

TubTimes

Official Newsletter of

TYP 356 ne



Vermont Tour Weekend

Details and pictures starting on page 9

Picture above by Bill Silvestri

VOLUME 22, ISSUE 5, JULY 2022

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

TYP356NE OFFICERS

President- Allen Sisson



Vice President/
Newsletter editor
Ed Tobolski



Secretary—
Theo Kindermans



Treasurer—
Georg Becker-Birck



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KEY MEMBERS-

Director—Immediate Past President
Peter Venuti



Membership Chairman
Carl Luck



Director
Tom Tate



Director
George Kehler



Director
Greg Lane



Director
Diane Mierz



Director
Peter Thompson



Director
Dennis McGurk



Editorial

At 26 pages, this is one of, if not the largest, TubTimes ever. That's because this issue includes coverage of our Vermont Tour, the Sisson Grace BBQ, the recent PCA Porsche Parade, information about the events we have scheduled in the months ahead and an interesting TubTech article about distributors. My thanks to everyone who sent me the information for those articles. Having information to report in TubTimes, makes my job easier and makes TubTimes more interesting to the membership.

The Porsche miles driven list, on page 23, is growing with a total to date of 12940. Lets get those cars on the road and join the list.

To make it easier to keep track of the miles I'll offer everyone a little help. I use a Microsoft Excel spreadsheet to collect and add up all of the miles. For my miles I have the spreadsheet setup to automatically calculate the miles to date. I entered the base miles for each car starting in 2022. Then I only have to input the current odometer miles each month and the spreadsheet will automatically calculate for me the miles to date. Not a big deal, but if anyone would like me to calculate your miles that way, just send me your base miles and I will add your calculation to the spreadsheet.

Ed T.



PRESIDENTS MESSAGE— MARCH 2022

Five members of our Club, including me, attended the national Porsche Club of America (PCA) Porsche Parade in the Poconos, PA this June. Two of our members, Tom Tate, and Dick Yirikian, were lucky fine quality time piece door prize winners. See pictures here in the Tub Times. I went on several of the very nice drives in my 356 they laid out all over the region. The one group drive I did was over 2 hours long and very spirited over nice back roads. I visited Hershey while there. I took the hour long guided trolley tour they offer of the town including factory history which is excellent. I would recommend that to anyone if you are ever in Hershey. The host hotel was great with excellent food at all the banquets. I would highly recommend attending a PCA Porsche Parade if you have not already done so or repeat one in the future.

It was good to see many of you at the Club BBQ Mary and I held in our back yard this past Sunday. The weather was a bit hot in the low 90s, but comfortable enough in the shade outdoors. See the many lovely cars that members arrived in parked in our driveway here in the Tub Times.

This month on July 26th Tom Coughlin will be holding his annual South Coastal drive through southern MA and Rhode Island followed by lunch. Tom will soon send out the details. This is always an outstanding drive that you should participate in if you can. I promise you will have a great time.



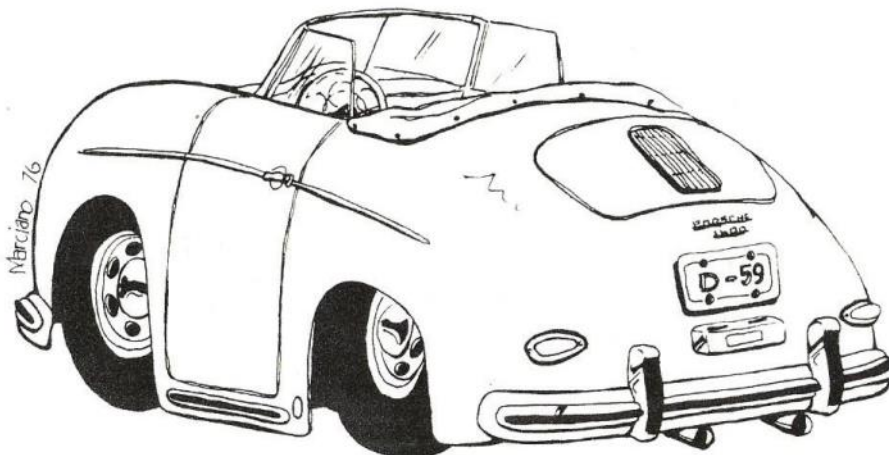
I will close with another quote from Juan Manuel Fangio: “You must always strive to be the best, but you must never believe that you are.”

