

TubTimes

Official Newsletter of

TYP 356 ne



**Which way is he going?
Some people are just a little twisted!!!**

VOLUME 21, ISSUE 1 MARCH, 2021

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

TYP356NE OFFICERS

President— Allen Sisson



Vice President/
Newsletter editor

Ed Tobolski



Secretary—
Theo Kindermans



Treasurer—
Dennis McGurk



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KEY MEMBERS-

Director—Immediate Past President

Peter Venuti



Membership Chairman

Carl Luck



Director

Tom Tate



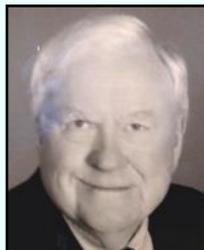
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Greg Lane



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George Kehler



Director

Diane Mierz



Director

Peter Thompson



Editorial

Hopefully COVID 19 is winding down and we can get back to a normal existence, whatever that will be. As you can see in Allen's Presidents message we're moving ahead with our events for 2021, lets keep our fingers crossed that all or most of them can go off as scheduled.

When I asked for suggestions from the membership for TubTimes articles, Richard Ward suggested that I concenter an article about purchasing a 356. I thought that there is no one better qualified to write such an article than Tom Tate. When I asked Tom he jumped at the opportunity and the first of his series of articles on buying a 356 is on page 8. Thank you Tom.

I think that these basic type of articles can be very helpful to the membership. While many of us are long time 356 owners (I've had mine for over 50 years) some members may be a new owner or may of never owned a 356. As Tom's articles progress, I'll add other information that I think will be helpful to a relatively new owner.

Following Richard's lead, all members are welcome to suggest items for TubTimes that will help them enjoy the 356 experience. We have a wealth of information among the membership. All you have to do is ask a question either through the email system or TubTimes.

Ed



PRESIDENTS MESSAGE— MARCH 2021

Well, finally things seem to be improving regarding the COVID-19 pandemic. Case numbers are steadily declining, and the vaccination roll out is picking up steam. The way things are going I am guessing that most of us that are 65 and older will be completely vaccinated by mid-April, and many members younger than 65 will likely be well vaccinated by late May to early June. I am also anticipating the outdoor (current limit 25) and indoor (current limit 10) group size restrictions may start to be eased somewhat in April, May, and June to allow us to start holding some events again.

The Annual Club planning meeting, that all members are encouraged to attend, will be held as a video conference on Saturday, March 20th from 9 AM to 11 AM. Email our Club secretary Theo Kindermans: tkindermans@typ356ne.org for a link to the Microsoft Teams meeting format video conference if you would like to join us with your event ideas for this year. See page 4.

In advance of the planning meeting **Peter and Joyce Thompson have already agreed to hold their annual Club swap meet from 10 AM to 12 PM on Saturday April 24, 2021** in their spacious outdoor open garage and front yard area in West Newbury, MA. See the Club Schedule on our website <http://www.typ356ne.org/schedule-of-events> for details. Coffee and donuts will be provided for all. This is one week before the big Central Pennsylvania PCA swap meet in Carlisle, PA on May 1st. So, this will be a good way to get a jump on the bargains before Carlisle. I am assuming the outdoor group size limit will have eased by then, but of course even if you are vaccinated, you should wear a mask and try to keep 6 feet apart as much as possible to protect others that may not yet be vaccinated.

I am working on trying to line up some events for May. **Tentatively I am planning on holding the Spring Tour from Friday, June 18th to Sunday, June 20th in Boothbay Harbor, Maine** with the same plans as last year that had to be postponed due to COVID-19. I am still working our details for the tour. I will let you know more



details and when scheduling a room at one of the inns is possible in the future.

Tentatively, the annual Sisson/Grace BBQ is planned for Sunday, June 27th 1 PM to 4 PM. More details later. **It would be great if some of you could develop nice driving events for Club members in your area in April or May to get the driving season started.** Driving events can simply be meeting in a parking area briefly masked before getting in our cars for a nice group drive. No eating as a group would be required due to COVID restrictions for now. **Email me or join the planning meeting with your driving event or other event ideas.**

Vaccinate as soon as you can, and stay safe always,

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



TYP356NE 2021 EVENT PLANNING MEETING

This years planning event will be a virtual meeting starting
at 9:00am, on Saturday, March 20th, 2021.

