

TubTimes

Official Newsletter of

TYP 356ne



TYP356ne Annual Swap Meet & Pizza Lunch

See page 8 for more pictures.

Volume 25, Issue 4, May 2025

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

TYP356NE OFFICERS

President— Allen Sisson



Vice President/
Newsletter editor
Ed Tobolski



Secretary—
Theo Kindermans



Treasurer—
Georg Becker-Birck



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KEY MEMBERS-

Director—Immediate Past President
Peter Venuti



Director/Membership
Chairman
Carl Luck



Director
Tom Tate



Director
George Kehler



Director
Greg Lane



Director
Diane Mierz



Director
Peter Thompson



Director
John Consigli



Editorial

May starts our driving year with two short tours one north and one south, see page 7 for details. The annual swap meet and pizza lunch had some rain issues and had to move one day, but all went well, see page 8.

We have several additions in this issue to the 50 year group, see page 10. I've include cars that have been in one family for 50 years or more. The honorable mention group has also increased. These are cars that have been in the family for at least 40 years. Every Porsche has a story and I'm thankful to everyone who has taken the time to write it down and share your Porsche's story with the membership. I'll continue running this section as long as I get the stories.

The article on page 16 is a flash from the past for me. My old friend John Henry dug it up from many years ago when we both lived in CT. It involves our autocross battles with 911s and other model Porsches. When the 911 Turbo came out we had lots of fun defending the 356's honor on an autocross course against the powerful beast. This was one day that was great fun for us. I hope that you enjoy the article.

Ed. T



New Members

Welcome to the Club

- Curtis Grens, lives in Manchester, NH and has a 1964 356C
- John Siegman, lives in Princeton, MA. and has a 1963 S90

PRESIDENTS MESSAGE— MAY 2025

To follow up on my April message I installed the Precision Matters full flow oil filter system and their sump plate with drain plug modification. I am very happy with it. There is no audible oil pump gear noise within the car at any speed. There are no oil leaks and the oil stays at normal temperature with interstate driving. Thank you to those of you that responded to me with the systems that you have used. (see page 13)

In a recent issue of the TubTimes, Ed Tobolski discussed how to place a second release wire through a hole in the driver's side wheel well to allow opening of the front trunk lid if the primary wire, normally activated by pulling a knob under the dash, breaks.

This month I would like to describe how to open the engine deck lid if the wire from the driver's side knob behind and just to the left of the driver's seat breaks. If this wire breaks on a trip, you have no way to check the oil level, add more oil, or do any engine service/repairs unless you use this back up method. This latch is relatively straight forward to open once you practice this back up method a few times. I will describe how to do this on a T6 body car, like I have. However, I suspect it works about the same on a T5 body car. If one of you wants to try this on your T5 car and report back that would be appreciated.

The first step is to use a 7 mm wrench to loosen the four bolts holding the driver's side engine grill in place and then remove that grill from the car. I suspect all of you have done this to install grill badges in the past. See figure 1.

Next you will need an extra-long flat blade screwdriver (this one is 12 inches long) like the one shown in figure 2. What you will be looking for is the latch where the primary release wire attaches below the bottom of the deck lid latch as seen in figures 3 and 4 shown with the deck lid open. Your view of this will not be this good when the deck lid is closed and latched.

To find this latch with the deck lid closed you will need to look through the rectangular hole on the bottom left side of the deck lid as seen in figure 5 with the deck lid open and in figure 6 with the deck lid closed as it will be when you are doing this.

The next two pictures are with the deck lid open; so that you can see what I am doing. You will not be able to get this good of a view with the deck lid closed. Using a bright flashlight in one hand and the long screwdriver in the other, guide the tip of the screwdriver to the small, angled ledge the normal release wire attaches to as seen in figures 7 and 8.

You can lever the shaft of the screwdriver to the right against the right-side edge of the rectangular hole in the closed deck lid you are working through. This will move the tip of the screwdriver to the left which moves the latch lever a centimeter or so to the left as well causing the deck lid to pop open.

Figure 8 shows the position you must be in, with the top of your head resting on the body of the car, using the flashlight in one hand and screwdriver in the other to open the deck lid. Figure 8 was taken seconds after I opened the deck lid this way. I have practiced this four times now, and it consistently works well. It becomes easy after you have done it a few times.

I think it is a good idea to think about these things and practice them before the need arises on a trip to deal with an emergency.

Allen Sisson, President TYP356nc

Phone: 617-921-0532

Email: dkwf5700@gmail.com



Figure 1



Fig 2



Figure 3



Figure 4



Figure 5



Figure 6

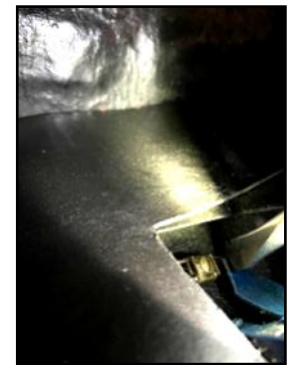


Figure 7



Figure 8



Figure 9

TYP356ne Event Calendar for 2025

Events in bold, underlined letters are Club organized and sponsored. All other events are not Club sponsored and are included for your interest. See the Club website for the latest complete information.