Allen Sisson, President TYP356ne
Email: dkwf5700@gmail.com
Phone: 617-921-0532

Ed note- Juan Manuel Fangio won the F1 world championship 5 times in the early 50's, winning 24 of the 52 races he entered, for a winning percentage of 46.15% which is still a record. Remarkably, he did not start racing in F1 until he was 40 years old. If you want to learn more about Fangio, read “*Fangio, The life Behind The Legend*” by Gerald Donaldson

New Member, Welcome to the Club

- Samuel Reid and Dana (Dee) Hanford, they live in Ivoryton, CT. and have a 63 356 S90, a 2015 911, and a 68 Pontiac Firebird 350HO



TYP356ne Event Schedule for 2022

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

Events in blue are TYP356ne events.

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

July

- Sunday, July 10, 10:00am - 1:00pm—[TYP356ne Peter & Joyce Thompson's Summer Drive & Lunch](#)
- Cancelled
- Tuesday, July 12th, 6:00 - 7:00pm, [TYP356ne Board of Directors meeting —Cancelled](#)
- Saturday, July 23rd, The Annual Porsche's in the Park event.
at Bug Light Park, Madison Street in South Portland, Maine.
Registration is now open at: <https://clubregistration.net/events/signUp.cfm/event/12203>
- Tuesday, July 26, 10:00am - 1:00pm—[TYP356ne South Coast Drive and Lunch](#) see page 5

August

- Tuesday, August 2nd, 6:00 - 7:00pm, [TYP356ne Board of Directors Video Conference Call Meeting.](#)
- August 12 - 21, - Monterey Car Week, Monterey, CA, USA
See this link for schedule of events:
[Monterey Car Week 2022 | Schedule of Events and Things to Know \(whatsupmonterey.com\)](#)
- August 25 - 26, 2022—[TYP356ne Connecticut Shoreline Tour](#)
The Griswold Inn, 36 Main St, Essex, CT 06426, see page 6 for details.

September

- Tuesday, Sept. 1st, 6:00 - 7:00pm, [TYP356ne Board of Directors Video Conference Call Meeting.](#)
- Saturday, September 3, 2022·11:00am - 3:00pm -Unobtainium Open House (tentative)
14 W Shore St, Ravena, NY 12143
- September 1 - 5, Lime Rock Historic Festival
60 White Hollow Rd, Lakeville, CT 06039, USA
For details see this link: [Historic Festival 40 Labor Day Weekend | Lime Rock Park](#)
- Sunday, September 11, 10:00am - 2:00pm—[TYP356ne Annual Club Day](#)
Lake Pearl, 299 Creek St, Wrentham, MA 02093, see page 8
- September 14 - 18, - 2022 Catskills 356 Northern Drive
57 Ravine Dr Round Top, NY 12473
See this link for details:
[2022 Catskills 356 Northern Drive - Events - Porsche 356 Registry, Inc. \(clubexpress.com\)](#)
- Monday, September 19,- Ferry Porsche's Birthday, Drive Your Porsche Day
- Sunday, September 25, 2022·9:00am - 1:00pm Larz Anderson Auto Museum Porsche Day
Larz Anderson Auto Museum, 15 Newton St, Brookline, MA 02445

October

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

November

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

December

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

Upcoming Events

South Coast Drive and Lunch

Tuesday, July 26th, 10:30am to 1:00pm—

The annual South Coast tour will take place Tuesday, July 26th (rain date Wed. July 27). We will meet at 10:30 and tour the coastal and farm roads of the area.

Our meeting and starting place will be the Westport River Vineyard, 417 Hixbridge Rd., Westport, MA.

Lunch will be at the Acoaxet club with its wonderful ocean and river vistas.

Please let me know if you plan to join us and include your cell phone number with your RSVP.