It will also double as our next a board meeting.

The planning meeting (and all board meetings) are held virtually using the Microsoft Teams App, curtesy of Theo Kindermans, our Club secretary. If you would like to join the meeting you have to get an email invitation from Theo. To do that, send an email to - tkindermans@typ356ne.org—asking him for an invitation to the video planning meeting. You will need to have the Microsoft Teams App on your device. It's free. He will send you an email invitation to join the meeting on the date and time scheduled.



All are welcome and encouraged to participate in the meeting.

If you can't participate you can help the process by suggesting an event for the club and better yet, volunteering to chair an event. Contact Allen Sisson—dkwf5700@gmail.com. As the covid situation improves and more and more of us get the shots, we will all be anxious to get out and drive our cars and hook up with other members. We are open to a wide variety of events like those listed below and are always open to some new ways to get together and enjoy our 356s.



- Tech Session
- Loafers Lunch
- Shop tours
- Swap Meet
- Driving tour
- Mini Tour
- Club Day
- Social gatherings



DRIVE YOUR PORSCHE DAY 2020 PICTURES

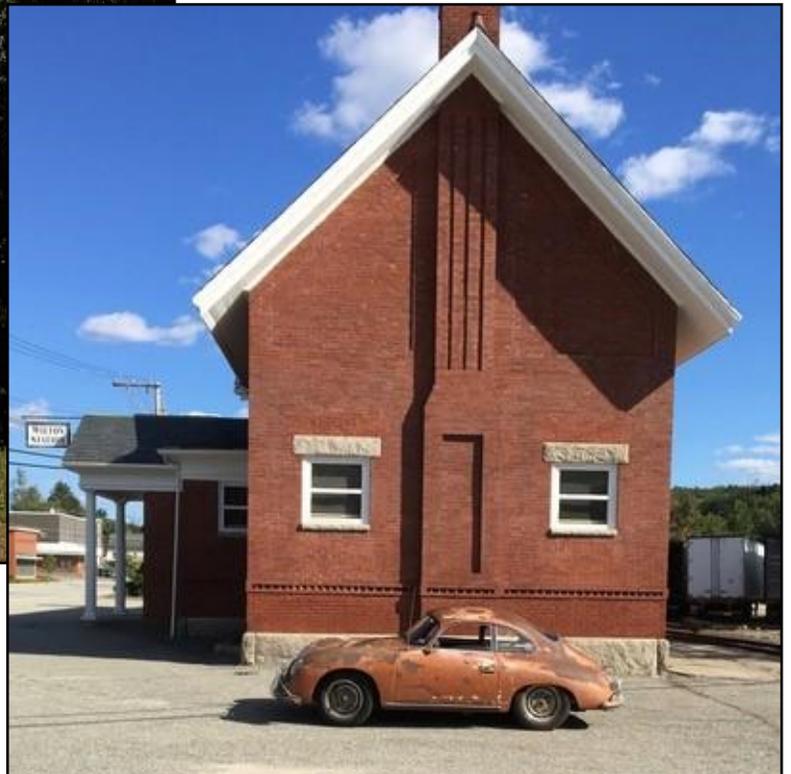


Carl Luck sends these two pictures with his A coupe. Above- The bridge is at the Bull Run Restaurant in Shirley, MA. It's a great place on Rt. 2A just past Ayer. The building was originally the first stop on the Boston to Albany stage coach route. The men of Shirley gathered there before marching to Lexington/Concord in April of 1775. It has been owned and operated by the same family since 1946.

Left -The church is on Shirley center common. Classic and pretty unaltered typical old New England.



Right -My wife and I with our A coupe in Wilton NH, at old train station, Tom Clark





Above—Robert S. McKittrick 1965 Porsche 356C, At the Bunker Hill Monument, Charlestown, MA



Above—Richard's '64 Sunroof Coupe at Long Lake, Littleton. KTF, Richard Buckles



Above – Bill and Diane Hare– 356C Coupe

The pictures below, right and on the next page were taken at Greg and Anna Marie Lane’s Drive Your Porsche Day Tour in Southern CT, last September. Worth seeing again.

