

TubTimes

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Official Newsletter of

TYP356ne



The RSK Spyder that got Away!!

If you play with Porsches long enough you will sell or pass on a car that you will eventually wish that you still had, either because it was a great car or the value has gone crazy. Here's a story about both. See page10.



For more Club information visit the club website - www.TYP356ne.org

TYP356NE OFFICERS

President—
Allen Sisson



Vice President/
Newsletter editor
Ed Tobolski



Secretary—
Lisa Siegel



Treasurer—
Dennis McGurk



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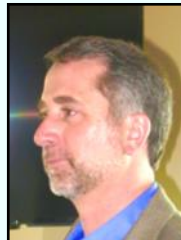


October 17th to 21st. Registration is open now. See the details on the website-

<http://eastcoastholiday2018ocnj.org>

KEY MEMBERS-

Director
Immediate Past President
Peter Venuti



Director/Membership
Chairman
Tom Tate



Director
Jeff Leeds



Director
Greg Lane



Director
Frank Anigbo



Editorial

I hope that all of you have had the chance to see our new website. The old site was no longer viable due to it's age and complex design and we had to have a new site. Allen mentions the new site in his presidents message but he does not say that it was his son, Brent, working in his spare time, who created the new site. Our hats are off to Brent for his great work. As Allen says, it's a work in progress, but at least we have a working site. Check it out.

The email system has also been changed. If you remember, the June TubTimes did not get distributed through the old system due to the large attachment. Everyone should of gotten their copy from a list that Allen generated. Hopefully the new system will work properly. All members should of gotten a test message recently.

Technology is great but it can keep us on our toes!!! Ed. T

PRESIDENTS MESSAGE

Finally, we are having some warm summer driving weather. Our Club made the best of it this past month with several great driving events lead by Bob DiCorpo and Tom Coughlin in Rhode Island and Westport, MA at the beginning of June and by Alex Dearborn at the end of June in Maine. In between there were two great car shows at the Larz Anderson auto museum in Brookline, MA and in Medfield, MA.

There are several more great Club events coming up this month. The first is the annual Bay State Antique Auto Club Endicott Estate Antique Car Show beginning at 8 AM on Sunday, July 8th in Dedham, MA. This is the largest auto show in New England; so, if you want to see any type of classic car you can imagine this is the place to see them. Next our own Craig, Amy and Willow Bush have invited us once again to their lovely home right on the water at Mystic Seaport in Mystic, Connecticut for a BBQ on Saturday, July 14th from 10 AM to 2 PM. This BBQ will be preceded by a fantastic country roads drive lead by Craig. I have been on drives lead by Craig before and they are fantastic. You do not want to miss this event. (see page 6 for more details)

Tom Tate will be organizing a drive and hotel accommodations for Friday, July 20th for those that would like to attend the PCA arranged All Porsche Car Show in South Portland, Maine on Saturday, July 21st. Then on Thursday, July 26th Tom Coughlin will be leading a drive to Westport Harbor for an outstanding loafer's lunch at the Acoaxet Country Club. This is a wonderful drive with great food to follow. If you can get some time off that day, it is an event well worth it.

Finally, this year the annual BBQ that Mary Grace and I host will be on Sunday, July 29th from 1-4 PM. We have moved since last year, 4 miles north of our old home in Medfield, MA to the next town over in Sherborn, MA. We now live at 28 Forest Street, Sherborn, MA. The reason for the move will become obvious when you arrive. The house has a large garage that can store 6 to 7 cars. You will be able to see my 1935 DKW (Autounion) roadster, 1963 356B S90 coupe, 1967 Karmann Ghia coupe, and 1988 Targa Carrera all under one roof. There is a large circular driveway in front of the house plus a large lawn for all the 356s/VWs that arrive to line up for a great photo op. There is a large area to park just outside of the garage if you bring a non-356 or VW ride. There is no off-street parking available on the narrow two-lane road of Forest Street.

