

TubTimes

VOLUME 19, ISSUE 9, OCTOBER, 2019

Official Newsletter of

TYP356ne



CLUB DAY 2019

See page 5 For details and pictures

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



WHAT'S IN THIS ISSUE?

- *Presidents Message*—page 3
- *Message to all members*— page 3
- *Calendar of Events*—page 4
- *Fall Tour Bristol, RI*— page 4
- *Club Day* —page 5—8
- *Cape Fall Drive and Lunch* - page 9
- *Miracle worker*—page 10, 11
- *DYPD*—page 12
- *Odds and Ends* - page 13
- *Classified*—pages 14
- *Club Items Available*—page 15
- *Club Sponsors*—page 16

Editorial

Wow, the summer is gone and we're into Fall. The last of our driving events will occur next week in RI. Hopefully everyone who wanted to attend this event has reserved a spot. Greg has done a lot of work organizing the event and I'm looking forward to a fun weekend in RI.

While we don't have any more driving events scheduled for the year, anyone can do an impromptu drive for the membership. Just send out an email with the date, time, and location and there is a good chance members will show up. Keep those Tubs running.

In this issue (and the last issue) I've run an "Odds and Ends" section. This is a convenient way for me to include, in TubTimes, items from the membership or other sources that may or may not be directly 356 oriented. They will, however, always be automobile related. Hopefully you will find the items interesting. Please let me know if I'm off track.

In this issue Allen and I both write about the upcoming election of officers for the next two years. It is important that we get more members involved in the running of the Club. Please consider joining the Board or running for an office. It's free, plus you get a great picture of yourself on the Key Members page. Ed T.

KEY MEMBERS-

Director—Immediate Past President
Peter Venuti



Director/Membership
Chairman
Tom Tate

Director
Jeff Leeds



Director
Greg Lane



Director
Frank Anigbo



Director
Alex Dearborn



PRESIDENTS MESSAGE— OCTOBER 2019

After the completion of Greg Lane's Rhode Island Fall tour 1.5 weeks from now our driving season will be over. Now it's time to begin planning for next year.

In just a few days from now Len Cannizzaro, who is the chairman of the election committee, will be sending all of you a notice to send in your nominations for Club officers for 2020 and 2021 during the month of October. Please note that currently no one has been nominated for the office of Club Secretary. So, we need some member of the Club to step up and run for that position. You can do so by simply nominating yourself or any other Club member and emailing your nominations to Len. The board would welcome any member of the Club to take on this role. The only commitment you will be making would be to attend most of our once a month conference call board meetings. After each meeting you would need to alter the written meeting agenda, sent to you in advance of each board meeting, to include any relevant discussion about the agenda items and the results of any votes the board takes.

The full details of what is involved in being an officer can be found here in this issue of the Tub Times in an article written by our Vice President and Newsletter Editor Ed Tobolski. I would strongly encourage all of you to consider running for the Secretary position or any of the other three board officer positions, President, Vice President or Treasurer. We really need some of you with new ideas to join the board of directors to give us some fun ideas for Club events. This Club is only as good as you the members make it. We need your help to continue to grow and improve.

On Saturday, December 7, 2019, from 10 AM to 12 PM we will be meeting at the Burlington Public Library located at 22 Sears Street, Burlington, MA to plan all the Club events for 2020. I want to invite as many of you as possible to attend this meeting. If you cannot attend that day but have an idea for a Club event next year, be sure to email me the details. I will be



glad to present your ideas at the meeting and put your event on the agenda. Ideas for you to consider planning for the Club would be weekday or weekend Club drives in your area along great roads that you know. A technical session you would like to host describing some repair, maintenance item or alteration of your car that you have recently made you would like to share with us. A shop tour you would like to suggest of a favorite repair facility that you use. A loafer's lunch get-together at a favorite lunch spot in your area or any other activity you can think of members might enjoy. We are open to any new, creative ideas that you have. New officer nominations and new ideas are welcome.

