

TubTimes

Official Newsletter of

TYP 356 ne



7th Annual TYP356ne Club Day at Lake Pearl Sunday, Sept 11th, 2022



See all of the Club Day
Details on page 6

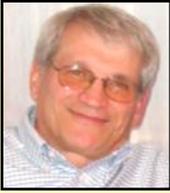


VOLUME 22, ISSUE 6, AUGUST 2022

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

TYP356NE OFFICERS

President- Allen Sisson



Vice President/
Newsletter editor

Ed Tobolski



Secretary—

Theo Kindermans



Treasurer—

Georg Becker-Birck



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KEY MEMBERS-

Director—Immediate Past President

Peter Venuti



Membership Chairman

Carl Luck

Director

Tom Tate

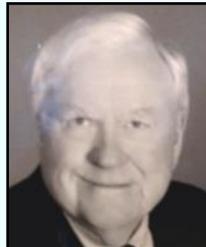


Director

George Kehler

Director

Greg Lane

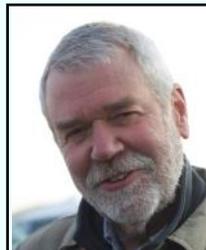


Director

Diane Mierz

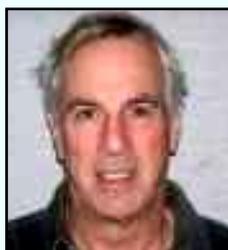
Director

Peter Thompson



Director

Dennis McGurk



Editorial

Club Day 2022. It's time to start thinking about this years Club Day on September 11th. This is the 7th scheduled Club Day event, however, it will actually only be the 6th since the 2020 event was cancelled due to the covid pandemic.

We're going back to Lake Pearl in Wrentham MA., where we have had two previous Club Days. Lake Pearl provides us a beautiful spacious lawn with some shade trees to park our cars on and a large tent for us to gather and have lunch. This is a location typically used for weddings so all of the amenities are first class.

At last year's event at the Newport Car Museum we had a guest speaker who provided some interesting entertainment. This year we will have our own club member, Adam Wright, speaking to us about his travels around the country looking for 356's. His talk and video should be interesting and entertaining.

Again this year the Club will pay the cost for the event. We're asking members who attend to make a donation of \$10.00 per person to the McPherson College auto restoration program. Full details are on page 6. I'm Looking forward to see you there.

Ed Tobolski, editor



PRESIDENTS MESSAGE— MARCH 2022

On Tuesday, July 26th Tom Coughlin lead 19 members in 10 cars on another one of his wonderful yearly South coastal drives through Massachusetts and Rhode Island ending with a delicious lunch at the Acoaxet Club in Westport, MA. I want to thank Tom for stepping up and doing the work of planning this and hosting all of us faithfully each year. I know many of you would enjoy more drives combined with lunch like this. If any of you know of a nice local drive and restaurant for a post drive lunch, let me know, and it can be scheduled for any day of the week that you choose.

I enjoyed a nice three day Mini and Microcar event hosted by the famous Mini and Microcar collector Charles Gould based out of his home in Sudbury, MA in July as well. Charles arranged two nice long drives in Northern, MA around the I495 area for the group. We visited several places including an independent European car and motorcycle dealership AlphaCars in Boxborough, MA. They sell and service lots of vintage European cars including Porsches of all ages. Most interesting to me was that they sell new and used Royal Enfield and Ural motorcycles. I was not familiar with either brand not being a knowledgeable motorcycle person. The Ural brand are side car only motorcycles that include a reverse gear which I had also never heard of in a motorcycle. Both bikes seemed impressive to me. If you live in the area, it would be worth a visit to look around. Their service and detailing facility is very impressive with a lot of modern equipment. If you are looking for a specific Europe car of any make and year, they may be able to help you locate one.

Don't forget to sign up soon for Greg Lane's and Diane Mierz's Connecticut Shoreline Tour Thursday-Friday August 25-26. They have planned a wonderful series of drives, vineyard, and museum visits plus a banquet for us. All the details are here in the Tub Times on page 5. I hope to see many of you there.

I will close with a quote from the famous bard William Shakespeare: "No legacy is so rich as honesty". This is best remembered if you ever sell one of your classic cars. The buyer will very much appreciate your legacy!

Allen Sisson, President TYP356ne

Email: dkwf5700@gmail.com

Phone: 617-921-0532



New Members, Welcome to the Club

- Arnold and Bella Rossi. They live in West Hartford, CT., and have a 1965 356C
- Robert and Christy Cathcart. They live in North Branford, CT and have a 64 356C coupe
- Jonathan Bernstein. He lives in Cumberland Foreside, ME. and has a 65 356B coupe

What's a Kardex?

A Kardex is a index card (150mm x 210mm) size document that was made at the factory when your 356 was manufactured and sold. It contains the basic info about the car, dates, options, features, etc and the name of the original buyer. For a long time you were able to get a copy for your 356 by contacting Porsche. That stopped several years ago, I believe, because of privacy issues with the original buyer info. They now offer a COA, Certificate of Authenticity.

A couple weeks ago I was roaming through the new 356 Registry website and clicked on the 356 Talk Forum. Then I clicked on 356 Talk Main Discussion. Then, under topics, I clicked Obtaining a Kardex. There I found several pages of entries on the subject. On page 4, item #51, there was a statement from Mike Doyle saying that he could get a copy of the Kardex for my car. I clicked on Mike's name and got an email address for him.

I sent him an email asking if he could get a Kardex for my 356, giving the SN. In about an hour I got an email from Mike with the detailed info needed to get a Kardex. He said that for \$220 he could get me a copy of the Kardex and for an additional \$30.00 he could provide another detail sheet with a translation, the Kardex is in German, and some other details about my car. I decided to spend the \$250 to get both documents.

