

TubTimes

Official Newsletter of

TYP 356 ne



Bird's eye view of Ray Egan's carriage house taken during the Boothbay Harbor Spring Tour
See page 8 for more pictures and details.

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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-
Robert McKittrick



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KEY MEMBERS-

Director—Immediate Past President

Peter Venuti



Membership Chairman

Carl Luck



Director
Tom Tate



Director

Frank Anigbo



Director
Greg Lane



Director

George Kehler



Director
Diane Mierz



Director

Peter Thompson



Director
Dennis McGurk



Editorial

We had a very active June with several great events. See the details in this issue and Allen's column. July and August will also be busy months with plenty of opportunities to get our Tubs on the road. Thanks to Allen Sisson for all of his hard work putting the great schedule together again this year.

With the coverage of the past events and the future events I think this is one of the largest TubTimes issues I've done. My thanks to those who sent me pictures from the Boothbay tour and those who wrote articles for us all to enjoy. Putting a TubTimes issue together is a lot of work, but it's much easier if I have the content. Thanks again for your help.

It's interesting that there are no classified items this month. Perhaps Gary sold everything??? Those light bulbs that I offered last month are still available if anyone wants them. I did not want to add a page just for them.

The Florida 356 Owners Group (FOG) that I belong to, does a miles driven contest every year in their newsletter, the Fog Light. Members send in the miles they drive their 356 every month and the highest total miles for the year wins a prize. Let me know if your interested in doing the something similar and we'll consider starting it in future issues.

Ed



PRESIDENTS MESSAGE— JULY 2021

Twenty-three members had a great three-day June Spring Tour in Boothbay Harbor Maine. We started the tour with a wonderful catered cocktail party with delicious raw oysters served to all hosted by member Ray Egan at his beautiful carriage house overlooking the Damariscotta River. Ray keeps his 550 Spyder and 1955 Pre-A blue Speedster in the carriage house, and Ray drove the Spyder to our dinners both evenings.

The next day many of us took in the immense Costal Maine Botanical Gardens in Boothbay while others went to the Owls Head Museum of Transportation. Both are wonderful places to visit, and if you ever get a chance, you should visit both.

However, the highlight of the tour, for me at least, was a classic demonstration of why, as Alex Dearborn always says, you should be a member of a car club. On the short drive over to Ray Egan's carriage house a member's 356 suddenly became extremely hard to shift with it almost impossible to find first vs third or second vs fourth. This was a sudden change from shifting perfectly for a couple of hundred miles on the drive to Boothbay Harbor. As luck



would have it, one of our Club members, Garrett Bourque, has an import car service and restoration shop in nearby Jefferson, Maine. A quick call to Garrett revealed that he happened to be on his way to join us.

A few minutes later Garrett arrived. He quickly went to work and soon discovered that the bushings in the shift coupler

had completely disintegrated into several pieces found in the rubber boot on the end of the transmission. There was a discussion as to whether to call AAA or to try to drive the car the 23 miles or so to Garrett's shop. However, due to the likely hour or more wait for AAA, it was decided to drive the car there. If the car could no longer be driven at some point, AAA could always be called. We all went to dinner first, since we had reservations.

After dinner, at 9 PM, the car owners and I returned to the car.

They followed me to Garrett's shop, GB Services. Fortunately, their car made it there uneventfully. Once there Garrett quickly got the car up on four jack stands and got the bushing-less shift coupler out of the car. Garrett did not have the two required replacement shift coupler bushings for a 356 SC. So, he went to work trying various ways to make some type of bushing that would work. He first tried using two metal washers of close to the correct size. He was able, by filing the



inside and outside of a couple of washers, to get them to fit; however, as narrow as they were, they would not likely have been as stable as you would like inside the shift coupler. Garrett repairs a lot of Jaguars, Volvos and Land Rovers. As a result, he had several



old bushings from Volvos he had saved. It turns out with slight filing modification the rubber coated metal Volvo bushing press fitted nicely inside the 356-shifting coupler. To be sure the Volvo bushing stayed in place Garrett added the press fitted washers he had modified on each end of the Volvo bushing. For good measure Garrett used an idea Paul Vincent had of surrounding the whole thing with several layers of blue painters masking tape. The shifting coupler was reinstalled, new safety wire and all, under the car. After a few forward and back adjustments, the shifter worked extremely well. The owners were able to drive the car for the rest of the tour with no problems, and the owners report to me that the car shifted perfectly on the long drive home.



The owners plan to keep the Volvo modified bushing in the car long term since there does not seem to be any immediate reason to replace them with the correct Porsche parts. The owner's car will be forever known as the Volvo-Porsche in Club circles.

Thank you, Garrett Bourque, for skillfully working for 3.5 hours until 12:30 AM the next day to help another member in need. Garrett is a classic example of a Club member that will go above and beyond to help a fellow member.

Do not forget to check out the two Club events we have coming up in July described here in the Tub Times. Tom Coughlin is having his annual South Coast Drive on Wednesday, July 14th, and Aaron Tuffley of Sprockets Northeast is having a shop open house again for us on Saturday, July 24th. Following the Sprockets tour will be a special treat of lobster roll lunch at Tom Zarrella's house in E. Gloucester and a look at his beautiful car collection.