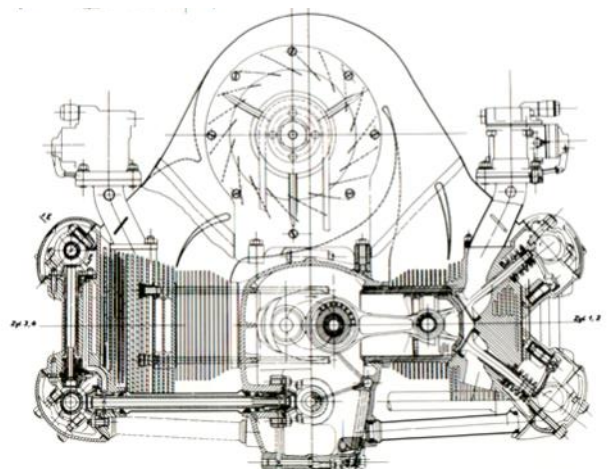
This event will be the same as past years with a



large tent in our back yard with a catered Blue Ribbon BBQ. I hope to see many of you there. (see page 6 for more details)

In case you have not noticed, in the past few weeks we have a totally redesigned website using a new web service provider. Go to <http://typ356ne.org/> and check it out. All the details for the above events are there. Let me know if there is anything about the new website you do not like, or that you think should be added or changed. It is a work in progress.

Have fun driving with a purpose,
Allen Sisson, President TYP356ne



2018 CALENDAR OF EVENTS

All TYP356ne club organized events are shown in blue. The events in black are not club organized events but are included since they may be of interest to the membership.

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

July

- Monday, July 2nd, 6:00 -7:00pm - [TYP356ne Monthly Board Meeting](#)

- Sunday, July 8th, 8:00am - [Bay State Antique Auto Club- Endicott Estate Antique Car Show](#)
At the Endicott Estate, 656 East Street, Dedham, MA 02026

This annual event is the largest antique car show in the Boston area. All types of antique cars, domestic and foreign, are displayed with many vendors selling automobile related items; and there is a large corral of cars for sale. Adults and children of all ages welcome.

- Saturday, July 14th, - [TYP356ne Drive followed by BBQ at Craig and Amy Bush's Home](#)
BBQ will be held at the Bush's yard, 54 Pearl St, Mystic, Connecticut 06355

The drive, lead by member Craig Bush, will be along back roads ending at the Bush's beautiful home overlooking the Mystic seaport where the BBQ will begin.. Full details on page 6.

- Saturday, July 21st, 11:00am -2:00pm- [PCA Northeast Region- All Porsche Car Show](#)
At the Bug Light State Park, 55 Bug Light Park, South Portland, Maine.

The PCA Down East Region is holding a car show fundraiser (not a concours) to benefit [The Dempsey Center](#) (they provide free support services to anyone impacted by cancer - and yes, it was founded by actor and, more importantly, Porsche-ophile race driver, Patrick Dempsey). Adults and Children of all ages welcome.

- Thursday, July 26th, 10:00am -2:00pm- [TYP356ne July Loafer's Lunch in Westport, MA](#)
Will start at Partners Country Store, 865 Main Road, Westport, MA. Full details on page ?..
Adults and Children of all ages welcome.

- Sunday, July 29th, 1:00—4:00pm— [TYP356ne Annual Sisson/Grace BBQ](#)

Held in the back yard of Allen Sisson and Mary Grace's new home in Sherborn MA.. A variety of beverages along with Memphis-Style ribs, Jerk Chicken, Pulled Pork, and all the fixin's catered by Blue-Ribbon Bar BQ. This Barbeque event is rain or shine. There will be a tent. Adults and children of all ages welcome. Full details on page ?.

August

- Monday, August 6th, 6:00- 7:00pm - [TYP356ne Monthly Board Meeting](#)

- Wednesday, August 15th, - [Lobster Lovers Loafer's Lunch](#)
At the waterfront, York, Maine.

This is always a very popular. More details will be provided as we get closer. Adults and children of all ages welcome. Alex Dearborn

- Sunday, August 19th, 10:30am -2:00pm - [TYP356ne Founders' Day Lunch and Drive](#)
Lunch will be at Ken and Gloria Nykiel's home at 294 Palisades Circle, Stoughton, MA 02072

The tradition continues, members Ken and Gloria Nykiel will host Founders Day 2018. Starting with a spirited drive on scenic roadways and ending with a themed luncheon overlooking Ames Pond. We are asking for a donation of \$15.00 per person to cover the food cost. Full details in a future issue. This is an adults only event.