www.TYP356ne.org

May

- Saturday, May 3rd: **Central PA PCA Porsche Only Swap Meet**,
Carlisle Fairgrounds, 1000 Bryn Mawr Rd, Carlisle, PA 17013, USA
Details at this link: <https://www.cpa-pca.org/events/2025/5-25/swap/index.htm>
- Tuesday, May 6th, 6:00 – 7:00pm: **TYP356ne Board Meeting Video Conference Call**.
Board meetings are held by video conferencing on the first Tuesday of each month. All Club members are welcome to join. To join the call, email Peter Venuti pvenuti@typ356ne.org to get the link.
- Thursday, May 15th, 10:00am – 1:00pm: **TYP356ne Bolton to Harvard, MA Drive & Lunch**,
Bolton Bean, 626 Main St, Bolton, MA 01740, USA
Theo Kindermans will lead a back roads drive from Bolton Bean [Home | Bolton Bean](#) in Bolton, MA (just off Route 495) via Wachusett Mountain State Reservation Wachusett Mountain State Reservation | Mass.gov (for a rest stop) to the Harvard General Store [Harvard General Store](#) 1 Still River Road, Harvard, MA for lunch. The drive will be approximately 42 miles. See page 7 for more details.
- Wednesday, May 21st, 9:00am – 1:00pm: **TYP356ne Rhode Island Drive and Lunch**
Starting from Tom Gilchrist's home, 1050 Matunuck Beach Road, South Kingstown, RI
Tom Gilchrist and Steve Turino will lead a back roads, south country drive through Rhode Island for 53 miles before ending at the Matunuck Oyster Bar – South Kingstown, RI (rhodyoysters.com) for lunch. About 1 hour into the drive we have a pit stop planned at Ninigret Park near one of Charlestown's trolls, Eric Rock. See page 7 for full details.

June

- Tuesday, June 3rd, 6:00 – 7:00pm: **TYP356ne Board Meeting Video Conference Call**.
- Wednesday, June 4th, 10:00am – 1:00pm: **TYP356ne Tom Coughlin Memorial South Coastal Drive & Lunch**
University of Massachusetts Dartmouth, 285 Old Westport Rd, North Dartmouth, MA 02747, USA
On Wednesday June 4th, 2025, we will again run the very popular South Coast Drive. After years of conducting this drive, long time club member Tom Coughlin has decided to hand the reins over to South Coaster Neil Fennessey. We'll meet at UMass, there's only one entrance, take the first right onto the Ring Road. Lot 17 is the first parking lot on the left. Neil is planning his own drive but probably covering many of the same favorite views and places in Westport, and So Dartmouth, MA, plus Tiverton, RI. etc. Lunch this year will be at the Bittersweet Farm Restaurant in Westport, MA <https://www.bittersweetfarmwestport.com/>. A special meal will be made for us and weather permitting, we will be eating outside, overlooking Bittersweet's lovely exterior landscaping. Should the weather not be conducive to outdoor dining, we have an entire room in the restaurant waiting for us. Some Club members might remember years back when the Club attended a Sunday Brunch at Bittersweet. There were many raves about the food.
- Saturday, June 14th, 10:00am – 1:00pm: **TYP356ne Wile Motorsports Cars and Coffee**,
12 Production Rd, Walpole, MA 02081, USA
Wile Motorsports <https://www.wilemotorsport.com/> will host a Porsche open house at their shop for TYP356ne members. Coffee and donuts will be provided.
- Sunday, June 15th, 9:00am – 1:00pm: **German Car Day—Larz Anderson Auto Museum**,
15 Newton St, Brookline, MA 02445,
See this link for updates: <https://www.larzanderson.org/lawnevents>
- Monday, June 16th, 12:30 – 9:00pm: - **TYP356ne CT Lunch, Shop Tour and Drive**
Bear's Smokehouse Express - South Windsor, 454 Ellington Rd, South Windsor, CT 06074,
Come join us for a wonderful afternoon starting with a fabulous barbecue, a Porsche shop tour and finally driving to a local Porsche themed cruise night! We start by meeting up at 12:30 pm at Bears smokehouse 454 Ellington road South Windsor, CT 06074. See more details on the website.
[Bear's Smokehouse Express - South Windsor · 454 Ellington Rd, South Windsor, CT 06074 maps.google.com](#)

TYP356ne Event Calendar for 2025

- Sunday, June 22nd, 1:00 – 4:00pm: **TYP356ne Sisson/Grace BBQ.**

28 Forest St, Sherborn, MA 01770, USA

The annual barbeque at Allen Sisson's and Mary Grace's home is on Sunday, June 22nd between 1 to 4 PM. All Club members and their guests are welcome. Allen needs to hear from you by email with the number in your group attending no later than Tuesday, June 17th. The event will be like in past years with a tent outside. Allen and Mary are looking forward to seeing many of you there. The BBQ will be held at our home: 28 Forest ST., Sherborn, MA 01770-1620. 356s, 912s and early 911s should park on the semicircular front driveway and front lawn. Other cars should park behind the garage or on the grass to the right of the semicircular driveway as you face the house. A \$20.00 per person donation to help defray the costs would be appreciated.

- June 26 – 29: **TYP356ne Summer Tour.**

Sun Lodge, Peru, VT. 95152. Contact Allen Sisson, dkwf5700@gmail.com, for the details, also see the Club website, www.TYP356ne.org, or the Feb/March issue of TubTimes.