Tom Coughlin -tlc356@verizon.net



2022 TYP356NE CONNECTICUT SHORELINE TOUR

THURSDAY-FRIDAY, AUGUST 25-26

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

Thursday, 25th of August

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



Friday, 26th of August

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

Details and Participant Costs:

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

Program costs:

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



Registration:

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

Greg Lane, 13 Bradley Road, Madison CT. 06443

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

LINKS:

- Maugle Sierra Winery: [WINETIME \(mauglesierravineyards.com\)](http://WINETIME(mauglesierravineyards.com))
- Gillette Castle: <https://www.gillettecastle.org/>
- Griswold Inn: <https://griswoldinn.com/>
 - Connecticut River Museum

Reference Points for GPS settings:

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



QUESTIONS?

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



CONNECTICUT SHORELINE AUGUST TOUR DRY RUN by Diane Mierz

Putting together a club tour involves plenty of moving parts, one of which is driving the intended route to make sure it's suitable for the actual tour. Routes might look reasonable on a map but it's only when you drive it things like blind crossings and pothole-pocked roads come to light.

Greg Lane has done the upfront planning of this tour but I will be leading it, so going out for an early dry run together was imperative. And so, on June 11 Greg and I set out for the wilds of eastern Connecticut in his fine Boxster S. Top down, of course.

Greg is far more familiar with the byways of that area of the state than I am so I wasn't sure what to expect. We started off from Maugle Sierra vineyards in Ledyard (where on August 25th we will be enjoying a wine tasting and catered lunch) and headed west. The day was lovely and the chosen route led to some incredibly beautiful Connecticut scenery. I was ecstatic to see Greg had included an ice cream stop along the way (in my opinion a tour isn't complete without stopping somewhere for a cone to cool down) and eventually led to the iconic and very cool Gillette castle which sits high above the Connecticut river with vistas for miles. We spent a bit of time there taking in the view and watching the Hadlyme ferry makes trips across and made the decision we'd include the ferry as part of the tour instead of taking a longer route towards the hotel.

Going across the river on the ferry was a *lot* of fun – I have done it before with other car groups and there's nothing like enjoying the short trip with vintage cars surrounding you on a ferry. On this day, however, it was just me and Greg and a lone Boxster which made for some great photos. I thought I



had captured the best pictures of the day on the ferry when as soon as we disembarked the gates came down on a train crossing and the Essex Steam Train roared by! I wish there was a way to guarantee this would happen again for our tour but you never know – all I can say was that it was truly a sight to behold and in August it will be running regularly so

there's always a chance. We finished up what will be Day 1's tour on the incredibly charming roads on the Connecticut river shoreline, beautiful 19th century houses and scenic winding roads.

The hotel we'll be staying at is the Griswold Inn, in the heart of Essex which captures New England at its best, located right in the center of a vibrant downtown area with secure parking behind it. Once there we began what will be our day 2 tour which covers roads west of the river and no less beautiful and fun to drive than day 1 culminating at Yankee Steam Works in Guilford CT (we'll be getting a private tour of a private collection of incredible steam powered cars and steamboats on Aug 26). Both legs of Day one and Day 2 are similar in terms of length and driving time – we covered about 45 miles for each.

Steve and I will be doing a repeat of this a week ahead of the tour to ensure there are no surprises which might have cropped up between June and August and the tour runs smoothly. There's no question it will have to be run in the 356 for optimal enjoyment. Top down, of course.

Hope you can join us! Diane

Save the Date for-
The 7th Annual TYP356ne
Club Day
SUNDAY, SEPTEMBER 11TH, 2022

10am to 2pm at

LAKE PEARL

299 Creek Street, Wrentham MA. 02093

- We are going back to Lake Pearl where, as in past years, we will be parking our cars on the surrounding grassy area and will be using the large tent for our lunch and other activities.
 - Our guest speaker this year will be the intrepid Porsche chaser, Adam Wright, from Unobtanium Inc. Adam will entertain us with his adventures collecting 356s around the country.
 - The full details for the event will be in the next issue of TubTimes.
- For now, save the date- September 11



