when spring arrives.

Please feel free to call Scott Stevens at ACS Racing, 74 Industrial Way, Hanover, Ma 781-982-9434 for any questions and to arrange a pick up and delivery.

Jim O'Hare



TUB-TECH

The following are several pieces of technical information relevant to our old cars. If anyone has additional information of this nature, please send it to me for inclusion in a future issue of TubTimes.

GREAT SOURCES OF INFORMATION ABOUT 356'S

A Short History of the Porsche 356 - or how to tell them apart" By Bertrand Picard
www.mejor.com/356/356picar.htm

Here's a great informational resource for those who do not already know about it.
<http://derwhites356literature.com/LittleKnownFacts.html>

Evapo Rust, non-toxic rust remover

Many Club members have attended my tech sessions in Rhode Island. I take my cars down to bare metal to restore them. Part of that restoration process is to get rid of rust.

I have tried many rust removers and Evapo Rust, purchased at Tractor Supply, is so far the best. It is the best because it is totally non-toxic. You can put your hands in Evapo Rust without any worries. Overnight, it cleaned a hand saw and all the rust was dissolved. (See the comparison photo, Left) You can put small rusty parts, tools, even wooden handles in Evapo Rust to get the rust removed.



Before I paint the cars I have done ('66 and '67 911's) I use POR 15 Marine Clean to remove any oil or fingerprints. Then spray on Metal Prep to season the metal and hand brush on two coats of POR 15. Before the POR-15 totally dries, spray two coats of rattle can primer. Use a red 3M pad to score the primer then paint color on the bottom and inside the floor. POR 15 Metal Prep is also aggressive, so I use a mask when I apply it. No masks necessary with Evapo Rust. I have used Evapo Rust on cast iron skillets to remove old rust, since it is non-toxic. I recommend Evapo Rust.



Contact me with any questions or comments.
Tom Gentz - tbgentz@cox.net

A few weeks ago, Paul Ahnell was looking for an oil control ring for his 1960 1600N engine. Not wanting to buy a full set of rings, Paul searched for a source for the one ring he needed. He found a company in Phoenix called **Total Seal**. Here is Paul's account of his experience with them -

I didn't spend more than 5 minutes on the phone explaining what I wanted. "Kevin" just asked for dimensions of the ring and that was that. I'd say the price was very reasonable for the product @ \$8 (I bought 2 for \$16 given my propensity for SIWs). Also, if they can supply something as obscure as an original cast iron oil control ring for our Tubs, they have my praise. The S&H not so much; \$20.95 for 1-week UPS ground from Phoenix, AZ. Price for faster shipping went asymptotic. I asked "Kevin" to ship it in a USPS 2-Day express mail box and it would have been ~\$13 (or less in a bubble pack). He said they don't deal with USPS any longer. So, I had to stand around for a week waiting for the delivery. Kind of annoying, but I did get a new part that no one else had. Their website (www.totalseal.com) is geared to high-end racing equipment and not user friendly for trying to find 356 stuff. Best call them at 623-587-7400/800-874-2753. Paul



FIRE EXTINGUISHERS

In a recent email exchange, Niece Haynes asked the membership for information about a fire extinguisher that did not leave any residue. The answer was that Halon extinguishers are gas and do not leave a residue. However, Halon was outlawed in 1994 and has not been produced since then. The Halon gas has the same effect on the ozone layer as Freon. However, since there is a big need for extinguishers that don't leave a residue when putting out computer and aircraft fires, the EPA has allowed recycled Halon to be used. Therefore, it is legal to sell and use extinguishers using recycled Halon.

There are also new products available that are gas and don't leave a residue. They are almost as good as Halon (70%) and they are environmentally safe. Griot offers units called Halotron, (left) for \$165.00 to \$219.00. The Fire Extinguisher Depot (picture right in red, see link below) and Willhoit (below in black) sell one called Halgard for \$129.95. Willhoit states that they install them in all of their customers cars.