July

- Tuesday, July 1st, 6:00 – 7:00pm: **TYP356ne Board Meeting Video Conference Call.**
- July 6 – 12: **PCA Porsche Parade 2025.** , Oklahoma City, OK, USA
Check this link for details: <https://www.porscheparade.org/>
- July 18 – 20: **Misselwood Concours d'Elegance**, 407 Hale St, Beverly, MA 01915, USA
See this link for details: <https://www.misselwood.com/concours-delegance>
- Saturday, July 19th: **Downeast Region PCA Porsches in the Park:**
See this link for details— [PORSCHES IN THE PARK - Northeast Region, Porsche Club of America](https://www.porscheclubofamerica.org/PORSCHE%20IN%20THE%20PARK%20-%20Northeast%20Region)
- Sunday, July 27th, 9:00am– 1:00pm: **Porsche Day — Larz Anderson Auto Museum**, 15 Newton St. Brookline, MA 02445
See this link for details: <https://www.larzanderson.org/lawnevents>

August

- Friday, August 1st, 10:00am – 1:00pm: **TYP356ne Greg Lane & Diane Mierz CT Drive & Lunch.**
Meeting place to be determined. Greg Lane and Diane Mierz will lead us on a nice back roads drive in central CT with a lunch stop at the end.
- Tuesday, August 5th, 6:00 – 7:00pm: **TYP356ne Board Meeting Video Conference Call.**
- August 8 – 17: **Monterey Car Week**, Monterey, CA, USA
See this link for event details: <https://whatsupmonterey.com/article/activities/monterey-car-week-overview>
Events in bold, underlined letters are Club organized and sponsored. All other events are not Club sponsored and are included for your interest. See the Club website for the latest complete information.
- Thursday, August 14th, 10:00am – 1:00pm: **TYP356ne Peter & Joyce Thompson Drive & Lunch**
Meet at 10 am at the rest stop on I95N after the Rt 97 exit.
Peter and Joyce Thompson will lead a drive through the back roads of Northeastern MA and NH ending with lunch.
- August 29 – September 1: **Lime Rock Park Historic Festival**,
Lime Rock Park, 60 White Hollow Rd, Lakeville, CT 06039,
See event details at this link: <https://limerock.com/events/historic-festival/>

September

- Tuesday, September 2nd, 6:00 – 7:00pm: **TYP356ne Board Meeting Video Conference Call.**
- Saturday, September 6th, 10:00am – 1:00pm: **TYP356ne Kancamagus Highway Drive and Lunch**
Kancamagus Pass, Lincoln, NH 03251, USA
Club member Georg Becker-Birck will lead a drive along the famous 34.5 miles long Kancamagus Scenic Byway in NH. Meeting and Lunch Site to be determined.
Details of the Kancamagus Highway can be found at this link: <https://kancamagushighway.com/>

TYP356ne Event Calendar for 2025

- Saturday, September 13th, 10:00am – 12:00pm, **TYP356ne Cars and Coffee**,
114 Larch Row, Wenham, MA 01984, USA
Member John Nai will host a cars and coffee at his home and garage.
- Sunday, September 21st, 10:00am – 2:00pm: **TYP356ne Club Day & Drive Your Porsche Day**,
Lake Pearl, 299 Creek St, Wrentham, MA 02093, USA
Club Day falls on Drive Your Porsche Day this Year; so be sure to drive your Porsche to Lake Pearl. We will meet at 10 AM on the lawn at Lake Pearl for a couple of hours to talk and view cars. From 12 to 1 PM we will have lunch and at 1 PM. There will be a speaker this year. Look for full details in TubTimes.

October

- Wednesday, October 1st, 11:00am – 1:00pm: **TYP356ne Southeast CT Drive and Lunch**,
580 Extension 184, North Stonington, CT 06359, USA
Members Craig Amerigian and Greg Lane will lead us on a nice drive through southeastern CT. The starting point is a commuter lot officially called 580 extension 184 parking, North Stonington, CT. It is just off exit 93 in CT on Route 95. From there we will drive inland to Voluntown, CT, cross the Thames River near the casinos, and proceed westward to the Lyme area. We will finish at the Florence Griswold Museum in Old Lyme, CT for lunch <https://florencegriswoldmuseum.org/>. Some may choose to stay to tour the museum after lunch.
- October 5 – 9: **PCA Treffen Jackson Hole, WY**,
Four Seasons Resort and Residences Jackson Hole, 7680 Granite Loop Rd, Teton Village, WY 83025, USA
Find details at this link: <https://treffen.pca.org/treffen-jackson-hole-fall-2025>
- Tuesday, October 7th, 6:00 – 7:00pm: **TYP356ne Board Meeting Video Conference Call**.
- October 7 – 10: **Antique Automobile Club of America Eastern Fall Meet**,
Hershey, PA, USA
See this link for details: <https://aaca.org/event/2025-eastern-fall-meet-hershey-pa/>
- Saturday, October 18th: **PCA Boardwalk Reunion, Ocean City, NJ**.
See this link for details- www.boardwalkreunion.org

November

- Tuesday, November 4th, 6:00 – 7:00pm: **TYP356ne Board Meeting Video Conference Call**.

December

- Saturday, December 6th, 10:00am – 1:00pm: **TYP356ne Annual Event Planning meeting**

<u>Member</u>	<u>Porsche</u>	<u>2025 Miles</u>
Bruce MacMillian	356B Roadster	163
John Henry	356C Coupe	197
Weld Morse	356B Cab	169
Greg Lane	356B	3
Greg Lane	Boxster S	14
Phil Brzezinski	2006 Carrera	502
Neil Fennessey	Ol Blue 912	1
Ed Tobolski	356A Coupe	8
Ed Tobolski	911SC	9
George Kehler	pre A 356 Coupe	77
Georg Becker-Birck	912	33
Bill Hare	356C Coupe	125

Total 1138

Porsche Miles Driven in 2025



Driving Events in May !!!!

TYP356ne Bolton to Harvard, MA Drive & Lunch

Thursday, May 15th, 10:00am – 1:00pm

Starting from—The Bolton Bean, 626 Main St, Bolton, MA 01740

Theo Kindermans will lead a back roads drive from Bolton Bean, Home Bolton Bean, in Bolton, MA (just off Route 495) to the Harvard General Store, Harvard General Store, 1 Still River Road, Harvard, MA for lunch.