- Thursday, August 23rd, 10:30am -2:30pm- [TYP356ne Hyannis Vintage Auto Shop Tour](#)
Hyannis Vintage Auto, 100 Thornton Dr, Hyannis, MA 02601

Attendees will meet at the premises of Hyannis Vintage Auto (HVA) around 10:30am. The shop talk and tour will commence at 11:00am and conclude around 12:30pm. Coffee and pastries will be served. We will depart HVA around 12:45pm for a 30 to 40-minute drive along Rt. 6A from Barnstable Village to Sandwich where we will stop at around 1:15 - 1:30pm for a late lunch at Café Chew. The event will conclude after lunch. Adults and children 14 years of age and older are welcome.

- Sunday, August 26, 7:00am—2:00pm— **PCA Northeast Region Concours 2018**

Member Tom Tate will be in charge of the 356 class at this event. This will be a judged Concours D'Elegance with awards given to the top 3 cars in each class. There will also be a Display Only 356 Class and a Display Only 356 Replica class with an award given for those classes. Email Tom Tate: pdq356@gmail.com if you would like to enter your car in the Concours or Display Only Class.

September

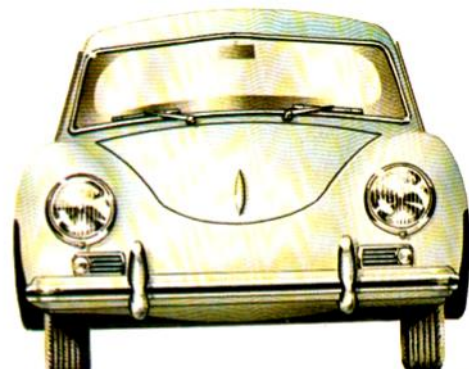
- Monday, September 10th, 6:00- 7:00pm - [TYP356ne Monthly Board Meeting](#)
- Sunday, September 16th, 10:00am—2:00pm, - [Fourth Annual TYP356ne Club Day](#)
At Lake Pearl in Wrentham, MA. 02093

Our major event of the year. Plan to drive your 356 to Wrentham and enjoy a fun day with a large group of your fellow members. Like past years, a full BBQ lunch will be provided along with other fun activities during the day. Full details to follow in future issues. This event will also give you the opportunity to fulfill your “Drive your Porsche Day” obligation!! This is an adults only event.

October

- Monday, October 1st, 6:00- 7:00pm - [TYP356ne Monthly Board Meeting](#)
- Saturday, October 6, 10:00am -2:00pm— **Fall Drive and Lunch**
Meet at the McDonalds on Rt. 9, 299 Turnpike Rd, Westboro MA at 10 AM to start the drive. Destination: Wright's Farm Restaurant, 84 Inman Rd, Burrillville, RI 02830. Full details in a future issue. Adults and Children of all ages welcome. Young children will require adult supervision.
- Saturday, October 13th, 10:00am -2:00pm - [TYP356ne Cape Cod Drive and Lunch](#)
The plan is for drive participants to meet member, Frank Anigbo, at the parking lot of Chatham lighthouse around 10am. We will depart at 10:30am, after a short driver's meeting, and drive along Chatham's shore road, lined with quintessentially New England seaside homes on one side and the ocean on the other. Full details in a future issue. Adults and children of all ages welcome. Bring as many guests as you want.
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- October 17th- 21st.—[356 Registry East Coast Holiday- Ocean City, New Jersey.](#)

Have the opportunity to drive your 356 on one of New Jersey's finest board walks. Full details on the ECH website- <http://eastcoastholiday2018ocnj.org> Registration is open.



JULY EVENTS

Saturday, July 14th -TYP356ne BBQ and Drive @ the Bush's in Mystic

The view is the same, the cars will be different and our 356 friends will once again return to Mystic for some driving fun and good food.

The BBQ will be held at the Bush's yard, 54 Pearl St, Mystic, Connecticut 06355

The drive, lead by Craig Bush, will be along back roads ending at the Bush's beautiful home overlooking the Mystic seaport where the BBQ will begin. Adults and children of all ages are welcome. However, there is a dock and beach that is very accessible. Young children will need to be closely supervised by an adult at all times.