I hope to see you soon at one or all these July events,

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

New Members – Welcome to the Club

- Albert Hyman, lives in Brookline, MA and has a 2010 997
- Frank Allocca, lives in Chester, NJ. and has a 56 T1 Coupe and a 57 Speedster
 - Joe Doyle, lives in Boothbay, ME. and has a 72 911S
- Steve Turino, lives in Charlestown, RI. and has a 1961 356B Super Coupe and a 2013 Boxster S

TYP356ne 2021 Calendar of Events

Events shown bold in **Blue** are TYP356ne sponsored. All others are non-club events that are listed because they may be of interest to the membership.

Please note the Club strongly advises that everyone be fully vaccinated for COVID-19 before attending any Club events this year.

July

- **Tuesday July 6th, 6:00pm to 7:00pm—TYP356ne Board Meeting**
Video conference call. Email Theo Kindermans tkindermans@typ356ne.org for a link to the meeting.
- **Wednesday, July 14th, 10:45am to 1:00pm—TYP356ne Bastille Day South Coast Drive**
Tom Coughlin will lead us on a tour of the backroads of Westport, MA and Little Compton, RI.
See page 6 for full details
- **Saturday, July 24th, 10:00am to 12:00pm—TYP356ne Sprockets Northeast Shop Tour**
8 Norwood Ct, Gloucester, MA 01930
Aaron Tuffley has considerable experience in repair of classic Porsches.
Included after our tour at Sprockets in Gloucester will be a special treat of lunch at Tom Zarrella's house in E. Gloucester and a chance to see his beautiful car collection.
See page 6 for full details.
- **Sunday, July 25th, 10:00am to 2:00pm—Porsche Day at Larz Anderson Auto Museum**
15 Newton ST, Brookline, MA 02445. See this link for details: <https://larzanderson.org/2021lawnevents/>

August

- **Tuesday August 3th, 6:00pm to 7:00pm—TYP356ne Board Meeting**
Video conference call. Email Theo Kindermans tkindermans@typ356ne.org for a link to the meeting.
- **August 6 to 15—Monterey Car Week**
Monterey, Salinas, Seaside, Pacific Grove, Carmel, Pebble Beach, CA
See this link for details: <https://whatsupmonterey.com/events/monterey-car-week>
- **Saturday, August 7th, 10:30am to 3:00pm—Lunch, South East Connecticut Drive, and Nautilus Museum Tour**
Greg Lane and Diane Mierz have arranged for us to meet at 10:30am at the Stonington, CT Big Y parking lot on Rt. 1. After a driver's meeting, we will depart at 11:00 on a tour of SE Connecticut roads. Take-out lunches can be ordered and picked-up en-route to a great ice cream place, where we will eat lunch. The tour finishes at the Nautilus Museum (US Submarine Force Museum) in Groton, CT, approximately at 2:00 PM.
Those that would like can then take a self - guided tour of the museum, including inside access to the first nuclear powered submarine, commissioned in 1954. See article on page 7 for full details.
- **August 19—20, - Owls Head New England Auto Auction Week**
117 Museum St, Owls Head, ME 04854. See this link for details— <https://owlshead.org/page/neaa>
- **Saturday, August 28th, 11am to 3pm—TYP356ne Speedsport Auto Shop Tour and Tech Session**
52 Miry Brook Rd, Danbury, CT 06810, USA
Shop Tour with demonstration of the prepurchase inspection process on a 356. The Club will provide coffee and donuts and Speedsport will provide Lunch. More information about Speedsport at this link: <https://sstauto.com/>

September

- **Tuesday, September, 7th, 6:00pm to 7:00pm—TYP356ne Board Meeting**

Video conference call chaired by Ed Tobolski.. Email Theo Kindermans tkindermans@typ356ne.org for a link to the meetingTYP356ne Board Meeting.

- **September, 8—12,- 356 Registry West Coast Holiday**

Bend, Oregon, See this link for details: <http://westcoastholiday.org/>

- **September, 9- 12—Georgia Mountain Party-Southern Drive-Helen, GA**

Helen, GA. See this link for details: <https://porsche356registry.org/events/822>

- **Sunday, September 19th.—TYP356ne Club Day and Drive Your Porsche Day**

Newport Car Museum, 1947 W Main Rd, Portsmouth, RI 02871

Tour of the Newport Car Museum followed by lunch provided by the Club and a speaker will present an interesting car related topic. This is Ferry Porsche's birthday!

There is ample, safe, free parking for your 356; so be sure to drive it on Drive Your Porsche day.

October

- **Sunday October 3rd, 10:00am to 2:00pm—German Car Day at Larz Anderson Auto Museum**

15 Newton ST, Brookline, MA 02445, See this link for details: <https://larzanderson.org/2021lawevents/>

- **Tuesday, October, 5th, 6:00pm to 7:00pm—TYP356ne Board Meeting**

Video conference call, chaired by Ed Tobolski.. Email Theo Kindermans tkindermans@typ356ne.org for a link to the meetingTYP356ne Board Meeting.