There will be a midpoint rest stop at the DCR visitor center at Wachusett Mountain State Reservation, Wachusett Mountain State Reservation Mass.gov, in Princeton. Interested people can continue and drive to the top of the mountain. We will wait for them to join us for the drive to Harvard. Note that DCR will charge \$5 to go to the top. Top tip: most of us will qualify for a lifetime DCR senior pass for \$10. <https://www.mass.gov/how-to/get-a-senior-parking-pass>

The drive will start at 10:00am and be approximately 42 miles.



TYP 356ne South County Tour 2025

Wednesday, May 21st: 9:00am—1:00pm

Steve Turino (1962 356B) and Tom Gilchrist (1955 550 Replica) will host a 53 mile tour of Rhode Island's South County on Wednesday, May 21. The tour will start seaside in Matunuck, wander through the hills north of Route 1 for about 1 ½ hours, ending up at the Matunuck Oyster Bar for lunch. We have a 12:30 reservation for lunch; the Oyster Bar has been kind enough to reserve a parking area for us at the marina across the street. We will park our own cars, no valet required. The Oyster Bar has also reserved the sun room just off the bar area for us, they will provide checks for each table.

We will start the tour from Tom and Bridget's house at **1050 Matunuck Beach Road, South Kingstown RI**. Coffee and a restroom will be available 9:00 to 10:00am. We will start the drive at 10:00am by heading up the beach road to Route 1, picking up Route 110 North (Ministerial Road). This is the third year that we have hosted the drive. The route will include the highlights from the previous drives as well as some roads that will be new to our drive.

About 1 hour into the drive we have a pit stop planned at Ninigret Park near one of Charlestown's trolls, Eric Rock. Rest rooms are available. We are looking forward to enjoying the drive and having a nice lunch with as many of you that can make it. If you have any questions please give us a call or send a note via email or text.

If you are planning on attending please let us know soon, so we can coordinate the reservation with the Matunuck Oyster Bar. We communicate an approximate number of people and cars in early May and provide the final number a couple of days before the event.

Steve Turino
401 218 5850

stjurino@icloud.com

Tom Gilchrist
860 796 0110

tgilchrist01@gmail.com



Steve and Tom's Porsches



Starting Point- Matunuck Beach Road



Eric Rock, one of the Trolls in Ninigret Park

Recent Events

Sunday, April 27

TYP356ne Annual Swap Meet & Pizza Lunch.

Heavy rain on the 26th caused the postponement of the swap meet until the following day, the 27th. Some lingering rain forced the parts inside Peter's two large garages were 25 members traded parts and enjoyed a great pizza lunch. Thanks to Peter and Joyce Thompson for opening their garages for the event and to Peter and Jack Styles for the pictures below.



Tuesday, April 29, from 7.30pm to 8.30pm

Undercoating Restoration Webinar on a 69 912

In 2021 and 2022 member Georg Becker-Birck completely removed and recoated the underbody protection on his 69 Porsche 912. In this webinar Georg showed us the preparations, precautions and process of how he accomplished this work at home in his garage. Georg shared pictures of his process covering refreshing the engine bay, wheel wells, underbody and front end, including painting and fender removal. Georg was very detailed and focused on the safety aspects of the job. That was very important considering the chemical and mechanical tools used. The 10 members in attendance were able to ask questions at any time during the webinar.

Thanks to Georg for taking the time to document all of his work and to prepare and present this outstanding and helpful webinar..





Springing Back to Life

Winter seemed to speed past rather fast this year. The lack of snow certainly didn't hurt but except for a few rainy weekends (5?) the sun kept calling my name. I really couldn't do any vintage rides because the '72 911 went off to a new owner last Fall, the Speedster looks cold in a heated garage and the Puddle Jumper was on display at Larz Anderson Auto Museum on Brookline.

Sheldon Steele, the director at LAAM, had asked me last Spring if I could loan the Puddle Jumper out for a '50's Display comparing American cars to European cars. I was flattered and figured that a couple of months free parking would give me extra room in the garage in case something followed me home. Before I knew it, the roads had salt on them and a heated Museum was looking like free winter storage. Thank you, Sheldon.



Then a sunny day appeared and my friends at AAA came to Brookline and rolled the car up on a flatbed for the ride home. I'm sure that it would've started fine but the gas was ten months old and I wanted to replace it before I turned the key. That didn't take long and the 12 v battery I got at a Tractor Supply while on a 356 Registry gathering in PA in 2023 was as strong as new. It had been in the car all year without a



trickle charger but the Museum was heated all winter and it was fine. I confess that it is not a car battery, it belongs in a lawn tractor like my John Deere. More about that later. Happy to be home, I'm sure that the cars parked in the garage will want to hear the whole story from the Puddle Jumper about life at the Museum.

My friend Jeff was looking to fire up his '63 356 S90 and since I was in the mood, I drove up to Andover to give him a hand. It turned out that his six year old battery had given up after being out in his cold shed all winter so we rolled over to Wally's World to replace it.

When did car batteries get so expensive? Are they subject to the new tariffs? Or is it going to get worse? Anything they had in stock that looked like it would fit in a 356 was over \$155. 1963 cars are no longer listed in their book hanging on the shelves but we had the old one with us to check for size and post alignment. That's when I remembered the battery I had just looked at in the Puddle Jumper.



Sure enough, right around the corner on the same shelf were the tractor batteries. And they were \$24.95, what a deal. We put it in the cart and went through the self check out and then on to the customer service desk to turn in the dead one and get the \$12 core charge back.

Back to Jeff's shed, a little file work to make the terminals fit easily and we were ready to start it. It took less than a minute for the turned on gas supply to find its way to the back of the tub and we had ignition. It started right up, settled down to a smooth idle and sounded great. It's a great day when a 61 year car springs back to life. I was certainly as pleased as the owner was.