Attendance will be limited to 12 cars this year due to some adjacent property considerations. Unfortunately, the patio under the elm tree is off limits.

To sign up or ask questions just email Craig and Amy at craigbush@sbcglobal.net. If we have more than twelve entrants, a wait list will be kept in case of drop outs. Driving instructions will be sent to entrants a few days before the event.

Willow and we look forward to seeing you all again in a few weeks! Craig



Thursday, July 26, 10:00am - TYP356ne July Loafer's Lunch Westport, MA

Start at Partners Country Store, 865 Main Road, Westport, MA

Member Tom Coughlin is hosting the July Loafer's Lunch on the Southeast Coast! We will meet at 10am at Partner's Country Store in Westport, and depart on the cruise at 10:30am. The south coast is rich with twisty old farm roads along with great river, pond and ocean views and we'll 356 the best of them. Our drive will take to Salter's Point in South Dartmouth, the easternmost point of the drive. We then head back to Westport with a brief run along the ocean and the Westport River, which we'll cross to go to the old fishing village of Westport Point. From there we go to through the village of Adamsville to the town green of Little Compton, RI and on to Sakonnet Point. We'll then head back to Westport Harbor and go to the Acoaxet club for lunch. This golf and tennis club has really neat views of the Westport River, Horseneck Beach, Cuttyhunk and the Elizabeth Islands, along with the grand dame Martha's Vineyard out in the Atlantic. This lunch was enjoyed by all last year and promises to be a repeat this year. Join us. Sign up with Tom for a headcount at: tlc356@verizon.net. Adults and children of all ages are welcome.

Sunday, July 29, 1:00pm to 4:00pm- TYP356ne Annual Sisson/Grace BBQ

This popular event will be held in Allen Sisson and Mary Grace's back yard at their new home at 28 Forest Street, Sherborn, MA 01770. Note- this is not the same location as past years.

The menu includes a variety of beverages along with Memphis-Style ribs, Jerk Chicken, Pulled Pork, and all the fixin's catered by Blue-Ribbon Bar BQ. This Barbeque event is rain or shine. There will be a tent. This year we are asking for a donation of \$15.00 per person. Adults and children of all ages are welcome.

Directions to the new location: Turn right off Route 27 North onto Snow Street about ½ mile after you enter Sherborn from Medfield. Forest Street is the first left at a small Y intersection on Snow Street. 28 Forest is the third house after you make the turn off Snow Street. It has a green mail box with a semicircular driveway.

Parking: Do not enter the first entrance with the mail box, go to the next entrance to enter. Enter the second entrance you come to which is the entrance without the mail box. If you are not in a 356 park in the cut out to the right behind the garage. If you are in a 356 park on the semicircular driveway going all the way to the next entrance to park if you are the first car or to the first 356 you come to if you are not the first car.

Please email Allen Sisson dkwf5700@gmail.com by July 24, 2018 to confirm your barbeque attendance. Should your plans change after you respond, please let me know to be sure the food order is correct.

RECENT EVENTS



June 3rd - Westport Tour

A spirited drive through Tiverton, Little Compton and Westport, led by Tom Coughlin followed by an amazing buffet brunch at Bittersweet Farm, Westport, MA. We are lucky we could squeeze back into our little cars after all the food! A great event organized by Bob DiCorpo.—Lise Merrifield

June 9 - ACS Racing Tech Session

ACS Racing (one of TYP356ne Club sponsors) located in Hanover, Ma., held its second annual tech session hosted by Scott Stephens and Al Spinoso. Last year's event emphasized the 356 ignition system. This session was a tutorial on the air fuel ratio and why it is so critical to the performance and consequently to the enjoyment of our cars. Scott demonstrated why so many of our cars, which are approximately sixty years old, have such difficulty running at low RPM yet they perform better at intermediate and high RPM's. This condition is directly related to worn carburetor parts, incorrect setting of the fuel screws and how they affect the air fuel ratio. This combination results in driver frustration and delivers poor driving satisfaction. Scott demonstrated how various air fuel ratios from rich to lean affected engine performance on a 356 under load conditions on the ACS dyno. The differing ratios could clearly be seen on the exhaust gas analyzer. This demonstration also illustrates why the dyno is so effective in the tuning process. By testing under the load conditions at various speeds the actual performance of the engine can be measured electronically and graphed. Thus the proverbial test drive which usually results in a poor analysis and often some unnecessary risk to the vehicle is avoided. Scott also demonstrated the difference between carburation and electronically programmed fuel injection on air fuel ratios.