November

- **Tuesday, November, 9th, 6:00pm to 7:00pm—TYP356ne Board Meeting**

Video conference call. Email Theo Kindermans tkindermans@typ356ne.org for a link to the meeting.

December

- **Saturday, December 4th, 10:00am to 12:00pm—TYP356ne Annual Planning Meeting for 2022**

Sherborn Community Center Foundation, 2 Sanger St, Sherborn, MA 01770, USA

All members are welcome and encouraged to attend our annual meeting to plan all the Club events for 2022. Bring ideas you have for a Club drive you could lead in your local area, or for a shop tour of a good mechanic or restoration service you use. We will have lunch together afterwards at The Heritage Restaurant in Sherborn, MA.

January

- **Tuesday, January 2nd, 6:00pm to 7:00pm—TYP356ne Board Meeting**

Video conference call. Email Theo Kindermans tkindermans@typ356ne.org for a link to the meetingTYP356ne Board Meeting

- **Sunday, January, 30th, 2022, 11:00am to 2:00pm,—TYP356ne Annual Holiday Party**

Tuscan Kitchen, 2400 District Ave, Burlington, MA 01803, USA

Sign up in advance with our Membership Chair, Carl Luck, cluck@typ356ne.org. Bring a Raffle gift item to exchange with fellow members. A 356 related item, wine or interesting food items are welcome. The food will be good as always.

For the latest information on all events go to the Club's website- www.TYP356ne.org

UPCOMING EVENTS IN JULY

Wednesday, July 14th, 10:45am to 1:00pm—Bastille Day South Coast Drive

We will tour the backroads of Westport, MA and Little Compton, RI. Meet up at 10:45 for an 11 a.m. departure. Our meeting spot will be the Simmons Mill Nature Preserve parking lot on John Dyer Rd., Little Compton, R. I. (**NOTE**-there are several parking areas for Simmons Mill on other roads so be sure you go to **John Dyer Road**)

<https://www.google.com/maps/place/Parking+for+Simmons+Mill+Management+Area/@41.5357717,-71.134166,15z/data=!4m5!3m4!1s0x0:0xf87856d62445dc43!8m2!3d41.5357717!4d-71.134166>

After the drive we'll have a picnic lunch so either bring food or purchase sandwiches. You will find sandwiches at Simmons store in Adamsville, R.I. a short drive away on route 81 (<https://simmonscafeandmarket.com/>). Or, at Partners Store on Main Road Westport on Main Road. If you like Subway, there is one a few miles south of Route 24 on Route 81 in Tiverton, R. I.

Those who have made the tour in the past know that these roads are wonderful, old and twisty. We'll drive through Little Compton village to Sakonnet Point and go to Westport Harbor, MA..

Please let me know if you plan to join us.

Tom Coughlin -tlc356@verizon.net

Saturday, July 24th, 10:00am to 12:00pm—Sprockets Northeast Shop Tour

8 Norwood Ct, Gloucester, MA 01930

Aaron Tuffley, of Sprockets Northeast, has considerable experience in repair of classic Porsches. Following our shop tour/session will be a special treat of a lobster roll lunch at Tom Zarrella's house in E. Gloucester. We will have the opportunity to see Tom's beautiful car collection. He has at least 5 concourse level automobiles.

Tom needs to know how much food will be needed. Therefore, please let Ed Tobolski know by **July 17th** if you will be attending.

tobolsed@verizon.net



EARLY AUGUST EVENT

SE Connecticut Tour / Nautilus Museum August 7th, 2021

When: Saturday, August 7th, 2021. Gather 10:30am. Depart 11:00am after 10:45am driver's meeting.

Where:

- Departure Point: Stonington Connecticut Big Y, [79 Stonington Rd.](#), Stonington, CT 06355
- End Point: Submarine Force Museum (USS Nautilus) One Crystal Lake Road, Groton, CT 06340- <https://ussnautilus.org/>

Description:

- This year's day-tour organized by members Greg Lane and Diane Mierz will focus on great roads and destinations in Southeast Connecticut, including Mystic, Stonington, Groton and sights in-between.
- Take-out lunch can be ordered (recommended) from the "Somewhere in Time" Café, located enroute roughly 15 minutes from the start. <http://somerwhereintimecafe.com/index.html> **860-536-1985**. We will also have hard copy menus available.
- After picking up our lunches, we will proceed through "hill and dale" on Rt. 49 winding up at the popular Buttonwood Farm ice cream stand in Griswold, CT ([Buttonwood Farm \(buttonwoodfarmicecream.com\)](#)) where ample parking is available and several picnic tables await the consumption of our take-out lunches and delicious, farm-made ice cream.
- After lunch, yet more windy roads will take us past the Mohegan Sun complex, arriving at the Submarine Force Museum in Groton, home of the USS Nautilus, the first nuclear powered submarine <https://ussnautilus.org/>



The museum is free. One can actually board the Nautilus and tour its innards. Depending on your interests, the museum itself can be fascinating, covering the full history of U.S. Navy submarine endeavors, personalities and equipment.

Safe parking is available at the far end of the lot.