There are many tours, rides and shows that will keep us all busy this summer, come join us.

And KTF

50 Years of Porsche Ownership!!!

Our 1960 356B Roadster (Vin 88054) was built in June of 1960. It is powered by a 1600CC engine and the body was built by Draz. In July of 1960 the car was purchased new by Jerri's (my wife) family. In fact, Jerri was nine years old when she took her first ride in the car.

Until the car arrived in Essex, CT in September of 2022, the car was at Jerri's family ranch in Wyoming (twenty four of those years in a barn waiting to be driven again). The car is an original one family-owned Porsche.

Attached are two pictures - 1. Loaded on the U-Haul trailer ready to go from the ranch to Essex, CT. 2. Jerri and I driving the car in the fall of 2023 after we brought her back to life. Bruce S. MacMillian



This 1968 911 Sportomatic has been in the family since January 1969. Purchased at Auto Engineering in Lexington, MA.

September 1977 I took ownership and have enjoyed the maintenance and upgrades ever since.

Ten family members have enjoyed this rare Porsche. Phil Brzezinski

The 356 that I have now was purchased by my late husband John Merrifield on 3/9/1964 from Pray Automobile Corp. in Greenwich, CT.

Base price.	\$4,270.00
Optional side view mirror.	\$10.25
Special paint.	\$50.00
Sales tax	\$125.10
License & title.	\$5.50

Total. \$4,465.85



He always said that he was driving by Pray when they were offloading this car and since it matched his boat he drove in and traded in the 1958 Austin Healey he was driving and bought it on the spot. The bill of sale does list a \$775.00 credit for the trade in of the Austin Healey so I think this story is likely close to the truth.

This was his daily driver for many years when he lived in CT.

After moving to RI, and several boats later, in 2001 he repainted the car to match his current boat. He did have all the old paint blasted off, but did all the priming and painting himself here at the house in Tiverton. That is the paint job that is on the car to this day (waiting for me to save up for a much needed new paint job)

In 2005 the car got a nice rebuilt SC engine from George Nelson. John was not well enough to drive the car with the new engine but I did get him out in it for a ride or two before he passed away later that year.

And as you know, I'm still enjoying driving the car, although not as much as it deserves.

Lise Merrifield



50 Years of Porsche Ownership!!!

In 1975, we purchased our 57 sunroof coupe that we found on the side of the road in Danvers, MA. for \$1000. The car was in primer and not running. We installed a spare engine that we had for a couple of years. In 1980 we had the car painted by a high school student taking auto body shop at his garage for \$200. In 2014 the car went to Reiner Cooney's for a complete underbody restoration. Currently the engine is at Sprockets for a rebuild and will be ready for its summer trip to Vermont.



We also have, for honorable mention, a 57 unrestored cabriolet that was bought in 1980. In 2014 the engine was rebuilt by Jay Barry after which we took to N. Carolina to drive "The Tail of the Dragon!"

Peter and Joyce Thompson



In 1966 I was serving in the USN Submarine service stationed in Key West, FL. One Sunday we drove up the Keys in our 1960 Austin Healey 3000 ending up at the Autohaus, Porsche dealership in Pompano Beach, FL. That's where we found our 1964 356C. It was a dealer demo making us the FIRST registered owners. The rest is history.



It was our daily driver for many years then sat for some years until I did a complete rotisserie restoration and mechanical overhaul.

Now we enjoy taking it to events meeting other fellow drivers and picking up a few trophies along the way.

Bill & Diane Hare



Honorable mention, almost 50 years

My late husband, Doug, and I acquired the car in July 1983 (42 years ago) on our way back from the 1983 Porsche Parade at Lake of the Ozarks, MO. Doug had first learned of the car from a co-worker at Andrews AFB, MD. The co-worker was transferring to Wright-Patterson AFB. OH and his realtor there was looking to sell her late husband's 356. Seems her husband had had a series of 356's during his AF career and had ordered this one while stationed at Wiesbaden AB, Germany and took delivery at the factory. DERTUB was actually built in September 1964. On our way out to Missouri we stopped at her house to look the car over. We were driving our 1971 914/6.



Although the 356 had some issues, it was a complete original car, drivable and had potential. She agreed to hold it and give us a week to decide. As we were somewhat novices on 356's we used the time while at Parade to talk to those more in the know about them. As we described the car, everyone wanted to know where it was, we were mum on that! Bottom line, we called her, agreed on price and she agreed to have all the fluids changed so we could pick it up and drive it home to Maryland.

In addition to the car, there was also a black factory hardtop that he had gone back to the factory later for in excellent shape, front bra, second cover for the cab top (vinyl), tonneau cover and paperwork. By paperwork, I mean original order form, factory invoice, Certificate of Origin, every service/repair record, factory workshop manuals - both one that had been used and another never used still in the factory box, and all but the first few issues of the 356 Registry magazine. All of this was a surprise to us but included in the agreed to price for the car - \$8500. continued on page 12



Honorable mention, almost 50 years

continued from page 12.... How did we get both the soft and hardtops back? Removed the soft top, placed it diagonally front passenger seat to drivers rear and then installed the hardtop. Trip back was fairly uneventful save for the linkage coming undone in the midst of city traffic on the way back. Doug controlled the car by switching the ignition on and off as the throttle was wide open. Once in the breakdown lane the workshop manuals that came with the car came in handy along with the tools and products we had with us from showing the 914/6 in the Parade Concours. A few minutes later we were back on the road. We did stop at the next rest area and did a more thorough job of lubing all the ball and socket connections in the engine compartment. No further issues on the way home

We relocated to Hanscom AFB. MA and Nashua NH in 1984. We continued to drive the car as bought for 11 years (Doug even drove it on the track at Summit Point during a Potomac Region, PCA DE - there were two other 356s to play with) but the metal under the pedal cluster was getting pretty bad. So we decided it was time to start the restoration after feeling like our feet were going to go through the floor on parking it for the winter in 1994. However, plans changed when Doug was diagnosed with esophageal cancer in the Spring of 1995. After he passed in December of 1995 the car sat until 2003 when my shins caught those sharp tail pipes one too many times and I remembered how much I missed driving the car. With the help of John Paterek a restorer in Connecticut was contacted and we agreed on a joint approach. Peter Brittingham was wonderful to work with but sadly passed not long after having finished the car in 2005.