Below– John and Bette Consigli, 356C Coupe.



Above– Greg and Anna Marie Lane, 356B Karmann coupe.



Above— Lise Merrifield and friend, 356C Coupe



Above—Paul and Jane Ahnell, 356B Coupe

Below— Diane and Steve Mierz, 356SC Cabriolet



Below— Scott and Robin Sogge, 356B Sunroof Coupe



Below— Allen Sisson and Mary Grace, 911 Carrara Targa



Below— Craig and Amy Bush, 911 Targa



How to Buy a Tub

The following is the first of a series of articles by Tom Tate intended to help someone purchase a 356

Buying a 356 in today's market may take some time but it really isn't all that tough and can be a fun project.

Like life in general, it's all about expectations. The first thing you have to do is figure out what kind of buyer you are.

Are you a project buyer? That would mean that you either have the skills to reassemble a car that someone has taken apart or know someone that can do it for you. You can recognize greasy 356 parts in the bottom of an oily cardboard box and know what years they fit.

More importantly, you can look at a pile of parts spread out



on a driveway and know which ones are missing. You'll also know which missing parts can be found on the shelf of Vendors (and the cost) and which will take years to find. You have welding skills and the equipment needed to weld two pieces of tissue paper thin metal together without blowing holes in the work. You are young enough to devote 5-6 years to a 2 year restoration and have a fat bank account to support the costs as they rocket past the number you could've spent on a finished car. You'll have a heated garage (in New England) with enough space for two cars, one space for the Tub and one space for the parts spread out all over the floor. Outside of your car buddies you have no social contacts, no outside obligations, and no family that might need you to be present for any kind of events like birthdays, anniversaries or weddings.

Are you a driver buyer? You would like to buy a Tub that you can just pay for and drive home. It might have some faults that you could correct at some point but they



won't keep you from enjoying the car while you 'tinker with it'. Engine numbers don't hold any real meaning for you, in fact you don't even have a copy of Dr Johnson's book at home. You would like any color even if it's not the original one or even a Porsche color. Transmission noise doesn't bother you, oil is cheap so a little smoke is OK and they all leave a mark where you park them, don't they? A few gauges that don't work don't really matter as long as the tach and speedo wave at you. A door that doesn't shut right is OK as long as it doesn't open when the car turns. Those lumps on the tops of the fenders in front of the windshield don't bother you, the plywood under the carpet helps insulate the floor. You don't need to have anyone familiar with 356's inspect it because you're pretty mechanical, used to own a VW and besides it's so cheap what could go wrong? Titles and paperwork aren't really a concern since you may not register it anyway.

Are you a collector? If so only a show winner will get the nod from you. You don't own any car parts or tools. The enameled cabinets on the wall are advertised in GQ and only hold cleaners and waxes. The floor in your garage is as polished as the marble floor in your bathroom. The 50 year old racing posters are signed by the drivers shown and they're all framed under glass. A hospital OR doesn't have the lighting power that you've installed. You



don't have any 'garage clothes' and weekends are spent on the grass at car shows. You will only buy a Tub that is correct in every way and that includes a tool and travel kit. Even the jack has to be correct with proof that it was delivered with the car when new. You require more records than the IRS. Your bank account is handled by a Trustee and it only takes a phone call to do a wire transfer. Dealers bring cars to you and return rights are good for a year in case you or your friends find something you don't like and they can't explain.

Once you decide what kind of buyer you are above I can share some hints with you that might help put that Tub in your garage. See you in the next edition of Tub Times.

KTF

WE CAN SAVE THEM ALL by P J Bernard

(The continuing story of the resurrection of PJ's 356A coupe SN 58013)

53018 Progress in the time of Covid

I'm sure most of us have turned to small projects which can be done at home, indoors this year, especially since the temperature approached then passed freezing. I've been setting aside small parts and mounts that need refurbishing and separating them out as parts that just need cleaning and paint, parts that

need some repair and the group that should be assessed by someone with more expertise.