The tour's drive time is a little more than one hour. Allowing for lunch pick-up, luncheon at Buttonwood Farm and touring the Submarine Force Museum, the full event should take about three and one-half hours, less if you skim through the museum.



Southeast Connecticut is loaded with neat things to do...restaurants, wineries, museums, great roads and scenery. Why not make a weekend of it? See below:

Museums:

- Mystic Seaport Museum: <https://www.mysticseaport.org/>
- Mystic Aquarium: <https://www.mysticaquarium.org/>
- Pequot Museum and Research Center <http://www.pequotmuseum.org/Default.aspx>,

Restaurants:

- The Dog Watch Mystic: <https://dogwatchcafe.com/> Casual outside eatery. Good beer selection
- Red 36: [Red 36 \(red36ct.com\)](#) Mystic on river. Creative seafood. Good parking but hard to find.
- Captain Daniel Packer Inn: <https://danielpacker.com/> Historic brick building. Charming interior. Neat bar on ground floor. Tough parking.
- Mystic Pizza: Mystic and North Stonington <http://www.mysticpizza.com/> The site of the Julia Roberts break-out movie. Good pizza, too. Tough parking in Mystic. Easier at North Stonington location but the restaurant there has less ambience.

Wineries:

- Saltwater Farm Vineyard <http://saltwaterfarmvineyard.com/>.
- Jonathan Edwards <https://www.jedwardswinery.com/>
- Stonington Vineyards: [Stonington Vineyards | CT Wine Tasting](#)

Hotels (many are booking up already):

- Taber Inn Mystic <http://taberinne.com/>. Simple but clean and relatively inexpensive.
- Trip Advisor link: https://search.yahoo.com/local/?s:_ylt=AwrE1xaxPNtgsWQAxlRXNyoA; ylu=Y29sbwNiZjEEcG9zAzEEdnRpZAMEc2VjA3Nj? p=hotels+mystic+ct+near+mystic+aquarium&fr=mcafee

Participation Details:

To participate, email Greg Lane at GKAMLane@comcast.net, or text me at 475-201-5378.

- Your intentions to join would be appreciated by close of day, **Thursday, August 5th**. Kindly provide the following:
 - ◇ Name(s) and contact information: Cell number, email address.
 - ◇ Car description (model, year, body and color). "Backup car" in case inclement weather is predicted.

Questions? Call, text or email Greg at: H:(203) 245-0240. C:(475) 201-5378. GKAMLane@comcast.net.

2021 Spring Tour, Boothbay Harbor, ME.

The Boothbay Harbor Spring Tour proved to be another successful event, thanks to Allen Sisson and Mary Grace, and of course to our gracious local host Ray Egan. The highlight of the weekend was a visit to Ray's carriage house to see his Speedster and Spyder. Ray certainly knows how to enjoy his cars.



Ray Egan's toys. Above right, a 55 Pre A speedster. The other pictures are of Ray's Spyder created by Rainer Cooney. It took Rainer several years to meticulously build this Spyder to exactly match the factory cars. Rainer now sells his reproduction parts to Spyder owners around the world.



Several members visited the Botanical Gardens in Boothbay



Porsches in Boothbay

Below is a link to the local Boothbay newspaper. They noticed that we were there.

<https://www.boothbayregister.com/article/vintage-porsches-visit/148580>



Diane Mierz's Adventure in Boothbay and Owl's Head Maine

I had been anticipating the Spring tour to Maine with a mix of excitement and trepidation for months; we haven't owned our 356 that long and despite a recent engine rebuild hadn't really gotten the chance to drive it any distance to shake any cobwebs which may have remained. After procrastinating for much of the winter I recently was able to accomplish a bunch of little tasks to make it more road worthy – adjusting the parking brake and valves, changing the oil, lubricating anything I could access and then finally crossing my fingers and hoping for the best. I loaded every crevice with tools and the few spare parts I had and hit the road with our son Matt. We live on the southern coast of CT and Boothbay Harbor was 300 miles away.

The car ran incredibly well until we hit the back roads of Maine where I discovered shifting was becoming a real challenge- I had no idea whether I was in 1st or 3rd and getting stuck on hills with a line of traffic behind us became extremely problematic. I was glad I had taken the time to adjust the emergency brake because I really needed it.

Allen's column (see page 3) goes into a lot the story of how the evening progressed so I will spare people the details but getting my car back on the road wouldn't have been possible without



Allen driving ahead of us the 40 minutes north on backroads to get to member Garrett Bourque's shop and then the 3 hours Garrett (and Allen and Matt) devoted to coming up with a fix for the disintegrated shift linkage bushings. It was amazing watching

it all unfold and even more incredible to be able to shift my car again! 40 minutes back on windy roads in the dark and we hit the hay at 1:30AM.

Prior to all this Garrett had generously offered to lead a group on a tour to the Owl's Head Transportation Museum Saturday morning where he's a volunteer. He had suggested we follow him in his beautiful '56 Speedster (he was brought home from the hospital in it!) on back roads, visit his shop and camp on Damariscotta Lake, and finally give us a tour of the Museum.