Allen Sisson, President TYP356ne
Email: dkwf5700@gmail.com

Message to all members

This is the time of the year for us to consider the composition of the Officers and Board of Directors of the Club for the next two years. The board consists of a small group of members dedicated to making the Club interesting, relevant, and most of all fun, to the membership. For the past year our board meetings have been held one day a month by conference call. Having a conference call, rather than a sit down meeting, has eliminated the need for board members to drive to a meeting site many miles from their home. The result is that we now regularly have board members on the Cape, in Maine, CT. and MA, who spend about an hour on the phone each month to discuss and plan club activities. Some of us join in from Florida during the winter months.

We are always interested in having new members join the group. It's important for us to get ideas from a wide variety of the membership to insure that we have interesting events and activities that are fun and have value to the membership. Board members serve a 2 year term starting on February 1st. The officers are elected by membership vote and they appoint the Directors and other committee members that make up the Board. The balloting process will start in the month ahead.

Now is the time for any member who is interested in participating in the activities of the Board to come forward. If you have interest, you can contact me by responding to my email, tobolsed@verizon.net or feel free to contact any other member of the Board. We all can answer any questions you may have.

We are currently in need of a candidate for Club Secretary for 2020 and 2021. This position involves participating in the monthly telephone board meetings, described above, and providing the minutes of the meeting to the board following the call. If you become Secretary there are no expectations that you will would move up to another position in the future. That would be completely up to you.

Ed Tobolski, VP

2019 CALENDAR OF EVENTS

October

- Tuesday, Oct 1st, 6 -7 pm—[TYP356ne Board Meeting Conference call](#).
- Wednesday, Oct 2nd to Sunday, Oct 6th— 356 Registry West Coast Holliday in Flagstaff Arizona.
- Friday, Oct 11th to Sunday Oct 13th— [TYP356ne Greg Lane's Rhode Island Tour](#):
This event is closed as of this publication. See more info below.

November

- Tuesday, Nov 5th, 6 -7 pm—[TYP356ne Board Meeting Conference call](#).

December

- Tuesday, Dec 3rd, 6 -7 pm—[TYP356ne Board Meeting Conference call](#).
- Saturday, Dec 7th—[TYP356ne 2020 Planning meeting Burlington Public Library](#)

OUR FINAL DRIVING EVENT FOR 2019

**TYP356ne Fall Tour, 2019
Bristol, Rhode Island
October 11— 13**



Regrettably, this event is closed as of this publication. 25 participants have registered for this two-day event, based in the Bristol, Rhode Island area. Scenic driving tours will cover territory through the Newport area, Sakonnett Point, Westport MA and will terminate at the Newport Car Museum, Westport Rivers Winery or the Herreshoff Marine Museum. Evening banquettes will take place at local Bristol favorites: The Lobster Pot and the Portside Tavern. Plenty of free exploration time will be on tap as well.

IMPORTANT NOTICE for participants:

The Mount Hope Bridge entering Bristol is undergoing sporadic construction with catastrophic logistical results (personal experience...30 minute delay!) Thus, the Saturday tour will now start promptly at 10:00am from Grey's Ice Cream in Tiverton (16 East Road, corner of East Road (RI Rt 179) and Main (RI Rt. 77) in Tiverton). Please allow transit time from Bristol and other start points. Please be wary of this choke point on Friday as well.

All participants will receive an update this week on important details for the Bristol tour.

Thanks are extended to Tom Coughlin and Bob DiCorpo for their assistance in driving tour planning and execution and to Ken Nykiel for his useful and enthusiastic insights into the Bristol area.

Any questions can be directed to Greg Lane at GKAMLane@comcast.net

Greg and Anna Marie look forward to seeing you late next week!