I arranged a PayPal payment to Mike and in three days I had the Kardex copy and the additional detail sheet, for my 356. I now know that my 356 was a tourist delivery car picked up at the Porsche factory in Stuttgart in September of 1958. The owner apparently drove 4673 miles around Europe until mid December when the car was imported to the USA by Hoffman in NY, and delivered to the owner in CT. I purchased the car in 1969 from a VW dealer in Groton CT., only a few miles from the original owners home. It now seems that it is possible that I am the second owner of the car. Ed T.

TYP356ne Event Schedule for 2022

See the Club website, www.TYP356ne.org, for the full information and latest details.

Events in blue are TYP356ne events.

All others are not club organized and are listed for information only

August

- Tuesday, August 2nd, 6:00 – 7:00pm, [TYP356ne Board of Directors Video Conference Call Meeting.](#)
- August 12 – 21, - Monterey Car Week, Monterey, CA, USA
See this link for schedule of events:
[Monterey Car Week 2022 | Schedule of Events and Things to Know \(whatsupmonterey.com\)](#)
- August 25 - 26, 2022—[TYP356ne Connecticut Shoreline Tour](#)
The Griswold Inn, 36 Main St, Essex, CT 06426, see page 5 for details.
- Sunday, August 28th, 2022·9:00am – 1:00pm Larz Anderson Auto Museum Porsche Day
Larz Anderson Auto Museum, 15 Newton St, Brookline, MA 02445

September

- Tuesday, Sept. 1st, 6:00 – 7:00pm, [TYP356ne Board of Directors Video Conference Call Meeting.](#)
- Saturday, September 3, 2022·11:00am – 3:00pm -Unobtanium Open House (Cancelled)
- September 1 – 5, Lime Rock Historic Festival
60 White Hollow Rd, Lakeville, CT 06039, USA
For details see this link: [Historic Festival 40 Labor Day Weekend | Lime Rock Park](#)
- Sunday, September 11, 10:00am – 2:00pm—[TYP356ne Annual Club Day](#)
Lake Pearl, 299 Creek St, Wrentham, MA 02093, see page 7
- September 14 – 18, - 2022 Catskills 356 Northern Drive
57 Ravine Dr Round Top, NY 12473
See this link for details:
[2022 Catskills 356 Northern Drive - Events - Porsche 356 Registry, Inc. \(clubexpress.com\)](#)
- Monday, September 19,- Ferry Porsche's Birthday, Drive Your Porsche Day
-

October

- Tuesday, October 4th, 6:00 – 7:00pm, [TYP356ne Board of Directors Video Conference Call Meeting.](#)
- Saturday, Oct. 29, 10:00am – 1:00pm [TYP356ne Thompson's 2nd Annual Halloween Drive & Lunch](#)
Turkey Hill Rd, West Newbury, MA 01985, full details in future issue.

November

- Tuesday, Nov. 1st, 6:00 – 7:00pm, [TYP356ne Board of Directors Video Conference Call Meeting.](#)

December

- Saturday, December 3, ·10:00am – 12:00pm -[TYP356ne Annual Event Planning/Board Meeting](#)
Sherborn Community Center Foundation, 2 Sanger St, Sherborn, MA 01770,

2022 TYP356NE CONNECTICUT SHORELINE TOUR

THURSDAY-FRIDAY, AUGUST 25-26

Please join Diane Mierz and Greg Lane for another great tour on the windy and scenic roads of SE Conn.

Please note that sign-up deadlines are looming. We need to hear from you by Sunday, August 14th to reserve space at the Griswold Inn for our Thursday evening banquet and to order food for our Thursday and Friday lunches. Also note that if you plan to lodge at the Griswold Inn, this is their high season. Get your booking in soon. Also, for those who are planning on coming make sure you send in your checks as soon as possible (\$37.00 per person for all events).

Thursday, 25th of August

- Day One's drive will include a winery visit and catered lunch at the Maugle Sierra vineyards, a scenic walk (and restroom break) at the Gillette Castle on the Connecticut River, banquet and overnight at the charming Griswold Inn in historic Essex.
- We will gather at the vineyard at 11:30am. See address below. Wine taste over catered lunch. The drive should start around 12:45pm and last about two hours. Highlights may include an ice cream stop along the way, a ferry ride across the Connecticut River and we are looking into getting a group guided tour at Gillette Castle
- At the close of our drive, safe parking behind the Griswold will be reserved for our cars.
- Thursday will be capped at the Griswold Inn with a banquet at 6pm, **(25 persons max)** followed by participation at the bar for their great banjo band evening.

Friday, 26th of August

- Day two will start from Ferry Street in Essex (opposite the Griswold Inn) at 10:00am with a driver's meeting at 9:45am. The drive will take about 90 minutes and cover more great roads on the west side of the Connecticut River...
- ...arriving at the Yankee Steam Works Museum in Guilford for an entertaining guided tour of a stunning private classic car and steamboat collection.
- Day 2 will be capped at the Lane's backyard with a light lunch, beer, wine, soft drinks, and Porsche talk.

Details and Participant Costs:

This tour is self-funded and is **open to locals who don't wish to book at the Griswold Inn but who just want to take the drives.** It is also open to those who just wish to drive one day or the other.

