



# ***TubTimes***

***Official newsletter of*** TYP356ne

VOLUME 14, ISSUE 11, NOV 1, 2014

***PHOTO OF RALPH HADLEY'S 65SC TAKEN BY DAVID LAWRENCE.  
SEE MORE MEMBERS 356 B AND C COUPES ON PAGES 12 TO 15.***



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—Bill Sooter

Directors at large—

Norman T. Brust

Louis Frate

Ralph Hadley

Jeff Leeds

The weather has certainly been our friend this season as the changing leaves have been accompanied by pleasant temperatures. That won't last much longer as many of us will be adding Sta-Bil to our tanks and hooking up battery tenders.

Don't forget that these Tubs have decent heaters as long as cables and rods are adjusted properly, at least until the temps get below 40 degrees. When the engine doesn't get hot, because the outside air is cool, the air going into the heating system is warm not hot. That's not a plus as winter sets into New England. Keeping the revs up will help somewhat but I always wondered what they did in Germany back in the day. Their winters were certainly every bit as cold as ours and these were daily drivers. Now they're fair weather rides and the calendar says that it's time to head to the barn.

Maybe we'll see a few show up at the Paul Russell Tour on the 15<sup>th</sup> of this month. If so, I'll buy anyone who drives their Tub the first beer at Woodmans after the Tour.

KTF Tom Tate



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## 2014 CALENDAR OF EVENTS

### November

- Monday, Nov 3rd— Board Meeting - MET Bar and Grill, 400 Legacy Place, Dedham, MA. 02027
- Saturday, November 15th — Paul Russell Restoration

### January 2015

- Saturday, January 10th —2015 Planning Meeting
- Sunday, January 18th — 2015 Holiday Party

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

## MEMBERSHIP REPORT

We have three new members.  
Welcome to the club.

David Tosi, Pfafftown, North Carolina. David owns a 2008 Boxster S LE.

Norman Ahn, Alton, New Hampshire. Norm has a 2008 Boxster RS-60 and a VW Pickup.

Daniel Orwig, Duxbury MA. Dan has a 1959 356A cab, 1962 356B cab, and a 1965 356C coupe.

There are now 189 members.

Membership is open to anyone who appreciates the Porsche Type 356. Membership in the 356 Registry or the PCA is not necessary, and you do not need to be a 356 owner to join. Membership gives you access to [www.typ356ne.org](http://www.typ356ne.org), our web-site, TubTimes, our monthly newsletter; and e-mail notification to all of our events.

Allen Sisson, Membership Chairman, TYP356ne  
11 Spruce Way  
Medfield, MA 02052

## EDITORIAL

This issue will complete the photos of club members B and C coupes. In addition, there is a feature about Robert Rathe's rare 60B GT. If I missed your car, please send me your pictures and I'll get it in a future issue. In the next full issue, I'll start running pictures of the open cars. Therefore, if you have a speedster, cabriolet or roadster, send me your pictures sometime in the next couple months for inclusion in the February issue. If you have already sent them to me, there is no need to send them again. Eventually, I want to include pictures of as many members Porsches as possible and any other interesting non-Porsche cars that members own.

The featured member in this issue is Fran De Leo, our first president. Fran wrote a great article about his personal life and involvement with the club. It's always interesting to read about some club history. Bill Sooter will be looking for more members for future issues. I hope that you will agree to write a short article for TubTimes.

Tom Coughlin wrote an interesting article about his twin plug engine. If anyone else has done anything with their 356 that members would find interesting, please send me the information for inclusion in a future issue. Ed Tobolski, editor





## CLUB EVENTS HELD IN OCTOBER

### *Meister open house/tech session October 4th*



35 plus members attended another great tech session at Meisters. An on and off rainy day kept most of the 356's (but not all) home but did not detract from the event. Rainer Clooney provided another 2 hour session filled with interesting comments and tips about our 356's. He also answered several questions from various members. It's not possible to cover every detail of what he said, but the following is a summary:

On restoring cars - save as many original parts as possible

Some Chinese repro aluminum parts like bumper trim and door sill rails are anodized. They look good but if they get scratched and you try to sand it out, you will leave a discoloration.

Chrome plating that is done right is getting very expensive. He recently had some window frames and other small parts done at a cost of \$5200!!

Chinese replacement master cylinders and wheel cylinders are OK. The original ATE units are expensive.

Zenith float levels have to be checked with the floats in, either with a special gage or by removing the top and measuring from the top.

Electric fuel pumps can help cars that have been sitting for a week or more. The carbs dry out making the engine hard to start. They can be mounted under the passenger floorboard, with a dash mounted momentary contact switch. They will pump through the mechanical pump. A pressure regulator should not be necessary. Use the pump to fill dried up carbs or, as a backup for the mechanical pump. (Ed. note- Zims sells a 6 volt pump and momentary switch.)



Wiring harnesses are expensive (\$1600 - \$1700), and can take up to 10 weeks to get and 15 - 20 hours to install. Keep the original wires if you can.

Leaking oil filter covers. He uses Wix filters, they come with neoprene gaskets that are softer and seal better. Mahle filters come with paper gaskets. (Ed. Note- Allied Auto Parts stores sell Wix filters.) The brass washer under the bolt may also leak. The brass work hardens with age and tightening. You can anneal it by heating with a torch. Or replace it.