A very interesting second part of the presentation centered on today's gasoline and the nature of the problems that the ethanol component creates in both our older engine systems as well as our new cars. Scott particularly recommends a product called Star Tron to prevent fuel separation. (see page 9)

The session concluded with a delicious, catered sandwich lunch accompanied by desserts and beverages. All in all it was a very insightful and informative session.

Congratulations to Scott and Al in that this September 8th will be the 30th anniversary of their continuous operation of ACS Racing. The very best from the Club for the next thirty years and thank you for the support. Jim O'Hare



June 26, 27, 28—Great Race Road Trip

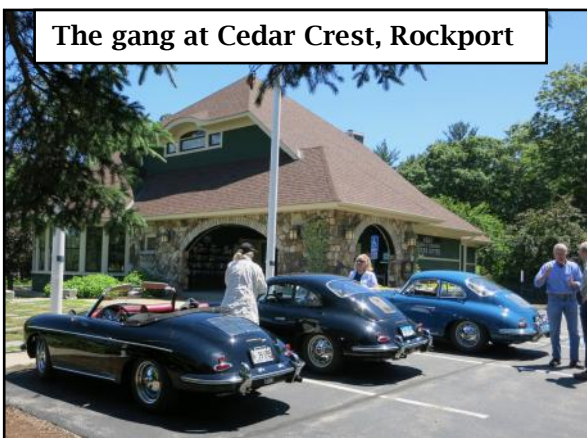
Back roads and 3,000 miles of down east Maine coastline make for perfect exploring any time, but our late June road trip included a visit to Owl's Head and Seal Cove museums to coincide with the Great Race checkpoints.

Launching from York, Maine on June 26, our road trippers found various ways to get to the dinner rendezvous at Blue Sky Cantina in Rockport. Our hosts provided a secure parking area and their outdoor terrace for a margarita or so, and a chance to compare itineraries. Celebrants included Jim & Jane Hannum, Peter & Joyce Thompson, Fran Deleo, Mark & Debbie Tuller, Allen Sisson, Paul & Jane Ahnel, Bill Knowles, and wagon masters Alex & Danna Dearborn.



This trip, Roadsters outnumbered "other"

The gang at Cedar Crest, Rockport



Along the way, some stopped at Ayer European Auto in Gardiner, and at the farm & shop of Garrett Bourque in Jefferson. Garrett's Speedster sat awaiting re-installation of his freshly-rebuilt engine... which he said might be ready in time for dinner.

The Great Race arrived at the Owl's Head Museum checkpoint in time for lunch the next day, and so did we, with Ed Tobolski making the trip. Of 150 G.R. entries, we were told that only 34 had dropped out along the way from Buffalo, NY. Pretty good, considering these cars were predominately pre-war. A '57 Buick wagon lost its brakes on the Mt. Washington downhill leg, and was saved from going over the edge by a heroic

Mustang driver who bunted the Buick into a safe place by coming alongside! (Look for a video taken by the Mustang's Go-Pro)



The well-equipped rallyist dashboard. Note the Great Race mandatory speedo mounted behind that articulated and demountable steering wheel. GPS and calculators were not part of the equippe.



1930 Ford Speedster of Powley/McIntosh, Lockport, NY, departs the Great Race checkpoint at Seal Cove. Convertible top is good for about 11 MPH.

More subtle heroics could be seen the next day at the Seal Cove Auto Museum in Southwest Harbor, with all the entries, including some brass-era open cars and that '57 Buick sporting major road rash, arriving and departing the checkpoint in a torrential downpour. I was a volunteer host for the day, so the Roadster stayed dry in a barn in Castine. Danna and I went on to spend another day in Stonington, formerly the nation's biggest exporter of granite, and currently the port with the largest annual lobster haul in the US at 17 million pounds. From our dockside room we watched the harbor lit up at 2:00 AM by hundreds of moving lights and chugging diesel lobster boats.