Program costs:

- Catered lunch at the wine tasting: \$17.00 per person.
- Wine tasting at your discretion.
- Griswold Inn banquet **(Limit 25 persons):**
 - ◊ \$10.00 per person for hors d'oeuvres
 - ◊ Entre, wine/drinks and dessert can be ordered off the menu and billed to you by the Griswold that evening.
- Day two suggested donation for the Friday museum tour: \$10.00 per person, paid at the door. Cash or check (written to Yankee Steam Works Museum).
- \$10.00 per person for the light lunch at the Lane's back yard.

Registration:

- Book the Griswold Inn on your own. **Book ASAP.** See below. Please advise Greg and Diane if you plan to stay at the Griswold Thursday night.
- **Deadline to confirm** your Thursday lunch and dinner plans is **Sunday, August 14th**. Thursday dinner limit is **25 persons**, first registered with Greg and Diane, first served.
- Please inform Greg and Diane of your plans to join, including which days you will participate in the drives and whether you plan to join the banquet Thursday evening. Greg: GKAMLane@comcast.net. Diane: dmierz32@comcast.net
- Please also provide: Year, make, model and color of your car. Cell number. Your name and partner's name (if applicable).
- Please forward a personal check payable to Greg Lane for applicable lunch and dinner amounts.

Greg Lane, 13 Bradley Road, Madison CT. 06443

IMPORTANT info REGARDING HOTEL BOOKING!! As this will be high tourist and wedding season for the Griswold Inn, if you plan to overnight at the Gris, it is important that you book your room early to assure occupancy. Contact their front desk at 860-767-1776. Book under the "Porsche Club."

LINKS:

Maugle Sierra Winery: [WINETIME \(mauglesierravineyards.com\)](http://www.winetime.com), Gillette Castle [https://www.gillette castle state park - Search \(bing.com\)](https://www.gillettecastlestatepark.com)

- Griswold Inn: <https://griswoldinn.com/> Connecticut River Museum

Reference Points for GPS settings:

- Meeting point Thursday at 11:30am: 825 Colonel Ledyard Highway (Rt. 117), Ledyard, CT, 06339
- Thursday finish and Friday start point 10:00am: 36 Main Street, Essex, CT 06426
- Friday museum location: 679 Boston Post Road (Rt.1), Guilford, CT 06437
- Friday luncheon location: 13 Bradley Road, Madison CT. 06443 (yellow house)

QUESTIONS?

- Greg Lane: 475-201-5378, Diane Mierz: 203-671-8920



The 7th Annual TYP356ne Club Day

SUNDAY, SEPTEMBER 11TH, 2022

10am to 2pm at

LAKE PEARL

299 Creek Street, Wrentham MA. 02093

We are going back to Lake Pearl where, as in past years, we will be parking our cars on the surrounding grassy area and will be using the large tent for our lunch and other activities.

Our guest speaker this year will be the intrepid Porsche chaser, Adam Wright, from Unobtanium Inc.

Schedule for the Day-

Arrival time at 10:00 AM

10:00 AM– 12:00 PM—We have time to meet and greet and check out all of the 356s.

12 PM -1:00 PM - We will have a lunch buffet in the Lake Pearl Tent

1:00 PM – 1:30 PM –Our guest speaker, Adam Wright, will entertain us with his exploits chasing 356s around the country.

Southern BBQ Buffet Lunch Menu-

Memphis BBQ Chicken, Carolina BBQ Pulled Pork, Marinated Steak Tips

Fresh Rolls Southern Corn Bread with honey Butter

Sweet Corn on the Cob with Butter, Macaroni N Cheese,

Southern Potato Salad with Boiled Egg, Onion, Pickle Relish in a Yellow Mustard Mayo,

Creamy All American Cole Slaw,

Strawberry Shortcake with Whipped Cream

There will be water on the tables and a water, ice tea & lemonade station

Registration

This is a members only event paid for by the Club. Each member is allowed to bring one guest.

To attend this event you must register no later than **Friday, August 28th**

To register for the event do the following-

1. Send an email to Ed Tobolski—tobolsed@verizon.net - indicate how many are coming and the car you intend to bring.
2. This event is fully paid by the Club. To support auto restoration, we suggest everyone donate a minimum of \$10.00/ person to the McPherson College auto restoration program. See details below.

Mail your check made, out to—[McPherson College Auto Restoration](#) , to

Ed Tobolski

55 Hayden Woods Street

Wrentham, MA. 02093

Directions

Lake Pearl is located at 299 Creek Street in Wrentham MA.

Take exit 38 off of I-495 (same exit as the Wrentham Outlet Mall). Go North at the exit onto Rt 1A. Proceed about one mile on Rt 1A and turn left onto to Creek Street. If you get to the center of Wrentham, you went too far. On Creek Street, go about 1/2 mile. Lake Pearl will be on your left. Take the first entrance near the tent. Check in at the registration table and you will be directed to the parking area on the grass.

McPherson College

The Automotive Restoration Technology Program at McPherson College was established in 1976 through the generosity and foresight of local entrepreneur Gaines H. “Smokey” Billue. In 1997 this unique automotive restoration program attracted the attention of classic car enthusiast Jay Leno who established the Fred S. Duesenberg Scholarship and the Jay Leno Popular Mechanics scholarship. Today, with industry connections spanning the country and internship opportunities in a broad range of automotive settings, McPherson College stands alone as the only school to provide a bachelor’s degree in Restoration Technology. See more info on their website- [Auto Restoration - McPherson College](#)

Recent Events

South Coast Drive and Lunch

This years tour started at the Westport River Winery, in Westport MA. We toured for about an hour and a half along the coast and farm country of Southeast MA and parts of RI. Ten cars and 19 people enjoyed the great weather for a scenic tour. The days before were extremely hot in the area, but Tuesday cooled down and the humidity was much lower. Being on the coast near the water was also a big help to make the day comfortable.