How to add an oil pressure gage - VDO sells a sender unit that can be added to the pressure switch port. The gage can be added to the old instrument panel gage. Our engines generally have good oil pressure, a gage is not necessary for normal use.

continued on page 4

Leaking oil coolers are difficult to repair, better to get a new one. Always replace the cooler if the engine is blown. It's almost impossible to get metal parts out of a cooler from a blown engine, not worth the risk. The new aluminum coolers are great, worth the price. They are lighter and less prone to break the mounting flange on the case.

Engine oil- a good multi weight will work. He uses Mobile 1. Castrol GTX is good as is Brad Penn.

Change it once a year on cars that are not used every day. The lack of zinc is the problem. He uses 20-50 weight, and even though he has never seen a problem with engines using the non-zinc oil, he adds a can of ZPD. Don't use diesel oil or racing oil for street cars. Motorcycle oil is OK.

Current gas with 10% Ethanol is OK. Octane required depends on the compression ratio. Hi compression engines 10-1 will require high octane. 100 octane low lead aviation gas will work for those engines. (Ed. Note- I use Sunoco regular in my 1600S (8.5 - 1 with no problems.)

Tachometer drive oil leak. Oil dripping on your pants? There is a seal in the tach drive connection on the oil pump. There should be a 0.020 in. shim behind the seal. If it is not there the oil could get past the seal and migrate up the cable to the gage. Check the seal and shim.



He doesn't like the split axle boots. He only uses solid ones. When checking the tranny oil level, you should be able to touch the oil with your finger. If you can't, add lubricant.

Steering box leaks. It's very difficult to fix because you have to remove the pitman arm and that is not easy. Live with the leak. If you can see oil in the opening it has enough oil. Doesn't recommend using grease in the steering box.

Chassis grease- once a year should be OK for our cars unless you drive it a lot (i.e. Bill Collins). Use regular chassis grease and look everything over when you do it.

#### Winterizing questions

Clean everything  
Put trickle charger on battery  
Change the oil  
(Ed. comment- I also pump up tires to 45 psi)

#### Mice problems

Bags from NAPA work  
Don't use moth balls, if you leave them in the car too long it will be difficult to get the smell out and they don't work.  
Don't bother covering the exhaust pipe. When you start the car everything will get blown out!!  
Close the heater vents.  
Don't put dog food in the garage!!  
The early cars have screens covering the engine shroud air intake that keeps mice out. But the later cars are open leaving a great place for mice to live. If they get in there you have to remove the generator to clean it out.



Allen Sisson's B coupe nearing completion



## CLUB EVENTS HELD IN OCTOBER

### Friday Oct. 17th Loafer's Lunch



Thursday the 16th was to be the date for our last scheduled loafer's lunch of the year, Unfortunately, it was washed out by all that rain courtesy of Hurricane Gonzalo. Thankfully, our lunch leaders Norm and Jan Brust didn't let that dampen their spirits and rescheduled the event for Friday which turned out to be absolutely perfect.



With bright sunshine and 70 plus degrees, a group of sev-

en cars, with nine participants, met in Carver MA. After some socializing at the rendezvous spot, we were off for a scenic drive through Myles Standish State Park in Plymouth MA. With Norm and Jan in the lead, driving their 1963 B Cabriolet (the B is for blue the color of the car), we navigated some beautifully twisty roads in and out of the pine trees with great views of the sixteen ponds within the

park. The foliage along the route and all over the south shore was absolutely amazing today and, of course, it's the season for flooding the cranberry bogs for harvest which is always a sight. Check the website for more photos.

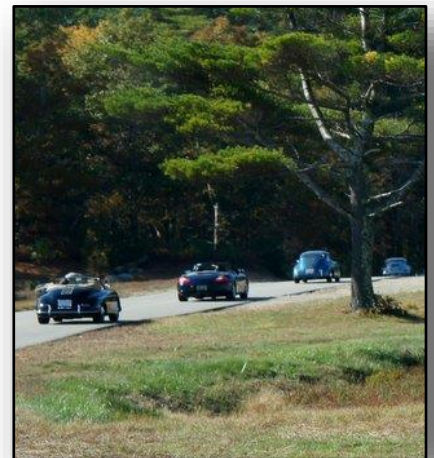


Rounding out the event, we drove a few more back roads to make our way to Plymouth Airport. There, we enjoyed a great lunch at Plane Jane's while being treated to a parade of small planes as they took off and landed.

Huge thanks go out to Norm and Jan for their efforts to make today's event such a success. Without club members like them (or you), none of these events would be possible. With that said, I encourage everyone to consider volunteering to organize a drive or an event. The year is far from over and there is always next year. If you have an idea for a drive or an event, you can email me or another board member. We can help you get it on this or next year's calendar.

While this was the last scheduled lunch of the year, please don't think it's our last event or the driving season is over. Far from it. There is a board meeting on Monday, November 3rd, that members are always welcome to attend. You can hear the issues being discussed, the events being planned, and we are always looking for your suggestions to improve the club, so please consider coming.

Peter Venuti, Vice President



## ***EAST COAST HOLIDAY 2014*** by Tom Tate



Road trips are always a great time and 356 trips are at the top of my wish list. Last year it was off to Helen, GA for a 356 gathering. That trip was done in the Puddle Jumper, a '57 sunroof coupe. It was really a relaxing ride, what with the windows up, sunroof open and the radio on. Not at all like my brothers ride who, with his wife, joined our caravan south in his Speedster. I felt that I actually wimped out leaving my Speedster at home and decided that, if we did it again, I would take mine the next time.