Saturday morning Matt and I met up with members Ed Grogan and Nancy Donovan (below) in their 87 Carrera Cab and followed



Garrett to his shop in Jefferson. We were treated to some beautifully twisty secondary roads and bucolic landscape. We stopped at Bunker Hill in Jefferson- a beautiful spot which overlooks Damariscotta Lake to take in the view and then forged onto Gar-

rett's wonderful little camp nestled right on the water. We braved driving across a mown field to his shop (I figured anyplace a speedster could navigate my C could safely traverse as

well) which is actually a old barn built for oxen sometime in the 1800s. Garrett works on all sorts of imports – Porsches, obviously, but we also saw a 60s Jaguar in the process of being restored, a Rover with a rare glass top and countless 80s and 90s Volvo wagons. He also showed us a wooden boat which has been in the family for years he restored- just amazing – we could have easily stayed at his place another hour or two but needed to press on to the museum.

Owls Head was celebrating Maine's Bicentennial (which actually was supposed to happen last year) and that weekend was the first post COVID special event to be held. Matt and I had never been to Owl's Head before and it was a treat to have Garrett show us around. It's more than just a car museum and also includes planes, motorcycles, stationary engines, and at least one helicopter. One could take a ride in a model T or go up in a biplane- definitely something for everyone. Garrett took us behind the scenes into closed off exhibits and opened up the hoods of some of the cars, allowing us the chance for an up close and personal Owl's Head experience. A truly marvelous day, especially when you consider just 20 hours before there was a very real chance of our car coming home on a flatbed.

The ride home following that magnificent speedster was one I will remember forever- so much fun. Connecticut's shoreline roads are clogged with bicycles, pedestrians and slow-pokes; Maine's backroads are the perfect antidote to all that. None of this would have been possible without Garrett and Allen- thank you both from the bottom of our hearts! Sometimes it truly takes a village with our special little cars.....



Diane



Garrett's 56 Speedster

Pictures from the Owl's Head Museum



1929 Rolls



1938 Elliott Cricket



Garrett and a 1907 Renault
Vanderbilt Racer



1941 Stearman Biplane



F1 Ferrari and a Helicopter

June Events

Sisson/Grace Annual BBQ



Mary Lou and I attended Allen and Mary's wonderful BBQ on Saturday, June 26, 2021.

We sat with Len Cannizarro. We all missed Judy being there with Len.

Almost everyone we caught up with lamented the lost year due to Covid, but were thankful to see both old friends and meet new ones.

The food was excellent and more importantly, the Members and their guests were happy that Allen and Mary have continued their annual BBQ event.

Thanks,

Tom and Mary Lou Gentz



Kim Saal brought his beautiful red 356A coupe formally owned by Erling Falck



The blue 2 cycle Saab is Theo Kindermans, perhaps the only car that did not drop oil on Allen's yard!!!



Advanced Engine Rebuilding Inc Tour

176 Main ST., Wareham, MA 02571

Ten members had a very interesting tour on Thursday, June 10th, of Advanced Engine Rebuilding, Inc. in Wareham, MA., conducted by owners Hans Westberg and his wife Tracy. In business since 1990, the shop has 3 full time machinists with a combined 60 years of experience in repair and rebuilding Automotive, Performance, Marine, Industrial, and Motorcycle engines. Hans has had some direct experience with Porsches.



The shop is small but it is packed with all of the equipment needed to rebuild engines. The amazing part is the variety of engines they can rebuild. From current big block Chevys, Maserati's, Bugatti's, and Alfas, to antique motorcycle engines and everything in between. We did not see any Porsche engines there but they have done 356 and 911 engines. Board member, Frank Anigbo, had the engine in his Maserati rebuilt by them.



The strangest engine they had there was a single cylinder Thor, see picture below. Thor motorcycles were built from



1901 to 1920. This one is a 7 hp unit and has an unusual popoff intake valve system. The valve opens when the piston retracts on it's intake stroke. The suction created by the piston opens the valve to allow the fuel mixture to enter the cylinder. A cam is used, but only on the exhaust valve. Thor sold engines to Indian from 1901 to 1907. This Thor engine was in concourse condition.

What they can't fix themselves, they know someone who can. They showed us pictures of badly cracked cast iron engine block that was fixed by a guy in CT using a stitching process much like a surgeon. If you have a irreplaceable engine block that may be the only way you can save it.

The Westbergs are extremely knowledgeable and fearless. They will take on jobs that other shops would not dare attempt. On top of that they were very accommodating and willing to answer any question we could ask. We had an interesting morning in a remarkable machine shop. Ed T



Thor Engine



SARATOGA AUTOMOBILE MUSEUM

“Rare Air” Exhibit at the Saratoga Springs Automobile Museum by Greg Lane

An incredible collection of ultra-rare air-cooled Porsches recently opened at the Saratoga Springs



Automobile Museum in Saratoga Springs State Park grounds. The 16-car collection includes seven of our favorite 356 friends, five of which are 4-cam powered Carreras. The remainder of the collection are 911s, all of which are “RS” variants, all super rare. Check out the website- <http://www.saratogaautomuseum.org/rareair>



The cars’ mechanical care has been entrusted to TYP356ne sponsors, SpeedSport Tuning in Danbury, CT.