While doing that I've pulled together a small group of tools I had which can be used for multiple purposes. In



addition to a set of brass o-ring picks which do no damage there are a couple of things I've found that have proven 356 useful. The first of which was a soft leather weight liberated from a ship salvage years ago. It consists of two 5" leather discs filled with buckshot and was originally used to hold down charts on the ships chart table. It's a fantastic backing pad for knocking out small dents in metal with curves, a big help in bringing one of my fog lights back to shape. The light isn't perfect but the worst of the damage left just happens to sit in the fender recess so it can't be seen. A cheap tool easily made with scrap leather and sail twine.

I also made a small work stool from the base of a desk chair, plywood, cushion and a 18" square of leather. A huge improvement over a milk crate, the right height, much more comfortable, stronger and it rolls, it's awesome, better than Griots and was free.

For the pile of painted parts I set aside I'm working with an ultrasound cleaner and a small sandblasting cabinet recently purchased from Eastwood. In addition to those, I flopped back and forth between buying a rotary or vibratory tumbler. Missed the mark on that decision. I bought the vibratory unit and it was the wrong choice. Knowing I wasn't sure I made that purchase from Harbor Freight so no real loss. The unit just isn't heavy enough to deal with its own motion, it unscrews the top, walks all over the table and wastes half the effort doing everything but moving sand, I'll soon purchase a quality rotary unit somewhere else. Not perfect but I've got much better results with the

small bench blaster. There are a few glitches I'd assume it would share with other units that small. It runs on suction not pressure so picking up sand was intermittent. It wouldn't feed consistently so I tried a few different arrangements and found a marine bilge pump pickup would allow the sand to drop down around the pick-up (like a home vacuum attachment). A much better result than the cute funnel shape created with loads of sand in the bin but none above the hose end.



The second improvement was adding a tee to the air inlet for a basic air nozzle. Perfect for blowing off the part and occasionally back pressuring the blast nozzle.

Along with the mechanical means I'm dunk testing a couple of parts in a vinegar solution and am about to give molasses a try. Hands off cleaning with no damage to the metal surface. Slow yes, but like money in the bank it's doing the work.

One other proven product I'd like to push is Ospho. This is a product I've been around for years and heavily used in the marine industry. I've tried a couple of rust solutions which coat and cover but they all seemed to be band aids. As soon as the surface was compromised rust would appear. The product would then do a great job of holding together while the rust just simply crept underneath lifting the coating away from the surface. I'm a believer in Ospho and paint. Ospho does two things, it etches the surface

and changes any small amount of surface rust to Iron Phosphate. It's also so thin it gets into the porous surface of the metal. After paint is applied if there is a cut or scratch in the paint that's the only spot that is affected. I've painted yachts with Awlgrip after using it and those jobs are holding up well. I wouldn't yet go so far as to say I'd use it on bare body metal sine I don't know how it affects current automobile paint products but for small parts it's great. This transaxle plate shows original condition, a light sandblast, Ospho at 50% and then straight from the jug. -PJ



Four Speeds and Drum Brakes by Tom Tate

Value Value Value – Where is it?

I think it may be a sign of old age but, like many, I have been looking at the relative value of things and I just can't seem to make some numbers work for me. I understand some but not others. I'm not talking about bread that used to be 10 cents or milk that was \$1 a gallon back in "the old days". I'm talking about the value of today's cars.

I understand supply and demand, I'm in that business in the equity market. I understand marketing and how various manufacturers wish to place their products in the market place but I struggle with the value of cars after they're in the hands of the driving public.

Back in the day (see bread/milk above) a new Porsche 356 coupe was \$4200 when a new Chevy Bel Air was \$2450 so they have always been priced above a "regular" car. The modern day 911, after 70 years, certainly warrants a similar difference if not more.

The loyal reader will recall that in last column I discussed the 2014 911 C4S that son, Rob, bought and I picked up last Nov. It was \$153k when new, 7 years and 30k miles later it now sold for less than half that number. That is a little better than most cars sold as they normally lose 50% of their value after 4 years. Of course the best part of our favorite car is the fact that after a few years their market value begins to recover. It is Rob's expectation that his new ride, given care and low miles will now begin to appreciate. If it doesn't he still will have a terrific car for half price. I agree with his thinking especially given the announcement that Porsche made this week. According to the Porsche Factory all vehicles manufactured after 2024 will be electric. What? Electric? The end is near.