The next time showed up this September when the 356 Registry East Coast Holiday was held at Fontana Dam, North Carolina. As most know, the Speedster is considered a fair weather ride and because of that the convertible top has been in the attic above the garage for the last 15 years. I made the decision that it would be an open top ride, since to install the convertible top, I would have to remove the roll bar and fiberglass tonneau cover. That changes the entire look of the car and I really didn't want to do that.

As the departure date approached, I began looking more closely at the southern weather reports. I have been caught out in the rain before and it's no fun. With my mind made up, I figured that I would be no different than someone driving south on a motorcycle. In fact, I'd actually have a little more protection than they do. Whether or not, the deposits were paid, we were going.

The first six hours behind the wheel got Jeff and me down to Bill's place in Silver Spring, MD under cloudy skies with Jeff's wife, Christine, following in the Porsche Cayenne diesel support vehicle. Jeff was as comfortable in his '63 coupe as I was the year before and I did just fine with my '50's metal helmet and leather down straps that you can see in the photo above. The side straps actually keep the sun, wind, and noise off my ears and, when on the highway, I use earplugs that help lessen fatigue. Besides, nobody can see them anyway. It does preclude using the phone but, with open exhaust, I couldn't hear it ring anyway. That outfit tends to make more people pull out their cell phone camera anyway.

Rain was predicted the next morning but it looked like it was coming north while we were driving south and the radar at 5 am showed a pretty narrow band so the decision was made to make a run for it. Christine volunteered rain gear that had been to China and had done a great job, and so with that, and some towels in my lap, we took off. While I didn't have a top and side curtains on like Bill did, I did have a vinyl tonneau cover that went over the passenger seat. So I was the only thing that was actually out in the rain.

We followed Bill onto the Washington Beltway in the hour before rush hour, connected to Rt 66 and drove west to hook up with Interstate 81, right into the storm. I was in the middle of the caravan following tail lights since my 6 volt candles didn't even let me see the lines in the pavement. It was at this time when I began to seriously question my own judgment, and that doesn't happen often.

We motored on, in the rain, for three hours. I had as much water on the inside of the windshield as the outside since that was being blown to the sides and then into the car. I was dry but, with water running off the steering wheel onto the gauges, I spent all my time wiping down the dash to keep the water from getting into the tach which was showing signs of fogging up. When it began to get light I could look down at the inside door panel and see water cascading down onto the towels that were supposed to be protecting the carpet. Not a chance.

Even with the Tubs getting over 30 mpg and 10 gallon tanks, we were stopping every 200 miles or so to stretch our legs, gas up and give the cars a quick check. Chrissy only stopped because we did, as the diesel had a driving range on one tank what would've taken her to Florida, without stopping, I think.

These old cars are actually pretty reliable, but after fifty years it never hurts to give them the once over now and then. Good thing we did, as at one stop late in the day, Bill opened his engine cover to find that a leak had sprayed oil everywhere.. About a quart of oil was all over the engine and dripping off the engine cover. At least there was no danger of it rusting.

The oil pressure switch had begun to leak between the plastic top and the metal case. That wasn't a spare part that we had between us so we went into the gas station/sandwich mart/liquor store, where we had just gassed up, to inquire about a local auto supply. Turns out that we were only a mile from a cross roads where Johnnie's Part House was located. Bill and Chrissy went off in the chase car for the part.

The oil pressure switch is sort of a universal part that lots of cars use including almost every VW ever built. I guess there were some VW's back in those woods because Johnnie had two and they bought them both. It went pretty quickly after we pulled the distributor to get at it. All the oil got wiped off using a roll of paper towels and we were back on the road without



much delay. We arrived at Fontana Resort before dark, after what seemed like a four mile section of the Tail of the Dragon leading onto the property. There were 356's everywhere. We checked in, found our cabin, and went back to the main lodge for some dinner.



At registration the following morning we were given the schedule for the weekend and maps of the area with suggested Porsche routes to follow. We had all done the Tail of the Dragon last year so we decided to try the



Cherohala Skyway which is a similar set of twisties, but starts in Robinsville, NC and runs across the tops of the mountains of the Cherokee National For-

est in Tenn. The views are terrific and made the Dragon seem like driving in a tunnel.

One of the highlights of the gathering was the photo opportunity at Fontana Dam, a short distance from the resort. Early on Sat morning over 110 Tubs gathered to drive over the Dam that was built by the TVA back in the '40's. With the approval of the National Park Service, Homeland Security, and a bunch of local law enforcement departments, we were allowed to



drive over the dam, turn around, start back and fill both narrow lanes of the 70 year old structure. There were Tubs as far as you could see in both directions.

We rolled off the Dam to go

explore some more of the surrounding area and listen for banjo music. Some of those Tennessee mountains were a lot higher than we expected as the photo below shows. The elevation at the stop in the photo below was 5390 feet above sea level.



Lunch time found us at Kay's Deli in what passed for a Biker's Bar, as lots of riders tour the area on their Harleys. That afternoon was the 'car show' display that we would call a Concours, but there were no judges, just members voting for the cars they liked best. Very low key, these mountain peo-



ple. Over 120 cars displayed in the Resort field as the sun set and the lights came on made for a great scene.