The tour route had little traffic to interfere with our drive as we passed many bikers and joggers on the ride. There was one very tall young lady jogger who must have been very hot because her jogging outfit was very small. Our crafty old tour guide, Tom Coughlin, arranged for us to pass her twice on the ride. The guys enjoyed the views!

Lunch on the deck at the Acoaxet club was a great time to meet each other and talk with some new members on their first tour. Thanks Tom, with help from Mike Silverman, for another great event.

Thanks to Carl Luck for the lunch pictures. Ed T.



Gathering at the Westport River Winery



Below– Tom and Bridget Gilchrist attended their first Club event in their Beck Spyder





Touring



Above- Lunch at the Acoaxet Club
Below left- The golf course
Below and right- a rest stop in the tour



MISSELWOOD CONCOURS 2022

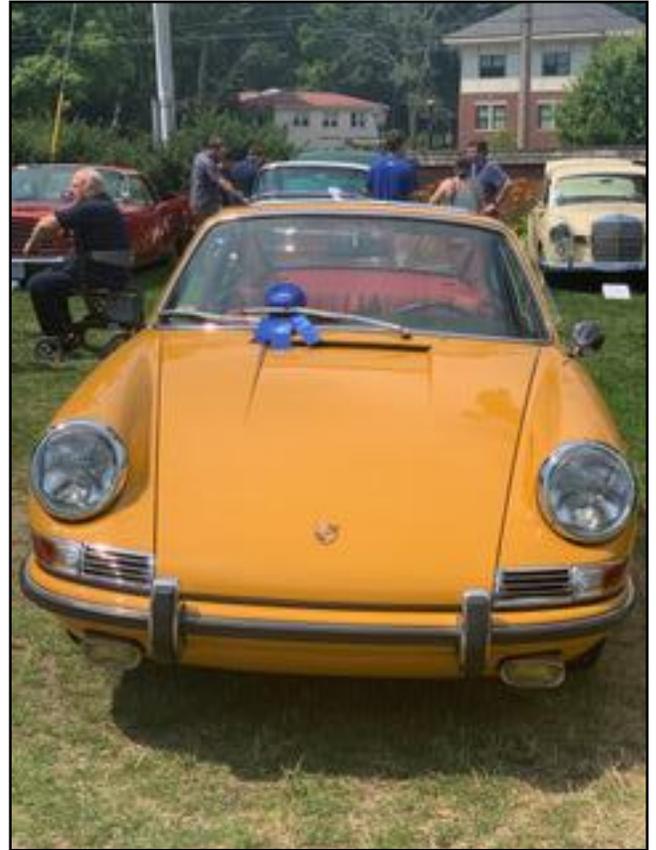
The Misselwoods Concourse was held on July 17th. Adam Wright was there and sends these pictures and comments.

I entered my car this year, what a great show. Lots of cool cars, everything from a Lola to a BMW M1. Everyone was very nice and the weather was perfect. My car didn't win anything but it was a fun day that I highly recommend! Adam



Above—
Adam's 1960 Roadster. Notice the original Rudge wheels.

Below— Club member Roy Ruff's recently restored, 67 911S won Best in Class in the 60's GT class, beating a 912 that won a national award recently. See the whole story of Roy's restoration of his beautiful 911S on page 15



Above— Steve McQueen's Turbo

THE ANNUAL PORSCHE IN THE PARK

DOWN EAST REGION PORSCHE CLUB OF AMERICA
FUNDRAISER TO BENEFIT THE DEMPSEY CENTER

Members had a big day at Bug Light Park in Portland ME at the Dempsey Center Charity, Porsches in the Park show. With 194 P cars in attendance our Tubs drew a lot of fans and took home the hardware. Mark Tuller was second in Class with his just finished '64 C sunroof coupe and Bob Goldman took first place with his '58 silver Speedster. Patrick Dempsey was on hand to make the awards and thank everyone for their support. Tom Tate



Left- Bob Goldman accepting his first place trophy from Patrick Dempsey



Four Speeds and Drum Brakes by Tom Tate

Stories

The summer of '22 has been going as fast as that Hot Rod Lincoln that turned telephone poles into a picket fence (look it up). June is gone and July has rounded the last turn. There have been great rides, lots of car shows, some great races, a few hiccups and some great stories along the way. Sometimes the short stories are the best. Here are a few.

I'm a big believer in Karma, although I was late to the party. You Tube has endless clips of Cops being there when they're needed, bikers kicking car doors and then crashing, and all sorts of examples of fate getting even with dummies. My most recent example was on a test drive in the '72 911.