The twists and turns of Maine's coastline... if straightened out... would stretch as far as California. Based on that I figure we got as far as, say, Worcester. More next year! - Alex Dearborn

The Dearborn's Roadster at Stonington



The Dearborn's Roadster at Stonington

June 3rd - German Car Day at Larz Anderson MOT.

A few of the club members went and enjoyed The Larz Anderson German Car Day. Tom Tate, Jeff Leeds, Bob Siegel & Allen Sisson all spent the day enjoying their cars. Allen brought his 1935 DKW and it was a hit. He won an award that day! A nice way to spend Father's Day! ...Scoop Siegel



STAR TRON - A BENEFICIAL AND INTERESTING PRODUCT

As mentioned in the June Tech Session at ACS, one of the fuel treatments which we have had very positive results from is an additive called Star Tron. In our experience 356 Porsches and other cars, which are infrequently driven, are particularly sensitive to fuel related problems. Before going any further, we want to add that we at ACS have no vested interested in the product. The following comments are purely based on our hands on experience here at ACS.

Star Tron is an enzyme fuel treatment that stabilizes fuel, improves performance and cleans fuel systems. It allows fuel to burn more completely because it retards fuel separation. It stabilizes fuel for up to two years by preventing the formation of gums and other solids that clog carburetors. It also dispenses water throughout the fuel thus enabling minute water vapors to pass through the combustion process while the engine operates. It should be noted that within 60 days, most ordinary pump gas starts to separate into the gas and water. This is called "phase separation". It can be seen by placing the pump fuel in a beaker for 60 days. By 90 days the demarcation is pronounced. Star Tron prevents this from happening.

The initial recommended dosage is one ounce for every three gallons. Subsequently one ounce for every six gallons of gas is advised. Star Tron is available at most auto supply stores and on Amazon. It is available in a multitude of sizes. We think that your car and driving enjoyment will benefit from the use of this product.

Scott Stevens, and Al Spinoso - ACS Racing, a TYP356ne Sponsor



THE SPYDER THAT GOT AWAY!!!

By Jim Haas

My love of RSKs began shortly after college. A close friend of mine bought one in 1959, and I started going to SCCA Nationals as a tag-along friend. Sitting in his car at Marlboro, I knew I had to own one someday. Jump ahead 10 years and I was now working at Goodyear Racing tires and in my spare time I started hill climbing my S90 Roadster in the Penna. Hillclimb Association. I quickly found out that I could not match Speedsters. I started to figure out the cost to be both competitive and streetable - impossible.

Then, my friend and boss, Norman Ahn, reminded me of a nice RSK that we used to see for sale at Lime Rock, now in a barn in New Hampshire. Jim Locke was now racing a 906 and the Spyder could be bought right. After a trip to N.H. I ended up trading my Roadster for the RSK plus a wrecked RSK, which was occasionally picked for parts.

In 1972 when I was moving to RI I had to get rid of the wreck in the backyard. I finally found someone to take it off my hands for \$25 (no engine or transaxle). Back then no one wanted obsolete race cars.

Although the car was very pretty in silver and burgundy, I wanted it to look factory, and a very talented restoration friend, Sandy Sadtler, helped me strip the car and repaint it silver.

So right after purchasing the car I got my first drive in the car at Giant's Despair Hillclimb and got a 2nd in Mod. II. I was now on the Reisentoter Region team representing our PCA club in the Philadelphia area. I competed in the Penna. Hillclimb Association series through 1976, winning sometimes, and always near the top - my main competition was another RSK from Reading. My last drive was Duryea Drive in Reading on the long course and I set a new class record.

I also used to bring the car to club autocrosses where my wife got to drive it too. It certainly was a blast to drive, and for the last 40 years, every day I think about what a thrill it was to drive. Because of the low mileage in hillclimbing, I never had to replace brakes or any suspension parts. The only major expense was building a new 1700 cc engine with help from Bruce Jennings and his super mechanic, Heinz Werner Bada.

After hillclimbing, the RSK was retired to my garage

at home with no events scheduled, So I went to the RI Registry and got hassled trying to get license plates. They argued that there was no such serial number, no such model and nothing that weighs 1200 lbs. They were convinced I was just plain stupid. So just take his money and get him out of here. Oh yes, and with his vanity plates, "RSK", whatever that means.