Sunday morning we were back on the road heading north in great weather. The cool start for the day had a couple of us looking for our coats as Bill had decided to make the run back to Maryland with the top down to match my topless ride. Those leather gloves that I threw in the car at the last minute sure came in handy. On the Road Again, we were doing just fine until Bill reported a noise in his transmission that



he didn't like. The bad news was that we couldn't remove what we thought was a bad rear wheel bearing. The good news was that we weren't that far beyond the 100 mile limit for AAA. So the white Tub reached Silver Spring on a flatbed while we followed.

After a good night's sleep, the Mass. gang hit the pavement again for an uneventful ride home, the best kind.

It was a great week with Blackie doing 2250 miles, getting 31 mpg and using two quarts of Mobile One. Can't wait for the next road trip, maybe one with a little less rain. KTF Tom Tate





## CLUB EVENTS IN NOVEMBER



Paul Russell and Company

Passionately Dedicated to the Preservation of Fine Automobiles since 1978

On Saturday, November 15<sup>th</sup>, 2014, from 10:00 a.m. to noon TYP356ne members will be welcomed to Paul Russell Motorcars in Essex, MA. This tech session is one of the best attended sessions the club has due to the uniqueness of the cars and quality of the restorations that Paul Russell completes.

TYP356ne member, Alex Finigan, welcomes the Club to see their current projects. Paul Russell restored cars have won at Pebble Beach Concours d'Elegance, Amelia Island Concours d'Elegance, and many other international awards.

**Out of respect to their customers, no cameras are allowed, nor photos to be taken. So please leave the cameras at home and phones in your cars.**



There is a maximum number of attendees for this venue, so if you want to attend, we need your RSVP in advance.

After the Paul Russell tour we will go to Woodman's for lunch.

The address is:

Paul Russell and Company  
106 Western Avenue  
Essex, MA 01929

<http://paulrussell.com/>

**Directions -  
From Route 128**

[Note: Massachusetts, known for their road wisdom, has a second Rte. 128 exit numbered '15', located SOUTH of Boston. Make sure you are driving NORTH of I-90.]

Follow Route 128 North to Exit 15, labeled "Manchester/Essex". Turn left at ramp stop sign, crossing over Rte. 128 towards Essex. Follow this tree-lined road (School St.) for about 5 minutes into Essex. When you come to a stop sign, turn left (West) onto Route 133. Go approximately a half-mile (past restaurants and antique shops). Leaving the Periwinkle Restaurant on your right, turn left (South) off Rte. 133 onto Route 22.

Approximately a half-mile along Rte. 22, you will see, on your left, a sign for 106 Western Avenue, "Gullwing Service Company dba Paul Russell and Company". (If you come upon the Essex Building Center on your left, go back.) The entryway passes over a small stream. Our front entrance is at the far right end of the complex, around the corner at the top of a small rise. We are about 4.5 miles from Route 128.

Let me know if you will be attending due to the maximum size of the group. Peter Venuti



## FEATURED MEMBER – FRAN DE LEO

**F**ran De Leo bought his first Porsche almost by accident. He was going to buy an investment property with a friend and the deal went south. He took the money and started looking. He bought the first one he saw, a white 1960 T5 coupe purchased from Lenny Cummings about 30 odd years ago.

At the time, I did not know one other Porsche owner and certainly not a 356 owner. I fixed up the car the best I could and became involved in the PCA. My first PCA event brought me to RI where, in the first 5 minutes, I learned a new phrase that I would hear for years after- "That is *Not Correct*". The guy who told me that was not being a jerk, or was he? The exchange got me on the road to learning more about the marque. The pom-poms around the rear window and dice dangling from the mirror would not cut it as accepted modifications. Also I learned my carpet, seats, paint color and hubcaps were 'not correct'.

Hard lessons for a newbie, high on life or just high. That car became a work in progress; I did what I could- Carbs, timing, suspension, square weave carpet etc. The car was not an A, Speedster, Cab or C so I needed to curtail what went into it. I held onto it for a long time and eventually met my wife Mary and we drove the wheels off that car and eventually used it as our honeymoon getaway vehicle. Great stuff! Late in the 90's, I started seeing a few more



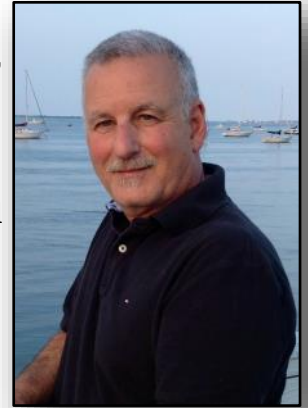
356's mostly from Marblehead. I would chase them down and we'd talk. Peter Crawford, Erling Falck, Alex Finnegan were some of the guys I would see locally, but still no real connection, until one day a post card arrived from Gary Resnick calling 356 Registry members in the area together. Gary was, hands down, the genesis and founder for it was his initial effort that brought many of us together. That's where I met George Huff, Erling, Peter, Ron Swenson and et al. Gary was proposing a club of sorts. We all waited for about a year, then

another post card. This second time we met, I made sure to get all the attendees emails, this is how Typ 356 took form. We were all excited about sharing information, drives etc. More emails, more events, even more emails, and a winter party surfaced. More emails and our first ramble in May to the Arlington Inn in VT. Word of mouth traveled to 356 owners all over New England and CT.

Many of us kept meeting at George Huffs house fleshing out what a club would be like. Humble beginnings but, 15 years later, the club still goes on. Len, Dick Chaisson and many others helped to fan the flame of the fledgling 356 club.

As the club took shape we formed some bylaws, elected/appointed a first President and VP. I was the first president probably because they thought I'd stop sending emails.