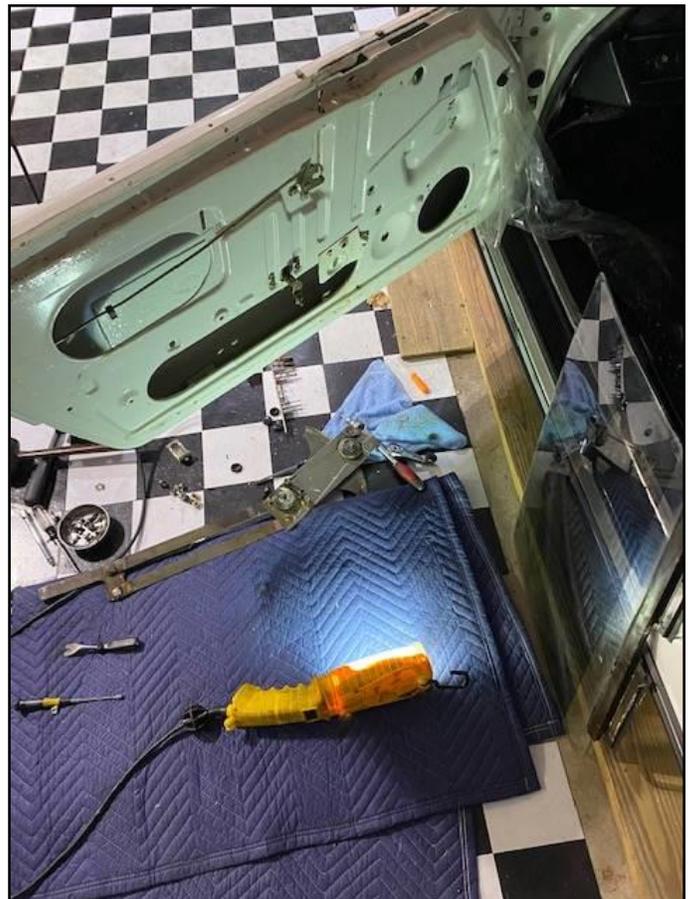
I don't drive it as much as I should, so when I had an opportunity to make a little noise with it last week, I took it. After warming up the oil, which took a few miles on the back roads in Medfield, I stopped at a T intersection to open the Speed Box on my phone to check the accuracy of the speedo. There were no cars about when I stopped, but before I was ready to go right, a Prius had pulled up behind me to also turn right and began to blow the horn. I quickly rolled around the corner onto the shoulder, stopped and let him proceed. The road was a long straight that goes past the town Transfer Station with plenty of visibility for a speedo test. I got on it through four gears and was closing in on the "battery box" at a relatively high rate of speed. It was a 55 mph zone and he was doing everything he could to exceed it.

I thought for a moment that I should just blow by him to show how a real car goes, but since he seemed to be exceeding 70 mph (probably as fast as it would go), that seemed too easy, so I backed off as we crested a rise in the road. By then I was about 100 yards behind and was the second car to see the Medfield police car up on the left with a radar gun pointed down range. Of course the cruiser lit up the lights and made a U turn as we drove by. Imagine my surprise when he passed me and pulled over the Prius. I rolled by as quietly as I could, some days things just go right.

The '72 also delivered a great victory to me in the form of a minor repair. After the Endicott Estate car show (1100 entries, 35 imports ??) I drove home and put the car in

the garage. As I closed the driver's door the latch wouldn't catch on the second click. Strange, it worked just fine the last 15 years. I thought that I would take the latch out and see if it could be fixed. Also, that window has been hard to roll up and down for years, maybe that could be addressed "while I was there". To repair or replace the latch, the armrest, door panel, and window frame had to come out first. I discovered that new door latches for a 50 year old car were not available but there were some good used ones on eBay. Sometimes these wear items can be renewed with a new spring, a little cleaning or a little massaging so I dove into the job without a replacement part in hand.

I have the luxury of having more than one car available so if a job doesn't get finished the same day, it's not a big deal. Years ago when the only car we had was needed to get to work every day, a job wasn't started unless all the parts needed were on hand. Sure enough, the shaft on the latch itself was worn so badly that it wouldn't hold it straight enough to keep the door closed tight. So it was back to eBay to buy a used one on the left coast. The garage light went off for the night with tools and parts all over the floor. With the kids well out of the house, everything is always exactly where I left it when I get back to the job.





The latch arrived in just a few days and it looked brand new. A couple of hours of reassembly and everything was back together. I did find that the previous owner had bolted the window frame back in place with a couple of misplaced bolts. Short bolts belong on the portion of the frame where the window travels, long bolts attach to the frame where there is no chance of contacting the glass. Once that was sorted out it went up and down easily. I also had a chance to clean and lube the window winder itself so it should be good for another 50 years.

Not every service I do turns out so great.

That run out to the Parade in the Poconos didn't start as well as last month's column would have you believe. I had done an oil and filter change on the Speedster the week before leaving. When you're only doing a thousand miles a year how often do you change the oil? Every couple of years? Every five years? It is Mobil 1 after all.

Just before I was to meet the gang on the Mass Pike I checked the level one last time and added just a bit. I remember thinking to be sure to snap the cap back on the filler neck. I had missed that once years ago and it really made a mess. At the rest area everyone else was checking their engines, so I did too, only to discover that I had left the dip stick on the work bench in the garage. Without a dipstick in place, oil was being pushed out the hole and into the engine compartment. Not a huge mess but certainly embarrassing for someone that is supposed to know what he's doing. Fortunately I had a temp probe, that I use from time to time, stuck on the engine shroud so I didn't have to start looking for a stick to plug up the dipstick hole. Nobody at the Porsche Parade seemed to notice that there was no dipstick present.

Speaking of things missing, I did have one surprise at the Poconos when John Paterek (of Paterek Bros Restorations in NJ) noticed that the engine cover on the Speedster did not have a latch tab to hold it down. It has been at least 25 years since I found a used engine cover and had it louvered like a 356 Carrera. I didn't want to modify the original vin stamped cover so it went up on the garage wall where it has stayed all these years. These old cars were pretty much hand built and because of that the latch tab on the replacement cover didn't line up correctly with the latch itself. Easy solution was to just leave off the tab since the weight of the cover would hold it in place anyway. In all these years, through many inspections and carefully judged shows, not a single person has ever noticed that it was missing. I believe that John has judged the car before and didn't catch it, but he did this time. He was the timer for the group of Concours Judges, not an actual judge, so he did have a little time to look more closely. Being an old friend he asked me, quietly to the side, where the tab went. I guess it's now our little secret, except for the few people that have read this column to the end.