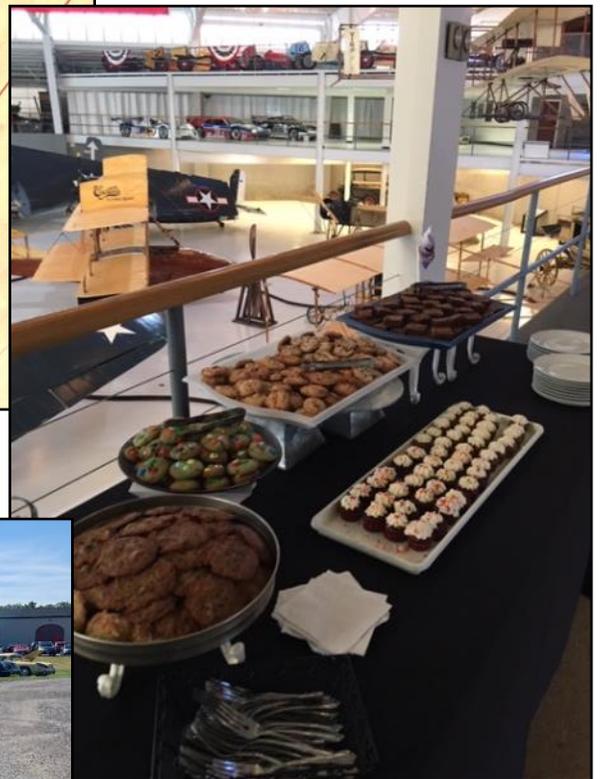


CLUB DAY 2019

What a fantastic day for Club Day 2019! With close to 60 club members attending and 40 cars we had a great turn out and fun day! The early fall -summer weather gave everyone a super day to drive their cars and get to the venue. The American Heritage museum, Airplane Hangar and Automotive Barn were all open to the club. This gave us a great historical perspective on planes, wartime vehicles and overall interesting back drop for everyone to enjoy. Ryan Keogh was the Museum Director and was on hand to make sure that everyone had a good time & access to the facilities. Club Day this year gave our members a different type of day and allowed them to enjoy the museums at their own pace. We had a delicious catered lunch and gave us all a great opportunity to socialize and catch up with one another. There are many great pictures to share so I hope that everyone had a great time. We look forward to seeing everyone at other fall events or the Holiday Party! Lisa Siegel



Above, Lisa greeting everyone at the registration table. Right- the dessert table!!!





CLUB DAY PICTURES

Above– Jeff, Ryan and Bob



LOTS OF TANKS AND A SCUD MISSILE!!!



RACE CARS AND AIRPLANES!!!



2019 TYP356ne Cape Cod Fall Drive and Lunch Report

By Frank Anigbo

Sunday September 29, 2019

The morning of Sunday September 29th began cloudy, crisp but dry as ten Porsches – 356s, 911s and 912s, and a lone Alfa Romeo GT, assembled at picturesque Millway Marina of Cape Cod's Barnstable Harbor. The sight of so many classic cars juxtaposed with boats around the marina provided an unexpected but welcome interruption to many an early morning walk as a small crowd of admirers stopped to point mobile phone cameras and talk to owners.

Following a brief driver's meeting, our caravan of cars left the marina to drive along the cape's famed Old King's Highway and through the villages and towns that make up Old Cape Cod. In Orleans we turned toward Stage Harbor to take less-traveled roads into the marshes of Eastham and Wellfleet, then crossing over busy route 6 just beyond the Cape's only drive-in movie theatre to our mid-way stop at White Crest Beach in Wellfleet. By this time the sun had banished much of the clouds and offered needed warmth to drivers of two Speedsters and a 1990 Carrera.



Another impromptu car show delighted other visitors at White Crest while some members of our group scanned the surf for a lone seal that occasionally made its presence known, and a curious dorsal fin not far off that some of thought looked suspiciously like it was attached to a shark and others concluded must be a Sunfish. After a half hour at White Crest Beach, it was time to depart for the run to our lunch destination in beautiful Wellfleet center.