At the time I decided I needed better car. I looked around at other cars and new I needed a Cab or Sunroof Coupe. We had sold my Ericson sailboat and had some extra cash. Alex had a very pretty 64 Ruby euro sunroof coupe for sale and Mary really liked it so we bought it. It needed a lot or sorting out which is where I really learned about 356's and the great resources near and far; Nelson, Mallette, Cooney, Matt Blast, Brad Ripley, Duane Spencer etc. etc.. I loved improving that car - It was my best and last 356. I held onto it for about 11 years. There were precious few improvements left to make so I sold it for another challenge. I became enamored with a 912 I got from Steve Serio and with my acquired knowledge went to town restoring that car from bottom up. It was a stunning example, much the same as the





356 but, with more modern suspension. One day, Larry Sorgi let me drive his 71 long-nose, I got bit hard - I heard the siren of that flat six calling, it was pure music. I needed to have one. I sold the 912 and hunted for a long-nose 911. I currently drive a 70 911 with a slightly hopped up 2,2



- a lovely car to drive anywhere.

A few years back I wanted to drive Targa California and bought a 91 964. It is a thoroughly modern car (to me) but has the kick of a 3.6 engine that more often feels like a small block hot rod.

My second Targa trip I shipped the 70 T out west. That year the Sorgi's and the Frate's attended, what a hoot! I have owned many cars like an MGA, 2 Renaults, Fiats, and Peugeot, 2002 a 190 Merc but, if I think back, I suppose it all started in 1967 with a clapped out 1959 VW.

Fran



### Special Feature 356B GT

Robert Rathe has sent pictures and information about his 1960 Porsche 356 GT coupe.

The coupe is one of a limited edition of about 40 cars over a 2 year period. Many of the GTs were raced in Europe and were competitive with their power and light weight due to aluminum doors and deck lids. This coupe is rarer still by having it's original 4 cam, 692/3 engine which was rebuilt into a 692/3A version. The conversion was fairly normal when the engines were rebuilt, in fact there is a guide for this conversion in the 692 factory books. Presently, I am restoring the entire coupe and hope to be able to show it next year. It is great to drive since the 692/3A engine puts out about 135 HP.



Robert





## FEATURED MODELS – MEMBERS 356B AND C COUPES



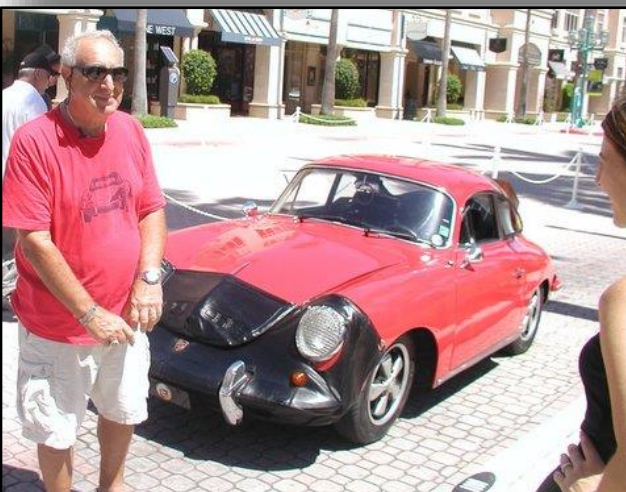
Peter and Sheila French's 63B  
It's been upgraded to a 64C engine with Weber carbs, disc brakes and a 12 volt system.