I guess it's time to get our ducks in a row. I remember being asked to give a "market talk" at a PCA Annual Dinner. The prices on Speedsters and open Porsches had begun to rise above their price when new and we were all shaking our heads in disbelief. I gave some current sales results on used cars as I was still at a Porsche – Audi dealership and told the audience that it was time to find their dream car and put in their garage. If they didn't do it soon they might not get a chance because of rising prices. Everyone laughed and said the prices would never stick. That Annual Dinner was in 1978.

If you think that older Porsches have had their day in the sun think again. Air cooled cars are seeing another leg up and the "water pumpers" are now just beginning to follow the rocket to Mars. I'll say it again: Get the Porsche that you've always wanted if you don't already have it. Even if I'm wrong you'll have a great time driving it.

That brings me to the part of the value curve that I just don't get, used car prices. I have a grand-



son in Mass about to get his driver's license, so I went out to the beater market last Fall to find something for him. After all what are Grampa's for? A Volvo V70 popped up in the local Medfield market place for \$2500 so I grabbed it. The Swedish ride wasn't enough to get him to make an appointment ("really Grandpa, a wagon?") so he didn't take the test. I didn't want to walk/plow around it all winter so I flipped it for a short profit (don't trouble the IRS with this information). Winter sets in, he's stuck in his apt and is now more motivated so I open the MarketPlace app again and there's another Volvo V70 for sale.

This car has 164k miles, front wheel drive, everything works, tires are good, great leather interior with no rips or tears and it's solid as any new Volvo. At \$2k this car is less than a set of tires on the C4S above. How can these prices be explained? Grandson did seem to object to the last "Grampa car" I offered so I did upmarket this to an Audi with a few logos I had hanging around. I'll just tell him it's an Audi wagon. A couple of PCA stickers and it's ready to go!



This ride will actually be a lot cheaper to operate than a more expensive car since it won't need collision insurance. Why pay \$1200 a year to insure a \$2k car? Just fire and theft coverage (about \$37) so if it burns up or disappears he'll have money for another one. If he crashes it, which he probably will, just pull out the fender and keep driving or sell it for parts. Sales tax will be the price of lunch. Excise tax will be less than \$50 per year.

The driving appointment is still a few weeks away so I've been driving this wagon to the train station and the dump and I'm getting attached to it. Well, maybe I'm just getting attached to the value in it. It's a great ride. OK, 0-60 is around 12 sec, steering has zero feel to it, it has the body roll of a Checker Cab and the brakes require a little planning, but hey, it's a Grampa car and it was only \$2k.

These cars and others like Toyotas, Nissans and Hondas are everywhere for short money, actually tire money.



How can that be? Either the price of new cars are way too high or the prices on old cars are way too low.

I know we all like new and

shiny with all the 2021 features but really at \$2k how can I complain on the 6 mile trip to the train station. Maybe I'll settle for old and shiny with the vintage rides in the garage and call it a day. But then there's that C4S in the garage just waiting for Spring. Tough questions. KTF



WANT TO IMPROVE THE HANDLING OF YOUR 356?



Although they were advanced for the time, 356s had serious handling problems with the rear engine weight bias and swing axles. The advantage they had was that they were durable and light weight. The 911 series did a lot to overcome these problems and today the cars perform entirely different than our old 356s.

The first 356's had no front swaybar. In order to reduce the oversteering characteristics of the car, Porsche began using a front swaybar in late 1955. This bar was 15mm in diameter, (see picture below) and continued until late 1963. With the 356C the bar was increased to 16mm.



Wilholt 17.5mm kit

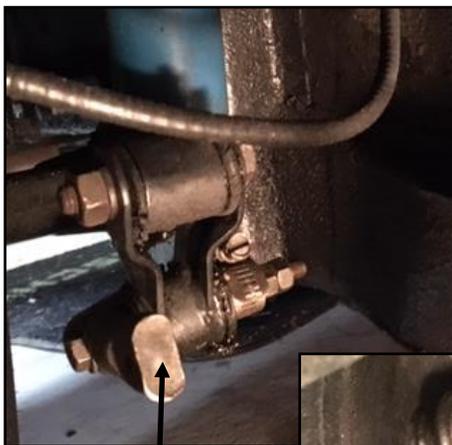
Back in the 70's and 80's when I did a lot of auto crossing and track driving with my A coupe (see picture left of me and the coupe, before it was painted blue, flat out in 3rd gear going up the uphill at Lime Rock), I installed a 19mm, adjustable H&H front sway bar, see pictures below. With the bar set at the 19mm position, the Koni's set almost full stiff, and the swing axles decambered slightly (-1 deg) the tub handled great. We won a lot of trophy's over the years.