Cape Cod can be a tough place for a sports car enthusiast. It's too busy in the summer to bother driving anything for the fun of it – unless like me you drive at 6am or at midnight. And the offseason like now is often not much better as you invariably get stuck behind an overly sensible driver in his Toyota Prius. But on this day, one final set of roads promised a reprieve and did not disappoint as we all cut loose on a tightly-packed and relentless series of blind corners and crests through a forest with none other but a pack of Porsches and one Italian.

We arrived at our lunch destination, Mac's Shack at Wellfleet center, with really big smiles. Frank



A Miracle Worker by any other name would be my Mechanic

By Ed Fanning

I'm new to the TYP356NE collection of enthusiasts but I think I have a story worthy of the TubTimes.

I'm 14 years old and this cousin I didn't know I had pulls into our driveway to stay with us for a few weeks as he acclimates to the Boston area and searches for a job. He's driving a 1957 Pearl Speedster and it is love at first sight. Smitten barely covers it. I get a few rides which only makes it worse.

My first car was a \$275 Saab 93, the one you had to mix oil with the gas and pull up a little rubber screen behind the front grille so rain wouldn't short out the distributor. After a tragic,

somewhat premeditated accident one snowy afternoon, I replaced the Saab with an equally disturbing MG1100 which exemplified everything British cars are notorious for. The floor was so rusted I could watch the pavement cruise by. Fast forward through many years of mundane motoring and I'm in Concord center in 2015 and spot a black A speedster in perfect shape and it immediately becomes the wallpaper on my phone. I'm inspired to investigate entrance into this elite Porsche echelon and am

knocked back to reality quickly. I come to realize there are replicas out there that are affordable but I just can't pull the trigger. Spring of 2018 rolls in and a diagnosis no one ever wants to hear presents itself and in short order, with the blessing of my much better and smarter half, in the spirit of "you can't take it with you", I find a car in pieces in California and arrange to make it mine. The legally mine takes place in about an hour. The physically mine takes place in about 8 months. After several trips to California to check on progress the car arrives in Concord on a Reliable carrier, is off loaded onto Lowell road and is driven the 1.2 miles home. I arrive; my wife comes out of the house and with a justifiable measure of disdain asks what I think. I think I made an expensive mistake. I say "It's beautiful, just what I've dreamed of." I'm thinking "what the hell have I done. It looks nice but drives like crap, shifts even worse and frighteningly over-steers in curves. The brakes require Schwarzeneggerian effort, the headlights are all akimbo, and the Weber carb retraction springs are hanging desperately from the air filter housing and are predictably ineffectual. I weep.

I'm in desperate need of help. I go to the 356 Registry and note the New England chapter and immediately send in my dues to TYP356NE. A couple of weeks go by and the check hasn't cleared so I call Tom (Tate) who is immediately available, wonderfully cheerful and commiserating, and suggests I ac-

company him and other members on an exploratory visit to a new shop in Gloucester that Saturday morning. I'm game and join the pack at our meeting place on 128. Off we go and I'm second behind Tom with three others behind. That lasts about 5 minutes. I'm now trailing far behind, near catatonia, because, to my knowledge, my car has never gone above 40 and I have no idea what will happen if it does. As a prelude to my current psychological state, as I left my driveway I decided to try my windshield wipers just for fun. Nothing. I get to the intersection of Route 2 and Walden Street and the speedometer quits. I

know 2900 rpm in third is about 40 so assume 3000 rpm in 4th is about 60. I keep it below that. Thank god for Bob DiCorpo. He kept me in his mirror and acted as the slinky between the two of us and the rest. We finally, after what is the most torturous, hour long, ride of my life, arrive at SprocketsNE. I park and sit there for what had to be 5 minutes reassembling myself.