Halotron, (left) for \$165.00 to \$219.00. The Fire Extinguisher Depot (picture right in red, see link below) and Willhoit (below in black) sell one called Halgard for \$129.95. Willhoit states that they install them in all of their customers cars.

<http://fireextinguisherdepot.com/fire-extinguishers/halon-1211-fire-extinguishers.html>



During the exchange of emails, John Loftus provided some info on an interesting system called Blazecut. This is an automatic system that mounts in the engine compartment and trips when there is a fire. It's a plastic tube containing the fire extinguishing gas that you mount in the engine compartment, see the image below. If you go to their website (<https://www.blazecutusa.com>) you can see how it works.

The HFC clean extinguishing agent is liquefied gas used for volume fire suppression. The HFC clean extinguishing agent is discharged as a stream of gas and liquid droplets that penetrate into the fire area, ceasing the combustion process through heat absorption and chemical interaction. The HFC clean extinguishing agent is considered environmentally accepted substitute for Halon extinguishing agents, harmful to the ozone layer, used in the past. Here are the main features-

- Electrically non-conductive
- Non-corrosive
- Resistant to temperature changes
- Safe for people
- Leaves no residue
- Does not damage equipment, objects or sensitive devices
- Zero ODP (Ozone Depletion Potential)



The cost is \$119.99 for 3 ft. and \$159.99 for a 6 ft. kit. The website defines how long you will need.

Editor's comment-

I had a engine fire in my A coupe many years ago while driving at Lime Rock. The banjo fitting on the output of the fuel pump came loose spraying hi pressure gas onto the engine. Now, I regularly check those banjo fittings and any other fuel connection, especially on the output side of the pump. I carry a First Alert Tundra. It was recommended by one of the restoration mags. It's a aerosol can that I can carry in any car. \$13.48 at Lowes; I'll have to clean up the mess if I use it. Ed.

TUB-TECH CONTINUED-

LIGHTS UPDATE



One of the easiest and best upgrades you can do to a 356 are the lights. The installation of the LED tail lights from CuLayer (below) was covered in the Nov. 2013 issue of TubTimes. The only problem with these units is that you may have to change the flasher to a modern electronic type. The flashers are available from Stoddard. Go to www.culayer.com for the lights.



SMD headlights (above) were described in the Aug. 2016 issue of TubTimes. They can be purchased by going to—
<http://www.classicwheels.com/index.htm>



New LED array lights are now available. LED bulbs that plug directly into the 356 taillight assembly sockets can be found in both 6V and 12V, for either teardrop or beehive socket types. They are as bright or brighter than the stock bulb. And they should work with the stock flasher relay.



Go to the following website to see these bulbs-

www.elevenparts.com

Plus, don't forget a third rear light, see the Nov. 2013 issue of TubTimes. Contact- lereyn@aol.com

ODDS AND ENDS FROM THE MEMBERSHIP



Left- Jim Sexton sent this picture of his 63B S90 coupe in front of the Rt 6 sign in Provincetown. I never knew that Rt 6 ran all the way to Long Beach CA.

Below- Doug Barry found this old girl in the woods in NH.
How did Adam miss this one???



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.

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 for further information.



TYP 356ne

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

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Meister Restorations

Owners: Rainer Cooney and Jerry Dascoli
Location: Rt. 28, North Barnstead, NH
Shipping (UPS etc) Address: 1414 Suncook Valley Rd
Center Barnstead, NH. 03225
Mailing Address: P.O. Box 846
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Tel: 603-776-3561



Owner: George Nelson
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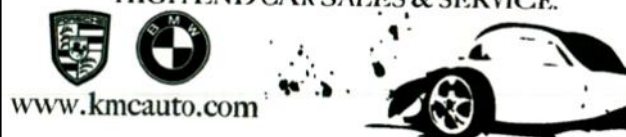
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