To help the handling by trying to keep the swing axels straight the factory added a camber compensator on the rear of S90s. Back in the day some of the racers were using a rear Z bar for the same reason. If you want more details on this and other performance mods, check out *Porsche 356 Performance Handbook* by Duane Spencer (circa 1990).

I still have the 19mm front bar on my car, but I softened the Koni's to get a better ride on the street. It still handles great. A heavier front sway bar is an easy way to improve the handling of any 356. Wilholt now sells a 17.5 mm front bar for our cars, see picture. There are others available also, go on google to find them.

If you want to improve the handling of your 356 a bigger front sway bay is an easy and relatively inexpensive way to do it.

Ed



19mm bar



19mm bar



CLASSIFIED

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Cars For Sale

Age has caught up with me and it's time to pass these on. '63 coupe with an early upgrade by way of a S engine from a '63 S. 2000 Boxster, 47k miles, with Porsche removable hardtop and im's bearing up-grade. Prices negotiable. Pass this on if any of you know of someone who might have an interest. Thanks.

Contact George Cheney, Walpole, NH. georgedcheney@yahoo.com



Knobs For Sale

Various knobs for sale, various prices. Tell me what you need. I don't know what years I have but some are early.
Contact Tom, 617 875 3975



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

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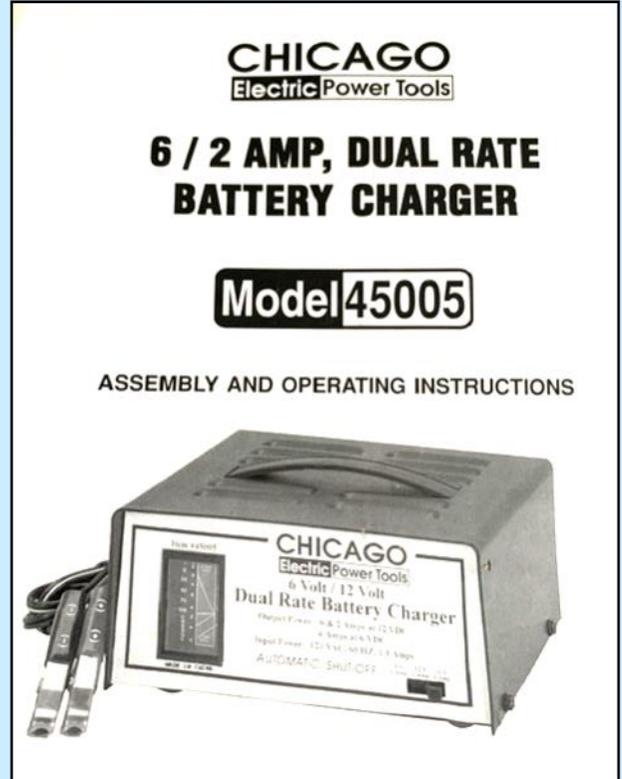
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2 Items For Sale

Left- New/in box 2 ton Jack \$30.00

Right- Battery Charger 6/12 volt slightly used \$40.00

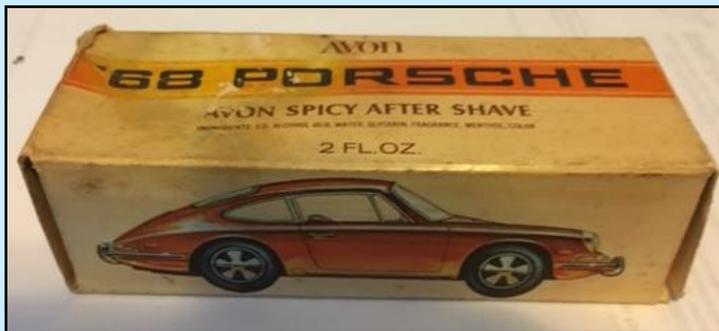
Contact Garyr356@aol.com



Free

Do you happen to own a 1968 911 Coupe? How would you like to have this 53 year old Avon bottle?
Just pay the shipping or pick up in Wrentham MA. and it's yours. (PS - It's empty)