Once together, I met Aaron Tuffley, the proprietor of SprocketsNE and was immediately impressed with the two cars

there as well as his near instant knowledge of anything Porsche. He showed us a specialized hydraulic line he had created to match something particular to a car he was working on (please note the obvious void that in my mechanical acumen) and spoke with authority about virtually any question asked of him. I was sufficiently impressed to ask him to look at my Rube Goldberg carburetor situation and he thought he could change out the Webers for the original Zeniths. I told him the brakes sucked and he thought that would be pretty routine. I told him my biggest disappointment with the car was the chore of shifting which I likened to inserting square things into round things and he offered to investigate. I thought the engine needed help and he said he could look at that too. So, next I went looking for a ride home. Bob Dicorpo was kind enough to offer a ride and allow me to experience the true joy of driving (or in my case riding in) a beautifully maintained 356 reinforcing that these cars in the right hands are a thrill.

When I got home I put together a list of everything I thought Aaron could help with, with the caveat that he do to the car what he would do if it were his. The list was a guide, and if he saw something else he should tackle it. It consisted of the following: *Engine Idle and general performance, Carbs, Shifting, Brakes, Thump at back seat go-*



ing over a bump, Squirrely Handling, Oil leaks, Steering box leak, Gas Valve, Windshield wiper & Speedometer, Driver seat track, Headlight alignment, Heat, Clutch chatter, In line gas filter, Electrify cigarette lighter for iphone, Fan belt tightness, Inspection.

Within a day or two Aaron reported that the engine issues were due to nearly no compression in one of the cylinders, that the windshield wipers and speedometer were back functioning and, had I tried to drive home that Saturday, I probably would have arrived (if I arrived) with only the emergency brake functioning as the rear drums were being drenched with brake fluid. So the engine took a while, and the other stuff was dependant on sourcing parts but the real sleuth work was exerted on the shifting. There was nothing obvious wrong with either end but no amount of adjusting would effect how poorly it functioned. Finally, it made sense to pull the connecting rod only to find that a 1 1/2" section had been added to its length for no obvious reason other than the previous owner was a person of uncommonly small stature who needed the seat forward enough to make shifting into 2nd and 4th impossible. At any rate, it took sourcing a new rod from Texas to return it to its correct configuration and solve the square/round conundrum.

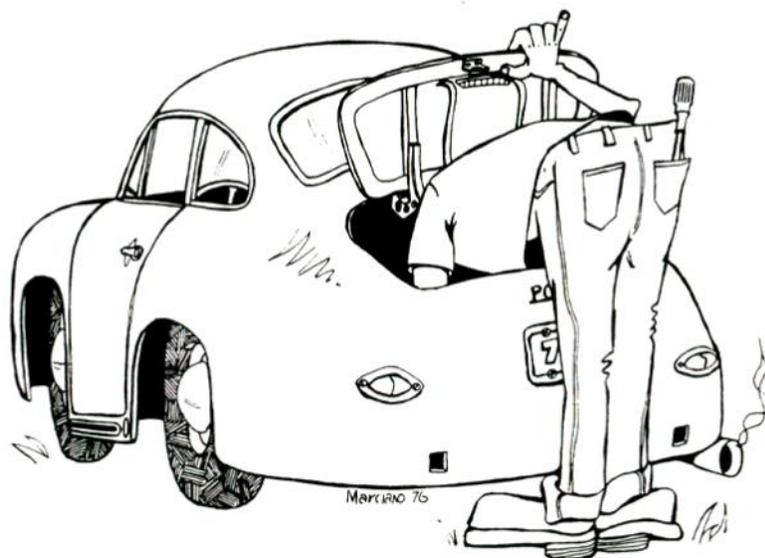


I got the car back in July and it was a different machine. Everything Aaron did worked, everything he thought he could do, he did and frankly with a daunting list like above, I'm surprised I didn't get a call to come pick it up when he reached the length of his tether on the shifting mystery. To quote our texts (Aaron) "She shifts real nice now" (Me) "Bless you", (Aaron) I was close to considering a new line of work".