Peter Thompson's 60B



Jeff Toner's  
64C



Gary Resnick's 64C. Gary is the founder of TYP356ne

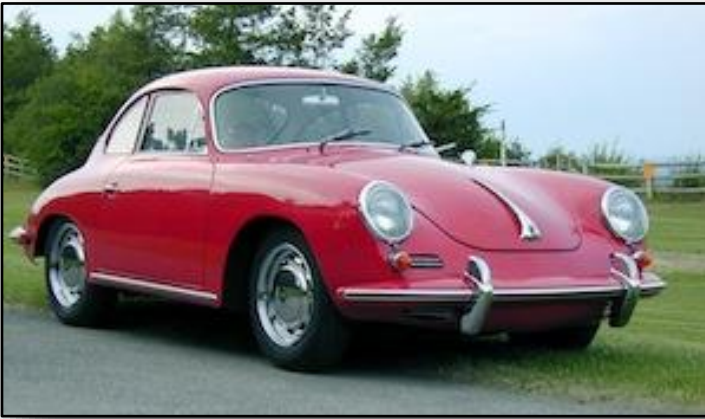




**George Huff's Bali Blue 64SC**



**Peter Nichols with his 64C on the Duxbury Bridge**



**Marty Parchuck's 64C**



**Paul Murray's 65C**



**Fran Kelly's 64C**



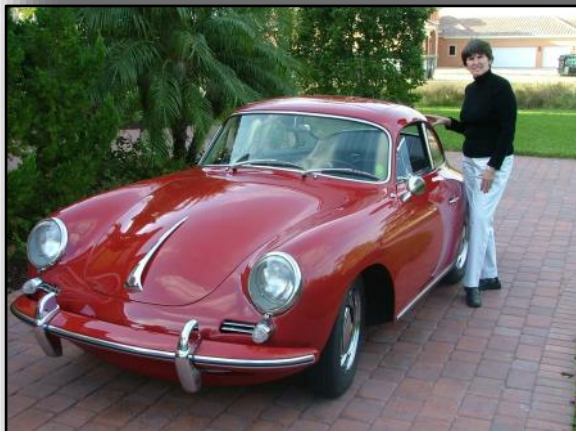
**Adam Sureau's 64C**







**Ralph  
Hadley's  
65 SC**



**Jim and Joan  
Haas's 64SC**



**Mike Silverman's 64C**



**Rudy  
Zimmermann's  
64SC**







**Bill Sooter's 65C**



**Merrill Huntley's 64C**



**Tim Friend's 64SC**



**Vic Verdina's 64SC**



**Craig Divino's 65C**





## ***TWIN PLUG CONVERSION*** by Tom Coughlin

The way my 1955 Pre-A Continental ended up with a Twin Plug engine is a story unto itself. The short version is that in order to buy the original 1500cc engine, which was delivered with my car, I had to buy a '56 VW that a prior owner of my car had planned to power with my car's 356 engine. When I went to sell the VW body, the only buyer was the owner of an engine-building shop. He offered to build me a 356 engine and swap for the VW, so we decided on twin-plug and full flow oil filter 912. After more than a six month wait, the new engine finally arrived and George installed it. The B Super engine that was in the car ran well, but, like most 356's, I would be hard pressed to say that it made the car really fast.



With the twin plug, all that has changed. The website at Precision Matters states that they have seen a 28 to 40% increase, as quoted below from their website; "Given the common difference between theory and result, we are very pleased at the result: On the dynamometer, we found a 23-horsepower increase (from 83 to 106 horsepower) from this baseline engine, all under 5,000RPM. The increase came from changing to Precision Matters 36mm Zenith carbs/CNC-modified manifolds, Precision Matters Twin-Plug components and increased compression ratio. That amounts to a 28% improvement at speeds where you drive.

Compared to an earlier engine of the same spec as the baseline engine but a lower compression ratio (9.2:1 vs. 9.5:1), there is a 40% increase in the same speed range." I can only guess at how much power in my car has increased but I can tell you two things from the seat of the pants. I had never noticed gas mileage before in a 356, but now that I'm stuffing my foot in it all the time I find that mixed city/highway gives me low 20's M.P.G. So, mileage is down and the grin factor is way up.



The second thing I notice is that the mid-range torque is great. On a long uphill climb the other day, I was in fourth at 2000 rpm and thought about shifting down. As a test I just gave it the gas and smiled as the speed and revs picked up with no need to go down a gear.



Many of the folks on that other coast have discovered the benefits of twin plugs. The machine shops are set up to drill the extra plug holes in stock heads and (at least) Precision Matters manufactures the required hardware. Yes it will add to the cost of an engine build by 1/3 to a half, so we'll say maybe \$5K. So, if you want more power and think it's worth it, go for it.

Tom (grinning )

### Pictures

Above, twin plug engine from Precision Matters website.

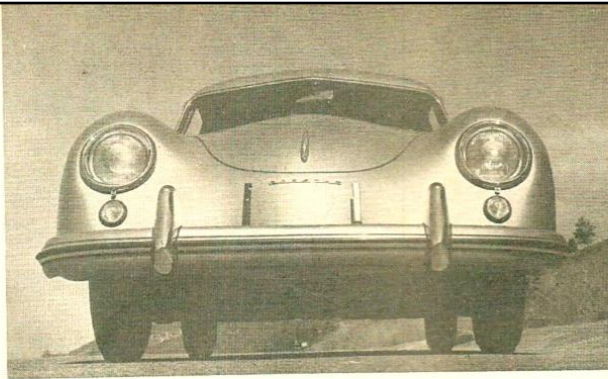
Left, Tom's engine. Note the oil filter is missing, having been replaced by a full flow unit.



I've written a few of these pieces now, and those of you will remember I'm not terribly interested in revealing the source of what was being said about Porsches in 1954. But finally, in that certain well-known automotive magazine, there are some really good pictures of the Porsche - and a two page road test of the Porsche Super Coupe.



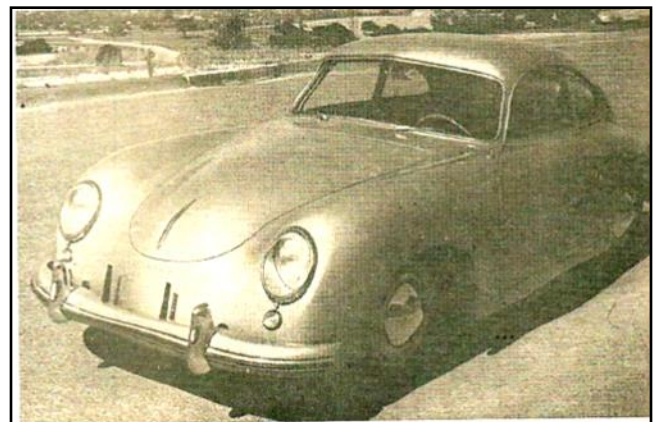
I love how they start the article: *The "dream car of twenty million people" may be a new Cadillac, but half a million Volkswagen owners dream of someday owning a Porsche!* Pretty funny when you think about the changes over the last 60 years; Cadillac sales are so rancid that the new CEO is moving the staff from Detroit to NYC, and Volkswagen owns Porsche. In any case, the road test went on to say that the "potent Super model far exceeded our expectations in every way." The factory rated the



Road Testing the **PORSCHE SUPER**  
*high performance with comfort and economy*

Super's top speed at 100 mph; this test (with a bit of carburetor tweaking) recorded a top speed of 111.1 mph.