Contact Ed Tobolski, tobolsed@verizon.net



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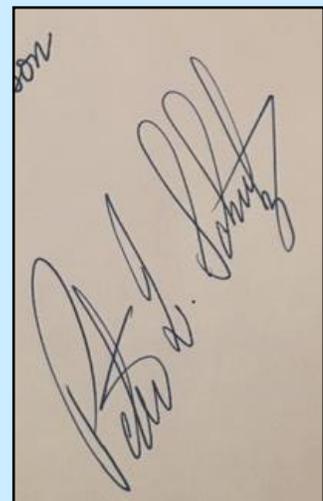
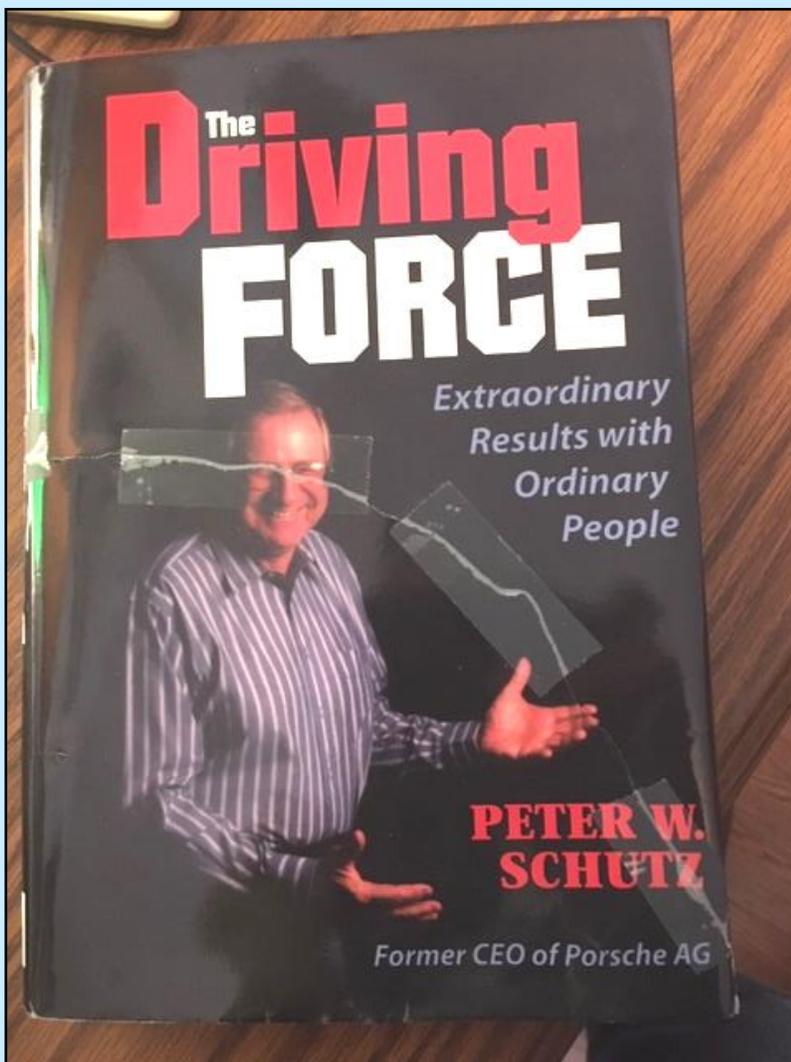
Free

Peter Schutz was the President and CEO of Porsche from 1981– 87. He is widely credited as saving the 911 when Porsche was heading towards water cooled front engine cars.

In his later years he was an motivational speaker and wrote this excellent book on business management including many references to his years at Porsche. He signed the book and gave it to a friend of mine in Naples, Florida. My friend gave it to me so I would like to see it go to someone who would appreciate it.

It's free, just pay the shipping, or pick it up in Wrentham, MA.

Contact Ed Tobolski tobolsed@verizon.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.

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



TYP 356 ne

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

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