In short, Gloucester is not convenient. It's an hour and a quarter with no traffic, two and quarter on any afternoon and its highway which is still a bit twitchy for me not to mention boring in a car that screams to be taming winding country byways. But as long as I own this car, I will bring it Aaron Tuffley and SprocketsNE whenever my little tub needs care. He is unfailingly honest, encyclopedically gifted, a Holmesian investigator and just a really nice human being. To say his enthusiasm for the work he does is Olympic would be an understatement. But most of

all, what came through to me was that he cares that you're happy with your car, that you're enjoying it the way you should and that it's running the best a vintage sports car can these days. The doctor is in at Sprockets

Thanks to Aaron, I can now enjoy my 356 the way it was intended.
Ed



DRIVE YOUR PORSCHE DAY 2019

While many members drove their cars to Club Day on Sept 15th as their observation of DYPD, several members drove their cars on Sept 22nd, the officially designated DYPD. Some did both. Below are pictures from their DYPD.



Matt deGarmo got his red coupe out of the barn and onto the road!



Bob Siegel drove his Convertible D to Club Day and the Bancroft tower and patch reservoir dam in Worcester MA.



Tom Tate sent this picture showing 356s out in force during the Southern Drive in Helen, Georgia on the 22nd



Toby Anderson in '58 Speedster in front of Willard House Clock Museum in Grafton, MA



Ed and Nancy Broadhead had an adventuresome ride in New London NH. They stopped at a "Primal Peoples" historic marker at Pleasant Lake. When trying to move on, they discovered that the car suddenly had only one working gear - reverse! After making a few calls, they were able to get a trailer to get back home, only 5 miles away. The problem was a shattered plastic bushing in the shift linkage joint. He's now machining a replacement, hopefully avoiding purchase of \$170+ for a new joint!



Odds and Ends



I drove Ol' Ivory ('67 911S) to Springfield. TV hosts Mike Brewer, of "Wheeler Dealers," and Wayne Carini, of "Chasing Classic Cars," and Steve Magnante, of Barrett Jackson, hosted Collector Car Live on the Court of Honor stage at The Big E in West Springfield. Ol' Ivory ('67 Porsche 911S) and I were invited. Mike (at left) is building his own "tribute" Porsche 911 RS and is very knowledgeable about the make and the present market. He and Wayne (with mic, in blue on the right) asked me very good questions about this era of Porsche. Steve's (far right) expertise really shined when an American car came to the stage. Neil Fennessey

Swedish hypercar manufacturer, Koenigsegg announced that it's Regera just set a new 0– 249mph (400kph) - 0 record of 31.49 sec. Here's some details about the car.

"This was a good opportunity to showcase the true capability of the Regera's one-of-a-kind Direct Drive transmission," Founder and CEO Christian Von Koenigsegg said in a press release. "As the Regera only has one gear, we had to make use of it from standstill to the record top speed of 403 km/h (or 250 mph) limited by rpm."

The Regera doesn't have a transmission in the traditional sense—its twin-turbo V-8 is supported by three electric motors, one at the crankshaft, and one at each rear wheel. The only thing connecting the engine to the wheels is a specially designed torque converter.

Koenigsegg says the car used to set the record was totally production spec, save for a roll cage and four-point harness installed for driver safety. With factory driver Sonny Persson driving, the Regera took just 22.87 seconds to get to 249 mph at the company's private runway in Sweden, and a staggering 8.62 seconds to come to a complete stop. The entire run took just 1.27 miles to complete.



CLASSIFIED

TYP356ne is not responsible for omissions, errors, misrepresentations, payments, etc. relative to any classified advertisements. Buy at you own risk!! Send all for sale and wanted items to Ed Tobolski at tobolsed@verizon.net. Items will be run once unless renewed.

For Sale

1965 — 356C Coupe.