The collection belongs to Steven Harris, a world-renowned architect and Yale University professor for the past 25 years. Virtually all the cars displayed are concours quality, several among them Amelia Island winners. Additionally, on display is a 4-cam engine and the artwork of Lyn Hiner. The cars are artfully displayed on the ground floor of the museum, a former spring water bottling plant. Each car’s description is thorough and certainly of interest to a knowledgeable Porsche enthusiast, but probably not to the casual observer.



The museum’s second floor, permanent display includes some interesting cars as well (to me, anyway). Among them is a 1927 air-cooled Franklin, built in Syracuse, NY and nearly identical to that owned by Charles Lindberg. Also of particular interest is a 1935 Maserati Grand Prix Type V8RI, winner of the 1936 Pau Grand Prix driven by Phillippe Entancelin. Later campaigned unsuccessfully at the 1936 Vanderbilt Cup Race (where Auto Union and Mercedes had a major presence), it was eventually driven by Mauri Rose (two-time Indy winner, also in later Maseratis) in the 1937 500. Incredibly, this car survived to compete in the first (1948) Watkins Glen SCCA races.



Aside from the Porsche exhibit, Saratoga Springs offers plenty to do in a weekend visit:

- Horse racing season (July 15-September 6th). Book hotels early!!
- Saratoga Springs is the summer home of the New York City Ballet, with many opportunities to see them perform.
- Downtown Saratoga Springs is bustling with many fun stores and restaurants. Greg and Anna Marie recommend a visit to Hattie’s for their fried chicken and to the Olde Bryan Inn for its early-American ambiance.
- The springs themselves can be taken in in the form of hot baths and associated delights (massages, manicures, etc.) at the Roosevelt Baths and Spa. <https://www.gideonputnam.com/roosevelt-baths-and-spa>
- The expansive Saratoga Springs State Park is a terrific spot for bicycling and long walks.
- Porsche Parking: Because downtown Saratoga Springs is dense and bustling, hotels there may not be able to offer safe parking for our little friends. The Gideon Putnam Hotel on the grounds of the state park may offer a safer alternative in its fairly expansive parking lot. This historic hotel has recently undergone an extensive renovation and we found it quite nice, if not the most modern of accommodations. The food is good, the staff is accommodating, and the setting is in the middle of the state park, in walking distance to the Auto Museum. Downtown access is provided by a free shuttle service.

Greg



356ers Out and About in Old Saybrook, CT, Saturday, June 5th



Following a rainy Memorial Day Weekend, the local CT Shoreline-area 356 drivers were primed for getting out there again by the following weekend. Our “prime mover” for local informal breakfast runs, Mark from Clinton, picked out yet another great local spot for our morning meet-up, “The Tea Kettle” restaurant, in a small strip mall with good parking by the edge of Route 1 in Old Saybrook. The day started out a little foggy, but the sun soon overcame that, and it turned into a bright day with blue skies. We had 13 people attend The Tea Kettle meet-up, so



the restaurant had us sit at two adjacent tables; the food and service were excellent. Cars that were driven to the Tea Kettle by our group included five 356s (three coupes, one convertible, one speedster), a 911 targa, a 912 coupe, and two BMWs including a real, live Isetta, and also an “E46”-era M3 Convertible.



Since a local classic car specialist garage in town, “Cardone & Daughter Automotive,” was having an “open shop” event also that day, several of us drove over there after breakfast—only a couple of miles away, on the north side of the highway. It turned out that two more 356s showed up right about the same time that we did, who were not part of our breakfast group—a red “C” coupe, and a blue “B” convertible. It was great to see all of the cars parked in a line at the C&D Auto event. There were also at least



two 911s that we had not seen before at the C&D event—a red one and a white one, both from the air-cooled era. Besides the big turnout of all types & styles of old cars parked around the building in the various parking areas, the Cardone shop was also open for browsing the various customer cars and ongoing projects that were there, with helpful staffers answering questions and discussing fine points of the work being done. C&D Auto was also going to be grilling hot dogs and burgers for lunch, although we didn't stay

around for that, having to get home to get rolling on our own Saturday projects. We did make sure, however, to drop some cash into the donation bucket that was to go to the local Shoreline soup kitchen, along with food donations that many guests also brought along. In all, it was a splendid affair on a gorgeous day, and such wonderful hospitality by the Cardone & Daughter Automotive folks. Combined with the very enjoyable breakfast get-together with the 356 group, an all-around great Saturday was enjoyed by all. Steve Mierz



Times They Are A Changing

I attended an evening concert at the Carter Barron Amphitheater in Washington DC in 1966. That phrase was in a song written by Bob Dylan and sung by Peter, Paul & Mary. It has been rattling around in my brain ever since. We listened to that song in every decade as progress in different areas changed our lives forever. Many resisted change but most embraced it. I would like to think that Porsche owners would be in the latter group. I know that I am.

That might sound strange to hear from someone who has owned one car in his garage for 45 years and another for 29 years. Long term ownership doesn't mean that I don't accept change. I just don't like to give up on things that I enjoy.