Now, I was on the road again. On special days I would take a friend or Joan with our 2 year old for a drive around town or down Rt. 195. We drew a lot of thumbs up and I know we really looked cool. What they didn't know was the amount of heat coming through the oil cooler. Man, was that cockpit warm! But again, the idea was to look good!



Then by 1978 I had gotten the sailing bug and buying a boat required cash. I looked at this beautiful re-stored car under cover in my garage. But I was con-

vinced the value of the car would never go beyond the \$12k-14k that they were then bringing. Some young lawyer in NJ heard about my RSK, called me and said "I'm buying your car... how much?" I stuttered and said \$20,000 on the trailer. The next day he was at my door with a cashiers check. As much as I loved the car, I thought I just made the deal of the century. My 4-cam Guru friend from Connecticut, Gerry McCarthy, who was the Spyder mechanic for Herb Wetanson said to me "You know, Jim, you really got a good price for the car. On the other hand, if you had kept it, it might have been your retirement"..... and I laughed.

So, for the next 37 years Joan and I loved being on the water, cruising to Cuttyhunk, Martha's Vineyard, Nantucket and our favorite, Maine. But during that time, I never had a day go by that I wasn't thinking about that awesome, thrilling, beautiful car - boy, I still miss it!

** As for the wrecked RSK that I had sold for \$25, it was serial # 718-003. But nobody cared about serial #'s then. It was one of the factory cars that had been driven by Behra, Barth, Weiss and Buzetta. After owning it for many years it was sold untouched from the way I had sold it to him -sold to someone in Germany for in excess of \$200K. I sure knew how to put deals together! Jim

SUMMERTIME IS SHOWTIME

The following is Tom Tate's "Four Speeds and Drum Brakes" article that he writes for NER/PCA.

Summer is here and the car show circuit is going full speed ahead. It seems that car people like to stand around all day looking at the same cars they saw last year. I do notice that most have stopped taking photos of the same cars they snapped with their phone last year, maybe there isn't unlimited storage on an Iphone after all.

I had a chance to attend the Greenwich Concours d'Elégance the first weekend of June and saw some great cars on display. The Saturday show is for American cars and International cars are shown on Sunday. The



featured marque this year was the cars built in the early '50's by Briggs Cunningham. He built 25 C3 models in Palm Beach FL that were intended to be luxury cars. They were fitted with Chrysler hemi V8 engines on a

race chassis that was shipped to Italy to be completed by Vignale using aluminum bodies. Of the 25 cars built, 20 coupes and 5 convertibles, all still exist and 23 were lined up at the show.

Some were local but many were shipped in from collections as far away as Alaska and Japan. When you think about the effort that the owners made to put them all on the grass, getting cars to a PCA Concours seems pretty easy. Of course it's a pretty small group and everyone knows each other but it was quite a sight to see. There was an opportunity to become a member of that small club as a "lost" C3 project was sold at the Bonham's auction on Sunday for \$313k. The winning bidder was already an owner of another C3 so I guess the Club didn't get any larger.

There was a nice selection of Porsches and with limited space the models chosen (you have to submit your car for consideration months in advance) made a great display. There were a few 356's including a PreA convertible, a Speedster and a Carrera 2.

A Cars and Coffee gathering at Larz Anderson Museum of Transportation the day before German Car Day brought out a huge crowd, so large that the lawn was filled and the front entrance was closed at 9:15. That is over 350 cars that were up early for a free cup of coffee and a pastry.

With perfect weather the following day, German Car Day was also a sell out by 9:46 am. A new rule this year was to keep us off the grass until 8 am. That was a good idea because it gave the vendors a chance to

get their spots set up without having to get into a discussion with an entrant about where they were parking. The vendor field has been growing nicely the last few years and their goods and services (and food) offered are a real plus for car guys.



It was a bad idea because it backed up traffic out on the street as many arrived well before 8 to get that special spot that they've had for

years. I was told that some had been there since 6:30 am. They finally caved about 7:45 and everyone rolled in to park.



I just happened to arrive as the gate was swinging open and was the second car in and with another 356 leading, I drove straight to a shady spot under the largest oak tree on the property.