Very good condition no rust !! Numbers match!

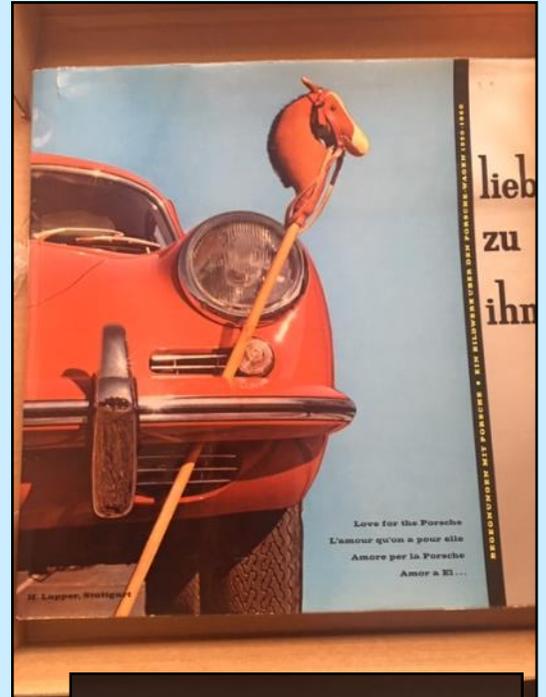
Best offer - Contact—Garyr356@aol.com



For Sale

Specific Porsche book on Porsche's from the 1960s. Lieberman zu ihm by Herman lapped. Book in very good condition but dust jacket has a very small tear in back. Very rare an very expensive. Am selling for \$1250.00 with shipping.

Contact—Garyr356@aol.com



For Sale

Old painting in acrylic of a red 356. Very nice. \$150 plus shipping.

Contact—Garyr356@aol.com

CLUB ITEMS AVAILABLE

Clothing- TYP356ne has an online store where you can order hats, polo shirts, canvas bags, and any other item that Land's End Business Outfitters carry in their inventory. 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.

Club Grille Badge

Club members can purchase the "Official Club Badge" for a cost of \$35.00. It is a beautiful badge. Contact Peter Venuti at pvenuti@typ356ne.org for further information.



TYP 356ne

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

TYP356NE – CLUB SPONSORS

Sales
Service
Bodywork

**MACKOUL'S
CARS**

Owner: Richard MacKoul
220 Worcester St - Rt 122
North Grafton, MA
Shop: (508) 839-2324

Foreign Car Repairs
Paint and Collision Experts
[Used Car Inventory](#)
mackoulscars.com



G.N. ENGINEERING

Owner: George Nelson
Tel: 617-333-0275
E-Mail: ggn356@comcast.net

THE
CARRERA
GRUPPE



Repair • Restoration
Customization • Fabrication

V 603 489 5060
F 603 489 5062

3 Owens Ct Unit 7
Hampstead NH 03841

WWW.THECARRERAGRUPPE.COM



Metric Fasteners

BelMetric.com

Automotive Specialty Supplies

The Best Hardware for the Best Cars



A.C.S.
Racing

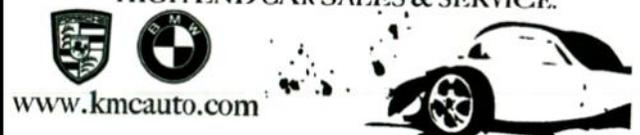
Where
Experience + Technology = Performance

74 Industrial Way, Hanover, MA
info@acsracing.com
781-982-9434

Timothy J. Kachel
425 Canal Street
South Lawrence, MA
617-759-8973
info@kmcauto.com

KMC
Kachel Motor Company

SPECIALIZING IN CUSTOM FABRICATION.
HIGH END CAR SALES & SERVICE.



www.kmcauto.com



**Retro Automotive
Products, LLC**

247 Sullivan St. • Claremont, NH 03743 • Toll Free 1-866-737-1733