The tech writer went on to say "the acceleration data and plotted curve were obtained with standard carburetion as it was felt that few owners would tolerate the galloping idle (1,200 rpm) and lumpy running below 2,200 rpm which the competition-tuned carburetors gave." And they wrote: "While on the subject of idling characteristics, there has been a lot of comment on the irregular idle of the stock Super. There is no question about it being irregular, at about 800 rpm minimum speed. But strangely enough the engine never dies, and the instant the clutch is engaged the car moves away smoothly with absolutely no trace of fussiness."



Functional design is good looking, gives high speed with economy.



Air-intake on the rear deck is the only clue to engine location

I really love how they describe the car's oversteer propensity. "As expected, there is a slight amount of oversteer." Slight amount indeed - not as bad as a 911, but... And check out the caption under another picture in the article: "Air-intake on the rear deck is the only clue to engine location."

As the tail end of your car swings out and you commence a backward trip through the weeds, that's the clue as to the engine location - I have vivid memories of the three times my 1958 1600 Normal went off for a wild backward trip, but amazingly (luckily) with no ill effects. The article goes on to comment about oversteer: "This characteristic takes time and experience to get used to,



but it certainly makes twisty roads easy to negotiate."

I really, really love the initial words in the next paragraph: "When you combine efficient streamlining with the comfort advantages of a fixed rood, the popularity of the open sports car appears to be on the wane." Obviously Max Hoffman had not yet done his thing - to convince Porsche to strip down the car to compete against the Healy and its' \$3,000 price tag... as everyone knows, the result was the Speedster. The list price of the Porsche Super Coupe in this road test was \$4,395 The article finishes with the following: "Wide-spread enthusiasm and booming sales are an indication that the Porsche is the answer for many who desire an outstanding sports car at a medium price." I guess \$4,395 is a medium price, but I certainly think Hoffman had the right idea in conceiving the Speedster. And in considering the old adage *less is more* I suppose the current amazing Speedster prices - in comparison to the prices of the Coupe - make sense.

Peter French

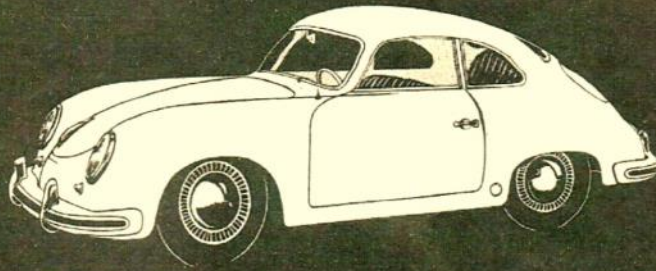
Ed note-

What are the Tapley Readings?  
This is what I found when I googled  
"Tapley Readings"

Apparently Tapley is a brand of decelerometers. They are installed in vehicles (I believe this is the widely used method of testing runway friction, regardless of the make of equipment). Basically a vehicle with the unit in them accelerates and then brakes, while the decelerometer measures the actual effect of the braking (which would be less on a slick runway).

Back in 1954 I think they were trying to measure deceleration due to the wind resistance. Today we would refer to the Cd factor. Our Tubs have always been slippery, only needing 60hp to go 100 mph according to the article. Ed T.

## PORSCHE SUPER COUPE



### SPECIFICATIONS

List price .....	\$4395
Wheelbase .....	83 in.
Tread, front .....	50.8 in.
rear .....	49.3 in.
Tire size .....	5.00-16
Curb weight .....	1860 lbs
distribution .....	45/55
Test weight .....	2180 lbs
Engine .....	flat four
Valves .....	ohv
Bore & stroke.....	3.15 x 2.91
Displacement .....	90.8 cu in.
(1488 cc)	
Compression ratio .....	8.20
Horsepower .....	70
peaking speed .....	5000
equivalent mph .....	105.5
Torque, ft/lbs .....	79
peaking speed .....	3600
equivalent mph .....	76
Mph per 1000 rpm.....	21.1
Mph at 2500 fpm .....	
piston speed .....	108.8
Gear ratios (overall)	
4th .....	3.56
3rd .....	4.94
2nd .....	7.70
1st .....	13.9
R & T perf. factor.....	34.7

### PERFORMANCE

Top speed (avg.).....	107.6
fastest one way.....	111.1
Max speeds in gears—	
3rd .....	84
2nd .....	54
1st .....	30
Shift points from—	
3rd .....	78
2nd .....	50
1st .....	29
Mileage .....	22/28 mpg

### TAPLEY READINGS

Gear	Lbs/ton	at	Mph
1st .....	560	at	22
2nd .....	440	at	39
3rd .....	250	at	54
4th .....	145	at	74

### COASTING

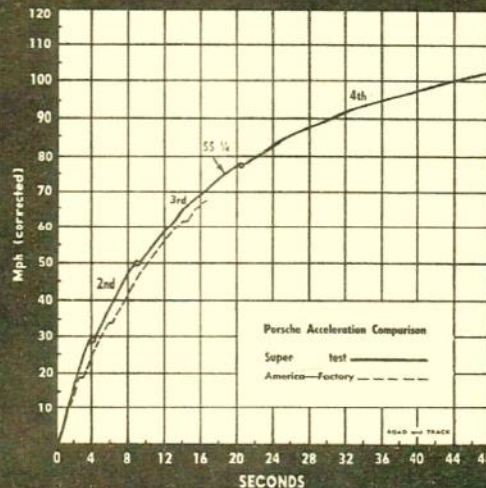
(wind and rolling resistance)			
Lbs/ton	at	Mph	
75 lbs/ton	at	60	mph
40 lbs/ton	at	30	mph
25 lbs/ton	at	10	mph

### ACCELERATION

0-30 mph .....	4.3
0-40 mph .....	6.4
0-50 mph .....	8.7
0-60 mph .....	12.4
0-70 mph .....	16.3
0-80 mph .....	22.5
0-90 mph .....	30.6
Standing start 1/4 mile—	
average .....	18.9 secs.
best .....	18.4 secs.