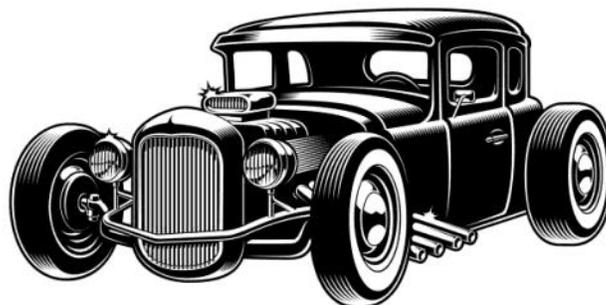
KTF

Ed note- "Hot Rod Lincoln" is a spoken song by American singer-songwriter **Charlie Ryan**, first released in 1955 and re-released in 1971. The exact words Tom refers to were-

**"Now the boys all thought I'd lost my sense
And telephone poles looked like a picket fence.
They said, "Slow down! I see spots!
The lines on the road just look like dots."**

The last line in the song was my favorite-

"Son, you're going to drive me to drinking if you don't stop driving that HOT-ROD-LINCOLN!!!"



A Qualitative Study on the Effect of Modern Springs on Distributor Advance –Part 2

By Carl Luck

This is the second and final article by Carl about the distributor advance mechanism in a 356. See the July issue for part 1.

Coincidentally, I have quite a collection of distributor springs. They range from the original 018 ones which were never changed from when built in 58/59, the ones taken out of this



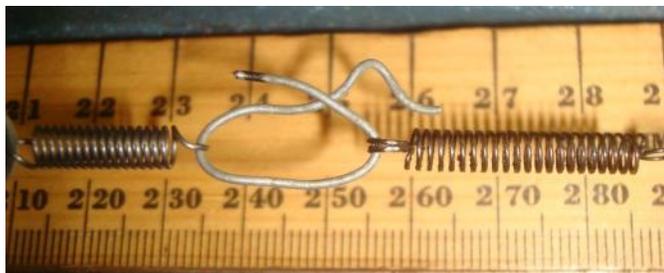
64 SC/022 distributor, which from the looks of the slip pad, may have been the originals as well, and finally a set of originals from a 50's VW 008 distributor. The questions to answer include: how do they all compare with the new Stoddard and Klasse 356 springs, and ideally, what is the variance in spring constant?

Relative Spring Constant Testing

The equation for a spring under force is: $F=K \times \Delta X$ (the amount the spring expands). The simplest way to check the relative spring constant is to connect the two, or more, springs in series and then apply a force to the chain. This way, by design, the springs are subjected to the same force so this can be treated as a constant and the relative spring constant is simply the inverse of the ratio of the change in length (ΔX) of each spring under a constant force. By changing the force, several data points can be taken and then averaged out to get the relative spring constant ratio. Fortunately all the springs tested have the same initial length so the ratio of ΔX is the inverse of the ratio of the two spring constants. The set up looks like this:



Above– springs at rest, below– springs stretched

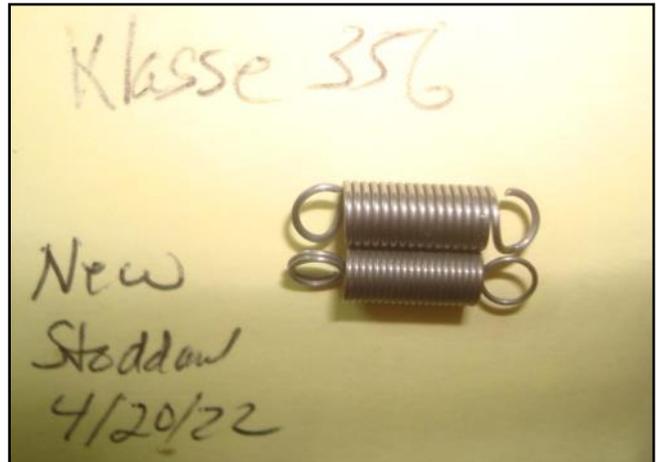


Klasse 356 (Ed) Spring vs 022 “orig”
Relative Spring Constant: Orig. 022 vs Klasse 356

Ratio (Orig. 022 vs Klasse 356) = Orig. 022 ΔX /Klasse 356 ΔX = 14/5 = 2.8:1. This would imply the spring constant of the new Klasse 356 is 2.8 times the original (old) 022 spring. The next step is to determine how the new Stoddard spring compare to the Klasse 356 springs?

Stoddard vs Klasse 356

Note that although the total length of the types of springs is the same, as were all of the springs evaluated, the Klasse 356 spring has 17 coils vs 20 for the Stoddard spring. The wire diameter also seems to be greater. These are somewhat offsetting factors.



Relative Spring Constant: New Stoddard vs Klasse 356

Relative spring constant calculation:

Ratio (Stoddard vs Klasse 356) = Stoddard delta X/Klasse 356 delta X = 31/22 = 1.4:1. So the Klasse 356 spring has a spring constant 1.4 times the new Stoddard spring, or will apply 1.4 times the force to the advance weights. This is consistent with initially seen improvement with the Stoddard springs and also confirms the additional change seen with the Klasse 356 springs shown in the final advance curve above.

I also looked at the very old 008 spring and found it to be about the same as the Klasse 356 springs, which was very interesting! The 018 springs have yet to be measured.

Measured Spring Constants

Unfortunately I did not have access to accurate, repeatable tools that would make reliable direct spring constant measurements. This could be an interesting next step that I would happily pursue in the future with proper tools and fixturing. Using a very crude digital fish scale I got a spring constant (K) for the Klasse 356 springs of roughly 0.10 Kg/mm and 0.05 Kg/mm for the Stoddard spring. This would indicate 2:1 ratio vs the relative measurement of 1.4:1. Given the direct measurement concerns, I feel the 1.4:1 would be much closer to the actual values for these springs.