The Museum now parks the cars in the order that they arrive so if you wanted to park next to your friends they better come in when you do and some did exactly that. A large group of modern Audis met down the street and 22 of them came in together. We called their area Audi Park. It was nice to be able to see them all together but various BMW's, Porsche's and Mercedes were scattered all over the property. That made it difficult when it came time to select candidates to put on your Peoples Choice ballot because you had to go find them to get the

number. I have placed cars together in previous years and it is a lot more work and I understand the first come first served theory but I miss the days when all the various marques were together. I guess that it's because of the big turnouts and that is a good problem to have.



One other little problem came up this year when the ballots were counted for Best Por-

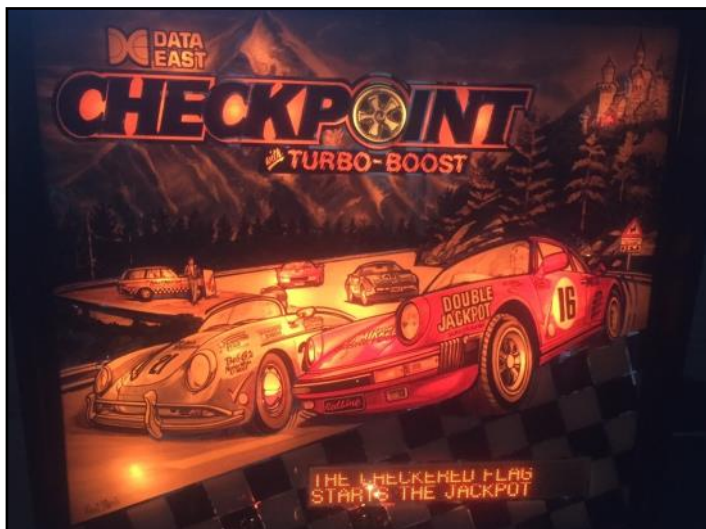
sche. There was a great turnout of the various years and models. We saw 356's 914's, 944's, 928's and all manner of 911's. Not a lot of early, long nose, cars but many GT2's, GT3's and GT4's.

The problem was that the winning Porsche was not a Porsche at all. Oops. The top vote getter was a 550 Spyder replica. It was a great car but with a VW engine and a fiberglass body modeled after a Porsche 550 Spyder from the '50's it should not have been in the Porsche class.

As a Club we have faced classification problems before, the 914 that won the 356 class years ago comes to mind. PCA national does not allow replicas to enter their Concours at all but the Northeast Region is a little more flexible. And in fact the annual show scheduled for Aug 26 this year at Prowse Farm in Canton will have a section to display replicas. Any Porsche enthusiast is welcome at our events even if it's a replica. We will just make sure that when the awards are done we will have the right cars in the Porsche classes. I can assure you that those cars will be organized according to model and comparisons will be easy on both spectators and judges. Hope to see you there.

KTF

ODDS AND ENDS!!!



From Adam Wright-

I had been searching for a Checkpoint Pinball Machine for years, but didn't want to risk shipping one, so it had to be close enough to pick up. I found this one near my lake house in NH. I grabbed it and it has been a blast! It's already paying off as a marketing tool, Walter from Austria flew over to buy some 356's and couldn't stop playing. (Note- should be fun at this years Unobtanium open house!! Ed.).

ODDS AND ENDS!!!

Greg and Anna Marie Lane, Mark Baker and son Thomas, Paul Ahnell, Bill and Diane Hare, and Scott and Buffy DePiero attended the CVR/PCA Concourse in Norwalk CT. on Fathers Day. There was a nice selection of 356s there. See Greg's pictures and comments below.



Loved this 55 Carrera Speedster, one of only 14 made. I saw it under final restoration at Jeff Adam's shop. It has a factory gas heater. Owned by Rob Peters (I think) and his dad, it also had a nice loud stinger.



A 1959 356A with my Karmann Hardtop.



Mark Baker's 356B coupe

CLASSIFIED

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4. Porsche book--LIEBE ZU ILM—said to be the holy grail by
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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.



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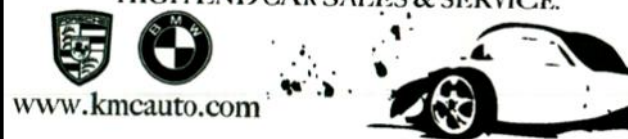
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