### SPEEDO ERROR

Indicated	Actual
10 .....	11.7
20 .....	21.2
30 .....	30.3
40 .....	39.2
50 .....	48.9
60 .....	58.6
70 .....	68.4
80 .....	78.0
90 .....	88.0





# THE LIFE AND TIMES OF UMLAUT

## Part 5: Fitting the Hood - Rick Veneski



Hello again. Six weeks and 9,755 miles traveling across the U.S.A. to visit a host of National and state parks in a VW Westfalia camper precluded this installment from going to press last month. There's nothing like spending five nights in Monte Vista, Colorado while one's warped cylinder head is planned to perfection. Left and right are a couple of 356-related photos from trip out west.



The front lid never fit correctly on this car. In fact, it never fit at all. To do so required that it be used as kind of a go / no-go gauge where the surrounding sheet metal be constructed to fit around the hood with the proper gap. The rain gutter would have to be made with the specialized English wheel and various metal shaping tools. In Part 4, I showed you some pictures of the trailing end of the left fender being fitted over the inner structural metal of the close-in panel. I'll put it in again (left) and you can see how the top of the fender near the back of the hood corner was fabricated.



Right, a good picture of the detailed work that went into replacing what you see above.

Right, a good picture of the detailed work that went into replacing what you see above.



Nicely fabricated corner gutter along with top of fender

Note that the hood was used as a jig to orient the new perimeter being fabricated. While the back end of the trunk opening was addressed, there was more work to be performed along the sides and at the front, where the latch is located. Below are some photos of how this work turned out.



A new nose was in order (below). I'll show you how that piece turned out next time, because our Editor has given me until NOW to get this installment on his desk. Umlaut and I will be back next month... Rick



## World of the 356 Replica

This is the second of a series of articles by Gordon Nichols about the state of replica 356s.

OK, history behind us, let's look at comparisons to the real thing.

**F**irst, the vast majority of 356 replicas from Vintage, JPS and some others are riding on VW pans (chassis) using the earlier "Swing Arm" transaxles, just like a "356-A". All of the bodies used have a rigid frame molded into the body for additional strength. A small group is running the later "IRS" VW rear with CV-joint axles, front and rear anti-sway bars, some with rear truss bars (Kafer Braces), and much wider wheels. Those cars seem to be almost unbeatable on the track, out-handling Corvettes and Cobras but with much less power. My car is a 1969 IRS Beetle - the same suspension as on a 914/924 Porsche.

Most have VW Type 1 engines larger than



1,776cc (80hp), with a sweet spot of 2,110cc (140hp). There are also a few with 912 or Type 4, 2L engines from 140-180 hp. The current trend is

moving toward 140-200hp, Subaru water-cooled power (Peter Venuti has one) with fuel injection for lower cost, better reliability and more power.



Intermeccanica, Beck and SAS exclusively produce cars with proprietary tube-frames. They also produce water-cooled versions and have migrated to Subaru engines, some from Jake Raby, that may be well over 200hp. Their air-cooled engines typically come from Pat Downs at CB Performance.



BTW, NONE of the builders will supply any Porsche badging on cars that they build. They all have their own, proprietary badg-

ing. Buyers, however, often add their own Porsche badging to look more "original".

The vast majority of cars try to emulate 1957 models with tear-drop taillights and 3-gauge dash. Some have the earlier "Bee-Hive" tail lights (and complain of dim lights) but they forget that the Pre-A cars had a 2-gauge dash, so those are quickly spotted by purists.



Wheels vary from VW to Porsche Fuchs to Bivens and Customs.

Most Speedster replica tops leak. Some owners modify them to minimize leaks and can be quite dry. Cabriolet replicas typically are watertight. Many of the recent Cab models have power side windows and one SAS car has a power-operated top (TYP356NE Member, John Eastman). Often the more powerful cars have air conditioning and many are geared for free-way driving with 3:88 or 3:44 rear ends.

There are lots of small differences: door handle placement, suspension, trim combinations, wheels, headlights, wiper arms, too many to go into. But



most Replica owners aren't bent on making their car a perfect copy of a Porsche 356 (although a small few are). Most know it's a replica and want to make it "special" in their own way, using custom touches to do so. My car has flared fenders, original '89 Porsche 911 Fuchs wheels, shaved trim, Celtic horn button, big tires and Audi Pearl White paint - none of which was "original". Oh, and cup holders, too!

Next time, we'll talk about a replica versus a "kit car", the people who own them and what do they think of the "originals"? Gordon Nichols



## PORSCHE ITEMS FOR SALE/WANTED

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A set of 2 shoulder cushions for that nice car with "P" logo  
\$25 with shipping  
Contact-- garyr356@aol.com



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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.



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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).

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