My loyal readers will remember that I do have a 2014 911 C4S in the garage and that certainly is a big change. It does belong to son, Rob, but just the fact that I've been driving it has me humming that old song again. I never thought that I would own a car with only two pedals on the floor but the Porsche PDK system is drawing me to its amazing ability to shift better and faster than I can.

The C4S is so modern that the AC is on all the time and there is a button on the dash to turn it off. It has so much horsepower that you can't even tell when the AC is on. The other cars in the garage either don't have it or it's only used in an emergency because of the loss of power when it's turned on. There are all sorts of gadgets that I never thought were needed in a Porsche until I tried them. There's a loud button that can keep small children and dogs on the sidewalk as I pass by but can be turned off for long distance, high speed drives. There is a shock absorber button (looks like a shock) that tightens up the suspension for the ramps but leaves the ride soft when just cruising. The Sport buttons, there are two, will take some reading on my part but so far the Sport Plus mode was used for the autocross runs (thank you Rachel) and it worked great to improve handling (which was already the best ever).

I've had the C4S long enough and driven it enough that it was time to get the oil and filter changed. I called around to discover that none of the quick lube places would touch it, too much risk of making an expensive mistake. The local dealer would be happy to squeeze it in but they call it a 10k service and it costs \$375. When asked, they said that they also check the tire pressure (the car does that *by itself*) and wash it. A quick scan of You Tube showed a short video of an owner doing the job in his garage. I have a garage and change oil in my Tubs, how tough could this be. Just because you can't find the engine and

under the rear hood looks like a sewing machine doesn't mean it's hard to do.

I wanted to find the filter first because it looked like the toughest part of the job. With no tools, I followed the video instructions and just pulled off the cover, the fans, disconnected the fan plug and there was the oil filter. It was easy to reach with a 36mm socket, the same one I use on a 356 rear axle nut, and I had the lid off in a jiffy. I'm surprised, while it's not the same size (actually smaller) it's just like a 356 filter, it's a paper insert not a canister like the '72 911. The rest of the job was easy, just 8 quarts of oil instead of 4 quarts. The whole job

was barely time to finish a beer and costs less than \$50. BTW, Walmart carries the correct Mobil 1, 5 quarts are \$22. Things are a changing but not that much.

The fact is that I've come to the conclusion that since this 911 is going back to Rob at some point I needed to get one of my own. I like the idea of full time four wheel drive (no wheel spin on launch). Since I want to have the most recent advanced features I'd like to have

a car with composite brakes that the supercars are all going to. I don't use them that much (brakes just slow you down) but if Porsche made them they must be great.

Since Porsche is talking about converting the fleet into EV cars, the day may come when an ICE (internal combustion engine) powdered 911 will no longer be built. That would make the current offerings collector cars. If I'm wrong my kids will just have an old car to get rid of. If I'm right it will pay off like a life insurance policy when I'm dead. Either way I'll have a great ride until someone takes the keys away.

I just bought a 2020 helmet for track use that is good for 10 years so I think I have at least that long to go. The 2015 helmets were a lot cheaper but would be out of date in only 5 years so I stepped up. I guess I'm more of an optimist that a cheap old guy after all. We'll see how that worked out in 2031.

The Tate family doesn't buy new cars so it didn't take long for Rob to come up with a few good candidates. I think he wants his car back sooner rather than later. Since I introduced the idea of a 911 as an investment he suggested that the top of the line model should be the target. Plus, it should be faster than his, right? We chased a couple of privately offered (read big discount) cars that met the criteria, a 2014 or 2015 Turbo S in either white or silver. Anything without a black interior since it will spend some time in sunny AZ (read 112 degrees). A low mileage white with mocha interior (same interior as the C4S) Turbo S popped up in Las Vegas and we were all over it.





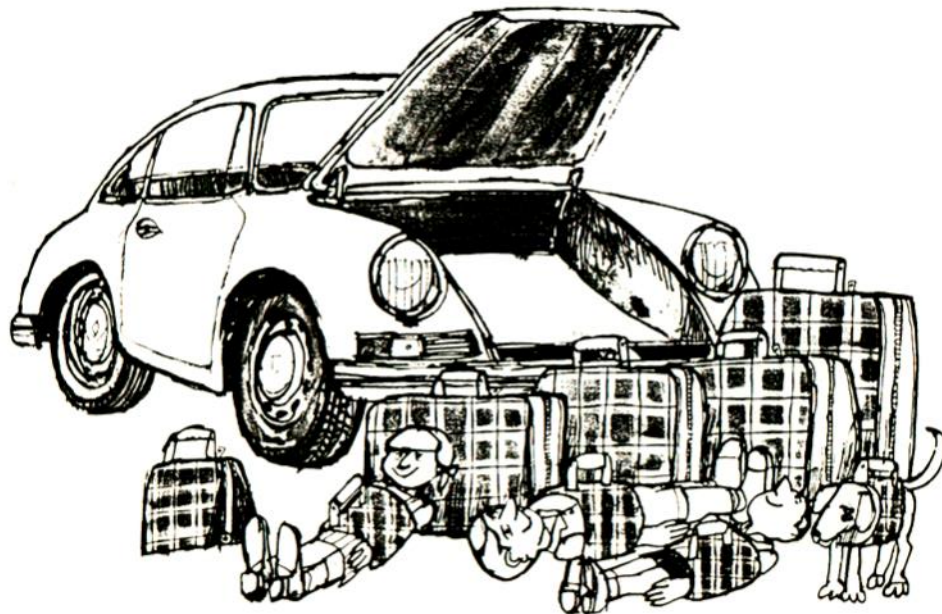
It didn't take long for Rob and the family make the 4 hour run to lost wages (in 3 hrs) and scoop up the new ride. Turns out it is equipped just the way I would've built it with a glass sunroof (no need to open), no centerlock rims (so I can take wheels off myself) and a small tasteful rear spoiler what only pops up when needed OK, I'll probably leave it up all the time.