I continue to enjoy driving the car and sharing it with my good friend and "the son" I didn't have, Matt Romanowski.

Judy Hendrickson



Greg & Christine McManus (44 years) 1963 Cabriolet 356B type 6 purchased for the grand sum of \$5,000 in 1981 with numbers matching hardtop.

Now this is our 3rd Porsche and including miscellaneous 356 parts cars since 1971 for a total of 54 years of Porsche ownership.

1st Porsche 1962 356 Super 90 type 5 Cabriolet purchased in 1971, lost to fire, I did not have fire extinguisher, I do now!

2nd Porsche 1968 912 coupe purchased 1976, lost to accident, not my fault.

3rd and current Porsche 1963 Cabriolet 356B, drove for about 7-8 years then went



into storage and underwent major rotisserie restoration started around 1990, completed 2001. The delay was a consequence of our daughters college educations being a priority.



After driving this Porsche for about 3 years, Rainer Cooney and I started discussing engine improvements with the premise, what would have Porsche done back in 1963 to their 1600 cc engine if they had our current technology? With the object to achieve 150 Hp. This project was successfully completed in 2006 with this same engine running great today after 19 years and the matching numbers engine resting under my workbench. This current 1963 Porsche has been a constant fun companion within our family including all the great friends we have met over the years in particular at our Type356ne club events.



During the pandemic I noticed numerous chips in paint a consequence of driving in traffic. So what else to do a major disassemble of the 356, remove everything, glass, interior, bumpers, all trim and lights etc. Have the car flat-bedded compliments of "AAA", (3 free tows a year) for a bare metal re-paint in same color to a Rhode Island shop recommended by of course a member of Typ356ne. The front end now has a clear plastic protective coating for protection from paint chips on future adventures. Still learning after all these years. Greg



INVOICE	
<p>Christine A. McManus SOLD TO: GREGORY R. McMANUS 150-266 DATE: 3-27-81 BOSTON, MASS. 02108</p>	
SALE PRICE	\$5,000.00
SALES TAX	
REGISTRATION FEE	
SALES PRICE	\$5,000.00
<p>INSURANCE COVERAGE INCLUDES:</p> <ul style="list-style-type: none"> <input type="checkbox"/> FIRE AND THEFT <input type="checkbox"/> COLLISION <input type="checkbox"/> EXCESS LIABILITY <input type="checkbox"/> PROPERTY DAMAGE 	
<p>OPTIONAL EQUIPMENT AND ACCESSORIES:</p> <p>Condition of Sale: \$5,000.00 \$500.00 DOWN - CASH TO REMAIN IN POSSESSION OF JIM PAPPAS UNTIL FINAL PAYMENT OF \$4500.00 IS MADE AT OR BEFORE JUNE 1, 1981 / IF PAYMENT IS NOT RECEIVED BY JIM PAPPAS PER TO JUNE 1, 1981 DOWN PAYMENT SHALL BE FORFEITED TO JIM PAPPAS AND CAR TO REMAIN HIS PROPERTY</p>	
TOTAL CASH PRICE	\$5,000.00
FINANCE CHARGE	
TOTAL TIME PRICE	
SETTLEMENT	\$500.00
REPOSIT	
CASH ON DELIVERY	
USED CAR	
TITLE	
SERIAL NO.	
NOT LENDHOLDER	
PAYMENT	
SAVINGS DIS	4500.00
By 6/1/81	
TOTAL	
ANNUAL PERCENTAGE RATE	%
ALWAYS SHOW SERIAL MOTOR AND KEY NUMBER.	
TED'S AUTO SUPPLY	

TubTech— Full Flow Oil filters

In the April issue of TubTimes, Allen Sisson's presidents message in part discussed full flow oil filters. Mike Haley and Fran DeLeo responded with their own experiences installing a full flow filter on their cars. This article is not an in-depth review of all full flow oil filter systems but just a brief overview of the systems Allen, Mike and Fran installed in their cars.

Why change to a full flow system? There are three good reasons— 1. Full filtration of engine oil. Our standard bypass systems only filter about 8% of the oil that circulates in our engines. 2. Oil and filter changes are less frequent and easier. 3. Your engine will run cooler.

Allen and Fran use a Precision Matters system, see figure 1, while Mike uses a Willhoit system, see figure 2. Both systems can only be installed in a car with an electric tachometer because the oil pump cover that houses the mechanical tach drive has to be replaced with a new cover to work with the full flow system. (Note -most C's have electric tachs). The Precision Matters website mentions a unit that can use a mechanical tach drive, but it's not clear if they are available. See the link below. Also the Precision Matters unit can only be used on a post 1960 engine (B's and C's). Those engines have a larger oil pump. With both systems it's best to keep the original bypass filter installed since it will help the cooling. The units sell for around \$600.



Figure 1



Figure 2

Precision Matters Unit

With the Precision Matters unit the engine can remain in the car but you'll want to remove the muffler and some sheet metal. Note - The unit will work with a stock muffler, however, if you have a non-stock muffler you should ask them if it's compatible.