Conclusions:

First, I do not mean to say, or imply that there is a problem with the Stoddard distributor springs. For this engine and distributor, they did not provide the desired advance curve, but they could be just what other engines and/or distributors need. Second, EVERYTHING has to be just right, for the engine configuration we each have, to get the most out of our engines. The relationship between the sensitivity of the distributor advance curve to the performance of our engines is important and has clearly been demonstrated here. Also it is clear that the advance springs, i.e. spring constant, can have significant effect on both the advance curve and total advance of the ignition and therefore the performance/longevity of our engines. Based on a very small sample, the new Stoddard spring does appear to be “softer” than the Klasse 356 distributor advance springs.

It was also very encouraging that a semi-quantitative “actual” advance curve can be measured in the car with only a ruler/scale marker, timing light and as always, a little help from our friends.

Although interesting, these results are based on very limited data and fairly crude measurement techniques. As such, these tests should be repeated for other replacement components before trying this at home and/or in your beloved tub engine. I would strongly recommend that if you do your own distributor work, that you somehow measure the advance curve and confirm it is within specification for your engine before use.

If you would like to discuss any of this, or other challenges, or just show me the error of my ways, please feel free to contact me via the clubs mailing address.

Finally a shout out and thank you to Jason at Squire’s Autowerks and Ed at Klasse 356 for their help and encouragement. Carl

Epilog- After continuing to fine tune the carburetors for the last month I think that although the distributor needed attention and helped, a contributing cause of the issue may have been early signs of the well known, and dreaded, Solex 40 PII butterfly and shaft/body wear. Ed at Klasse 356 has recommended a simple test to confirm this, which I will run. Stay tuned and KTF.



RESTORATION ROAD OR HOW THE ROAD DRIFTED THERE by Roy Ruff

The following article appeared in Early 911S Registry's quarterly ESSES magazine, Summer 2020
(www.early911sregistry.org)

Roy Ruff is a TYP356ne member and the owner of a 57 Speedster.

DATELINE November 1976. Stolen: My 1973 white 911S Targa that disappeared from the streets of New York City one fall evening. The car had been well loved and well driven. I later married the woman who, on our first date, drove the car with passion. What more could a guy hope for? For that reason I used the insurance money to buy an engagement ring for her. This turned out to be the best trade I could have made.

Fast-forward 20 years. While raising our family I experienced that Porsche urge, so familiar to many of us. The urge occurred after seeing my first 356 in many years, a well-prepared top-down tub. That same woman, my wife, my good friend, surprised me with a worthy replacement for the Targa, a 57 Speedster, for my 50th birthday. Love really does conquer all. We have shared many 356 events with TYP 356 New England over the years. The 356 has remained a family favorite and will be a future family heirloom.



However, that 73S made a lasting impression. For some reason soon after, I joined the Early 911S Registry, listing myself as having a stolen S. Despite the bill of sale and VIN in hand, the car was never found.

But have you ever driven a 356 Carrera 2? I had my chance on a 356 tour through Vermont. The owner was a congenial fellow and liked to share his special experience and good fortune. I was stunned by the memorable ride, the acceleration, and the handling in a 356. As we all recognize, the model has become rare and essentially unobtainable.

Fast-forward again, this time to a long New England winter. Maybe our family had been spending too much time talking around the fireplace. My wife and son suggested the time had arrived to consider replacing that 73S. Maybe not so coincidentally, I had come across an ad on the Internet for a recently restored Aga Blue 1967. The design retained so much 356 heritage. With further investigation I found the first review in Road & Track following the 67S release. I was surprised to find the engine was the worthy and more reliable successor to the Carrera 2! Handling was comparable but improved. Fuchs wheels were newly designed especially for this car. The folks at Porsche emphasized this was not a car for novices!

I began making lots of calls and talked to lots of experts. Why

not call Marcel Ruf (son of Alois Jr.) in Germany? He had restored some notable early 911s in the past. I had once asked him to look at a car I had found there. He assessed that one as a "10-foot car," which was his way of saying the photos were deceiving. That was a good learning experience. His advice was to buy a California car and restore it. They were usually the least ravaged by time.

With that advice, I reread an ESSES SoCal Tour edition that included visits to all the major restoration shops that were opened to the public. However, SoCal was pretty foreign turf for an East Coast guy, like me. I called around to several of the shops and I was lucky enough to have a long call with Henk Baars of CarParc USA. He really took the time to educate me about his restoration process and experience. His stories about restoration projects gone bad or just poorly done were eye opening. He clearly was on top of the game and specialized in early 911 restorations. Just ask John Wilhoit, which of course, I did.



If you get a car, it's got to have a sunroof. So spoke my wife.

Never find one. So spoke Henk. Nevertheless, I emailed and authorized him to look for one.

"Never" came two months later. Henk found and was bidding on a 67S sunroof barn find. So was half the restoration world, according to him. The numbers were all matching, the rust was manageable, and the only thing missing was the radio! The car was fully optioned. Apparently, it had been on blocks since 1978 at 80k kilometers. The initial photos prior to restoration were detailed, including one with a cat skeleton in the engine bay, which was later given a fitting burial.

This 1967 911S was originally delivered in Bahama Yellow with a red interior. Did Porsche really manufacture one with that color combination? Maybe it could be restored in Aga Blue. Just wait, Henk insisted and persisted. This continues to be a very special and rare example. I ran the color combination by early 911 enthusiast and Porsche artist extraordinaire, Kelly Telfer. He advised to go for it. He kindly gifted a print from a painting of his Bahama Yellow 68S, which he had bought from the Brumos collection, aka "Bahama Mama," for encouragement.