With the '72 Martini 911 still in the garage there is some question as to whether or not I will autocross this new ride. I did notice that with 20" rims all around, a set of the sticky tires, needed to be competitive, cost more that the Volvo wagon

the I just bought for my grandson. Yes, the times they are a changing and I'm trying to change with them, *but really*.

As readers know, these are very large changes for someone who has puttered around in underpowered cars all my life with my foot to the floor. Now I won't have to step down quite so hard to keep up with the kids.

KTF



TubTech— How to purchase a 356

This is the fourth in a series of articles by Tom Tate on how to purchase a 356

Tub Inspection

We continue with tips and hints on what to look for when that opportunity arises to buy another 356. You already have one, right? Maybe you'll just want to inspect the car in the garage to see what you missed.

The last column went over the engine compartment in great detail so this time we'll inspect the interior. This will not be a concours inspection where only the dirt found is important but just a review of what to look for that would make the car correct.



Overhead is the Factory headliner which is an off white material that is perforated. The very early cars, called Pre - A's, had a kind of mouse fur material that was also used by US manufacturers. Think of your grandfathers Buick from the period. By the time 356 A cars came along through the last '65 356C only vinyl was used. Note any stains around the windows or door openings. The gaskets tend to shrink over the years and leaks leave a path to follow. Look carefully below the front and rear window corners as that is where rust can find a home. Rust is not your friend.

Behind the headliner and glued to the steel roof was a foam material that worked as sound deadener. I'm sure that it was state of the art 60 years ago but by now most of it has been turned to dust. Tapping lightly on the vinyl will sometimes produce what looks like smoke coming thru the holes. Nothing to do here except vacuum the interior frequently. Not a fault, just a sign of age.

The carpeting used back in the day was called German square weave. It is easy to spot, wore well and lasted a long time. Replacement carpet is available from a



variety of vendors and while not cheap is certainly worth the investment. I'm surprised at the number of cars that have carpet replaced and done well but with the wrong material. That alone would not disqualify a candidate but it will drive you crazy over time so allow for replacement costs in your calculations.

Radios were frequently installed at the delivering dealer so all sorts of types are found in 356's. Stateside, Bendix were popular, remember, many dealers also handled VW and Bendix was their brand. The Factory used Blaupunkt, Becker and Telefunken. State of the art in the '50's produced radios that had trouble holding a signal and stereo sound didn't show up until the mid '60's. Where are now many shops that can reconfigure these old units with new components to keep the look and produce great sound.

Gauges are always a good topic as they were pretty standard through the production run. Tach, Speedo and a multi

gauge (temp & gas) were the three in all cars except the early Speedsters that had just tach and speedo.

Electric clocks in the center of the dash showed up in the 356B model although a 7

day windup clock for the glove compartment door was offered from '56 - '62. Other additions like oil pressure and ammeters were installed by well meaning owners but were not Factory items.



Seats came in three versions, fixed, reclining and Speedster buckets. There were fat backed seats until late '58 and then the backs were thinner and more narrow making rear seat access easier. Speedster buckets were a popular option



back in the day but the standard reclining seat was a lot more comfortable for long rides.

There are many books that cover the differences in greater detail but I hope this is helpful.

KTF

Odds and Ends

Mille Miglia 356 Connection

The Mille Miglia was a 1000 mile race around Italy that ran from 1927 to 1957. The actual race was stopped after a horrific accident that cost 12 people their lives. Now it is a beautiful historic tour/rally around the country. Chip Bechtold sent these pictures of a friend in California who ran the event this year (June 16—19) in the red speedster.

For more information go to—the Registro 1000 Miglia (<https://www.registro1000miglia.it/>), the official register created to catalog, classify and certify the main cars of the 1000 Miglia,

There is an active Porsche 356 group in Italy. When Chip worked in Milan, he was a member of Registro Italiano Porsche 356.



A little Miglia history

In 1957 a factory Ferrari won the race but a privately entered Ferrari, number 531, driven by Spanish driver Alfonso de Portago and his navigator Edmund Nelson crashed late in the race when their front tire failed killing them and 10 other people. That ended the race forever.

The story goes that the legendary de Portago refused to wait for the mechanics to change the tire, confirming the old adage that there are old and bold drivers but no old bold drivers. Back in the 50's up to 25% of the F1 drivers died racing every year.



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.

Contact Peter Venuti at - pvenuti@typ356ne.org for further information.



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