The installation is done as follows: Step 1 - Remove and discard the old oil pump cover. Step 2 - After removing the oil pump gears, hand grind a notch in the case to insert the special flow direction elbow provided, see figures 3, 4 and 5. Step 3 - Modify the paper gasket shown in figure 6, per the instructions. Step 4 - Clean everything thoroughly, then assemble the pump gears, the flow directing elbow, the gasket and attach the new unit. See figure 7. Step 5 - Fill the engine with oil and you're good to go.



Figure 3—Location of the notch to be ground in the case.



Figure 4 - Template provided to locate the ground notch.



Figure 5 – The flow directing elbow assembled in the ground notch.

Figure 7- Left, the Precision Matters unit installed on Allen's engine, with the muffler removed. The white cover with the two blue strips is a heat shield since the unit is close to the muffler.

Figure 6 -The modified gasket installed prior to assembling the oil gears and the flow direction fitting.



Here are some links to more information on full flow oil filters

<https://willhoit-auto-restoration.mybigcommerce.com/wr-full-flow-oil-filter-kit/>

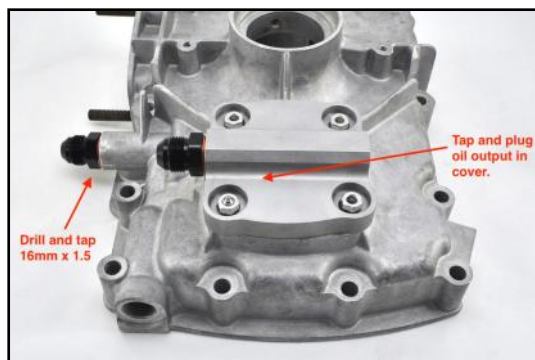
<https://precisionmatters.biz/backstory-clean-oil.php>

[Full Flow Oil 356 Registry Vol 28-5 .](#)

[Full flow oil filtration - The Official 356Talk Forum](#)

Willhoit Unit

The Willhoit unit requires some machining of the third piece of the engine case that is done with the engine out of the car or the third piece disassembled. See the three pictures below. Once the machining is done the assembly is simple, however, you will have to mount the new oil filter assembly in the wheel well, see figure 8, making the installation process more difficult, see Mike's comments below in Figure 8. The Willhoit unit is designed to be used on his hi-output engines and should do a better job cooling the engine.



Above— Machining operations to install the unit



Figure 8—The Willhoit filter assemble mounted in the left rear wheel well of Mike's 356. The following are Mike's comments about the unit.

Once the third piece machining was complete and installed, I had only minor challenges doing the install such as drilling 3 holes in the inner left wheel well to mount the filter bracket, cutting a notch in the tin under the crankshaft pulley and also bolting on a bracket to hold the kit's oil lines away from the exhaust header. I always try to maintain as close to stock look as possible and this one is mostly hidden from view in the engine bay with only the sharp eyes of people in this club able to tell it has this mod.

I've changed the oil a few times and it is less messy than the bypass filter job since the filter lives in the wheel well behind the left rear wheel.

I also left the bypass in place, more as an oil heat sink and without a filter in it to prevent erroneous temperature readings if that filter gets blinded. John Willhoit claims having the filter out in the wind helps cooling. I can't confirm that but this is New England not southern California. I have not seen the temp gauge at a range that sparked concern.

I think the next thing I will tackle on this topic is fabricating some sort of a screen in front of the filter canister to catch stones that could damage the filter. John does this on this installs.

Mike

356 Market Place

There are a large number of Porsche 356 sales transactions on Bring-A-Trailer (BaT). Check them out.

[Porsche 356 For Sale - BaT Auctions \(bringatrailer.com\)](https://bringatrailer.com)



Left - Modified 1963
Porsche 356B Coupe
5-Speed Project
Sold for USD \$19,999 on
4/2/25



Right - 1960 Porsche
356B Roadster
Sold for USD \$110,000 on
4/14/25



Right - 1965 Porsche
356C Cabriolet
Sold for USD
\$130,000 on 4/23/25



Left - 2.2L-Powered
1956 Porsche 356A
Coupe
Sold for USD
\$205,000 on 4/2/25



Right - 1963 Porsche
356B 1600S Coupe
Sold for USD
\$81,000 on 4/18/25



Left - Beck Speedster
Sold for USD \$35,250 on
4/3/25



Left - 15" Rudge Knock-Off Wheels
and Brake Drums for Porsche 356
Sold for USD \$22,500 on 4/22/25



Right- Porsche 356A Tool Kit
Sold for USD \$6,200 on 4/11/25

356's WHIP THE TURBOS !!

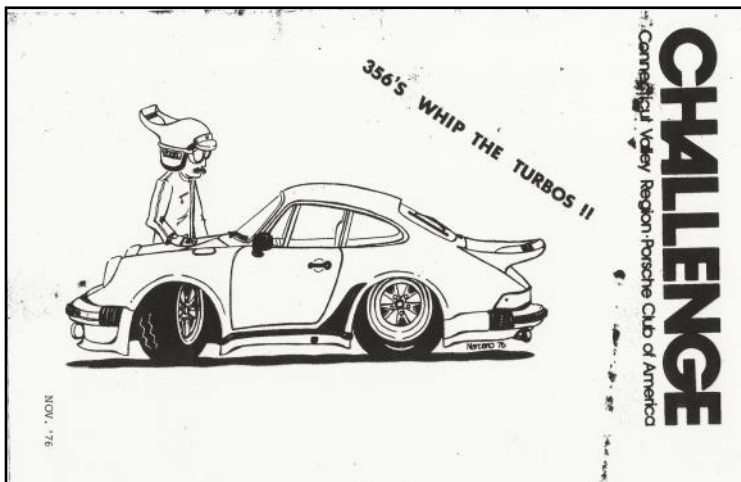
Background on this article— In the 1970's, John Henry and I worked together for several years in new Britian CT. We got our 356s about the same time and spent many hours working on them together. We belonged to the Conn Valley Region of PCA. At the time of this event I was the editor of the clubs newsletter, the Challenge. If setup and driven correctly a 356 is an ass-kicking autocrosser because they are lite. John and I had a lot of fun doing that during the mid to late 70's. and 80's.doing just that. The Turbos were fair game on a tight autocross course and we made the most of those events. Ed T.