So began our yearlong adventure. Documentation confirmed the car came very well optioned with the following: Webasto heater, 2kg of touch-up paint, 10 paint pens, one set of keys, electric “Golde” sunroof, rear window with defroster, sun visor with mirror, chrome fold-up lamp for the engine compartment, Blaupunkt



radio “Koln,” loudspeaker, antenna, and Dunlop tires (165/15). The car was completed January 2, 1967, and delivered to the dealership Schultz in Düsseldorf. The original owner of the car was a Mr. Kurt Busch who purchased the car in 1967. The original European trim and gauges were retained. Some years later the car was imported into the United States and eventually found its way to California. When purchased, the car’s previous owner had dyed



the original red interior black but other than that, the car was complete, numbers matching and in really good “barn-find condition.”

Disassembly followed and then continued with sandblasting of the body, metal repair, refurbishing of parts including cleaning and powder-coating, painting with original factory technique, and restoration of the engine, transmission, suspension, electrical system, and Fuchs wheels. Carburetor restoration followed close to home in Groton, Massachusetts. Finally, the time-consuming process of assembly occurred. All was documented with thousands of photos.

The restoration included upgrading to an original pair of sports seats, the addition of an outdoor temperature gauge calibrated in centigrade, and a rear window wiper. The engine was upgraded to 2.2 L with later tensioners, new pistons, braided oil lines, a stainless-steel exhaust system, an original Koln radio upgraded with Bluetooth, and a 1968 mirror for improved visibility.

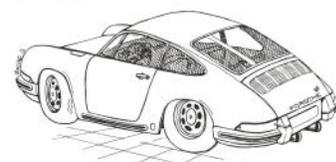
The goal was for the perfect GT for touring and driving regularly.

Come late this past February, the restoration was essentially complete, just in time for the CarParc SoCal Tour open house. My wife and I had a few short but tantalizing test drives at low, break-in RPM range. We had a number of appreciative com-



ments during the event, but no further drives. The Orange County pandemic lockdown followed soon after the weekend with final delivery postponed indefinitely. We have remained COVID-19 free here in New England and hope that every other enthusiast attendee during the LA weekend remains virus-free, as well.

Looking forward to driving the restoration road in future months with my trusty companion in the passenger seat. No one can drive this road alone. Roy



Porsche Miles Driven in 2022

Below are the miles members have driven their Porsches this year, as of August 1st.

To include your miles in the list, the rules are simple. The miles counted have to be in the current calendar year. You have to drive (or be driven) in a 356 or other vintage Porsche (you can define what a vintage Porsche is) owned by you. If you have more than one vintage Porsche, all the miles count, just list them separately. Replica miles count. Trailered miles don't count.

This is not a contest, there are no winners or losers. I'll keep a running total to see how many miles we drive our Porsches during 2022.

<u>Owner</u>	<u>Porsche</u>	<u>Miles</u>
Allen Sisson	356B	1901
Greg Lane	356B	658
	Boxter S	163
Ed Tobolski	356A	556
	911SC	268
John Henry	356C	271
Diane Mierz	356SC	914
Tom Tate	Speedster	1255
Carl Luck	356A	1250
Neil Fennessey	912	507
Georg Becker-Birck	912	770
Ray Ashenhurst	356B	308
David Lawrence	356C	658
Peter Thompson	356S	804
	911	260
	Boxster	1303
Phil Brzezinski	911 Carrera	1897
George Kehler	356 Continental	70
Ken Nykiel	Boxster	784
Craig Amerigian	912	151
Ellen Beck	54 Speedster	25
	356C Coupe	35
Bill Slinko	912	275
Theo Kindermans	356B	93
	911 Targa	359
Tom Clark	356A Patina Queen	243
Randy Robinson	356B	331
Ed Fanning	356A	346
John Consigli	356C	325
	914	100
Rudy Zimmerman	356C	207
Bob Gilbert	Speedster	7
	Total	17094



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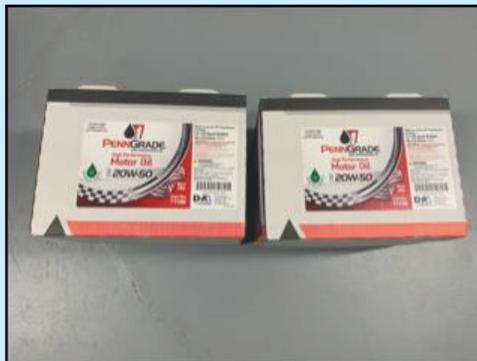
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Restored 1960 T5 coupe, email or call me for details
pjturkeyhill@gmail.com
978-204-4048
Peter Thompson



For Sale

22qts of 20W-50 PENNGRADE Motor Oil, \$185.00. Sold my 88 Cabrio after buying 2 cases in 2021.
I will deliver within 25 miles of 02726, (Somerset, MA).
David Affonso, 508-730-7057, daffonso911@comcast.net



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. You can customize any of the items you purchase with the Club's black oval patch. The store address is:

<http://business.landsend.com/store/typ356ne>

When you are on the site, select the product you want to purchase and the quantity. Then select the Apply Logo box and a page will come up with Logo 1. Follow the instructions to complete your order.



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 <https://www.holmescustom.com/corporatepages/typ356ne> 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.

New Club Grille Badge

Club members can purchase the "Official Club Badge" for a cost of \$35.00. It is a beautiful badge complete with mounting hardware.

To order a badge, first contact Peter Venuti at - pvenuti@typ356ne.org and give him your mailing information. Payment can then be made by paypal on the club website.



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