I was cleaning out my shed the other day and I came across a stack of old CVR Challenges, like from the 70's. So of course I had to stop and read a couple – especially the one on top that read “356's WHIP THE TURBOS !! “ The article of note is from November 1976 and reported the results of the September autocross at Package Machine Co. in East Longmeadow Mass. This was the usual location for our autocrosses back then (I wonder what is at that location today?) I am including the complete list of run times and the focus (at least on this day) was the three 356's that yes indeed did best the two 911 turbos !! and set FTD as well. Now all you 356NE members might not know this but your VP and newsletter editor (Fast Eddy Tobolski) was known for beating most if not all competition on an autocross track- so this might not be too surprising, but by 3 seconds? Ed always was faster than me, I am surprised that I was that close to his time. I am hoping you find this interesting – and I note that this was a course of about 1 minute! I think that is a pretty long event and, I am sure there were lots of short turns but still.

Also on the last page of this issue was a FOR SALE ad for a pair of TURBOEATERS., obviously a joke and poking fun at the turbos, but all in fun.

Fast forward to 2025- 49 years later and I know Ed and I both still have our same 356's but I don't know about anyone else from that day..

John Henry



FOR SALE

A pair of Turboeaters -one Big Red 356C coupe - never beaten by a Turbo, absolutely stock -balding XAS's - \$25,000. One Lt. Gray 356A, only beaten once by a Turbo at PCA events, but quicker than Big Red-see Sept. AX results. Previously offered at \$15,000, now \$28,000 - you had your chance - or both for \$50,000. Warning: these cars are not for the faint-hearted-call John or Ed.

SEPT 26 AUTOCROSS RESULTS						
DRIVER	CAR	RUN 1	RUN 2	RUN 3	RAIN RUN	BEST OFFICIAL
NOVICE 4 CYL						
STAN SLAGERIS	914	58.954	58.722	58.952	59.928	58.722
ERIC DURIS	356C	58.036 ⁺¹	57.675 ⁺¹	59.637 ⁺²	59.766 ⁺¹	58.675
LINDA ROSATI	356C	75.756	71.077	—	—	71.077
ROGER WARREN	914	63.466 ^{OC}	60.548 ^{OC +1}	64.260 ^{OC +1}	—	60.548
NOVICE 6 CYL						
F.CARRINGTON	911	63.948	61.927 ^{OC}	59.145	62.548	59.145
M. DELASCO	CARRERA	60.627 ⁺¹	57.210 ⁺¹	59.618 ⁺²	—	59.210
JOE HEBERT	911	59.228 ^{OC +3}	71.035 ^{OC}	61.915	62.067 ^{OC}	61.915
M. RAYMOND	CARRERA	OC	62.131	62.035	OC	62.035
W. DURIS	911	OC	66.924	62.225	—	62.225
V. LAURELLO	911	74.623 ^{OC}	65.220 ^{OC}	62.750	—	62.750
PAVE SNYDER	911	65.723	61.166 ⁺³	OC	—	65.723
EXP. 4 CYL						
ED TOBOLSKI	356A	54.991 ^{OC}	53.840	53.228	56.299	53.228 (FTD)
JOHN HENRY	356C	54.986 ⁺¹	54.685	53.651	56.015	53.651
TOM TYRER	912	58.052 ⁺¹	57.565 ⁺²	55.204	57.265	55.204
RAY ROSATI	356C	55.568 ⁺¹	55.453 ⁺²	55.804	—	55.804
GEORGE HEDDY	914	56.283 ⁺¹	59.2 ^{OC}	56.663 ⁺¹	57.242	57.242
EXP. 6 CYL						
NICK SIENA	911S	56.989 ⁺¹	56.213	55.952	60.791	55.952
SAM PAUL	TURBO	56.963	63.768	54.062 ⁺¹	—	56.062
JIM JACOBSON	911S	61.007	57.288	57.214	60.285	57.214
JOHN MANSUM	TURBO	59.779 ⁺¹	60.862 ⁺¹	58.208 ⁺¹	58.676 ⁺¹	60.208
OTHER						
S. LATBROAD	LOTUS	59.245	OC	57.554 ⁺²	59.104	57.554
P. CAPUSO	SPYDER	62.120 ^{OC}	65.545 ^{OC}	63.631 ^{OC}	66.136	66.136

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 new vendor at nametagwizard.com who can make you a personalized TYP356ne name tag. All name tags come with a magnetic attachment which means you do not have to put pin holes in your TYP356ne polo shirt to wear your name tag. They are \$11.48 each plus fees and shipping. Payment can be made by credit card or PayPal.

ED TOBOLSKI

TYP356NE

Email Ed Tobolski, tobolsed@verizon.net, and he will send you the detailed directions you need to order the name tags online. Follow the directions and within a few days you will have your personalized TYP356ne name tag delivered right to your door.

New Club Grille Badge

Club members can purchase the "Official Club Badge" for a cost of \$36.00. It is a beautiful badge complete with mounting hardware.

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



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