Tubs on the lawn of Lake Pearl



Guest speaker Adam Wright



Lunch in the Tent



Vermont Spring Tour at the Kitzhof Inn

25 members and guests, with 10 Porsches, 1 VW, 1 Mercedes, and 1 Audi, ventured to Vermont for a fun weekend of enjoying our cars and the Vermont countryside. The weather early in the week was questionable with rain scheduled for Friday, however, Allen Sisson kept us informed of the situation so we all knew what to expect. As it turned out, Friday got clearer as the day went on so most of us did not hit any rain at all. And it was warm and sunny in Vermont perfect for a 356 tour.

This was our second visit to the Kitzhof Inn and once again it proved to be a great location for a weekend tour. It's very casual and laid back, located near mount Snow with lots of other areas of interest near by. The very British owners of the Kitzhof, Simon and Alison Ferris, are car and motorcycle people and cater to our type clubs. Once again, they made our short stay fun.

Friday was a wine and cheese reception by Allen, followed by a pizza dinner. After breakfast Saturday morning, Simon had us round up the cars for a group photo in front of the inn to add to his collection. Following the picture taking we all split up to enjoy Vermont. A group of 10 cars took the seven bridges tour on another perfect weather day.

Saturday night, after another wine and cheese reception, we had an outstanding outside BBQ dinner. After breakfast Sunday morning we all headed back home with more great weather to enjoy our cars. The pictures on the following pages capture the fun weekend. Thanks to Bill, Diane, and Lise for sending them to me. Ed





Saturday night was the outdoor BBQ. The weather was perfect and while keeping an eye out for the local bear, we had a great evening eating ribs, chicken, corn and more followed by a great NY cheese cake dessert.



Right- Peter Thompson presenting Simon Ferris, the owner of the Kitzhof, with one of our new club badges.



Below- Allen Sisson provided the wine and cheese for the receptions on Friday and Saturday. Thank you Allen



Left- Simon giving us the schedule for the weekend including the pizza dinner on Friday and the BBQ on Saturday as well as the breakfasts Saturday and Sunday.





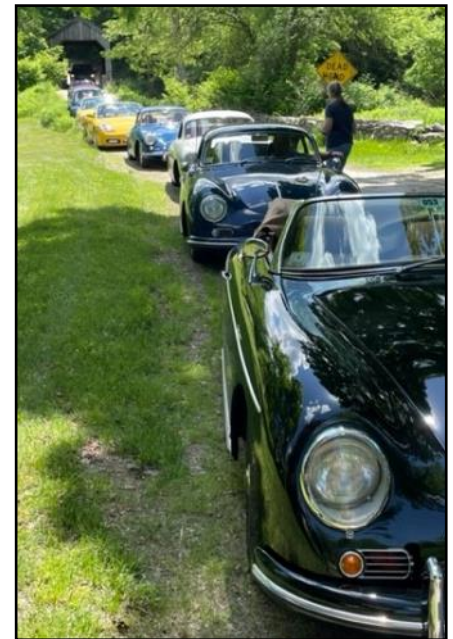
Ten cars took the 70 scenic mile seven bridges tour. Not to be confused with the Eagles song, these were Vermont covered bridges. Left, Peter Venuti, who with help from friend Diane lead the tour, is shown giving some pre-run instructions. Nobody got lost and the only problem was finding a place for lunch.



Above– Len Cannizzaro trailing the pack in his 912P
Below– Peter Venuti leading in his beautiful replica Conv D.



Above Left– Ed and Darlene Tobolski’s 58 A coupe entering the second bridge.
Above Right– No luck at this restaurant!!!



Below Left- Inside one of the long and narrow bridges in Lise Merrifield’s B coupe
Below Right– a cool rear view picture





Above and right- Friday afternoon someone said that there was an ice cream place just down the road. In a few minutes, 6 cars were in the parking lot and 12 people were enjoying the ice cream.



Above– Gloria, Gloria N., Ken N., Diane M., Mathew M.



Above—Len C., Peter T., Greg L., Anna Marie L. Joyce T.

Right– Greg and Anna Marie Lane



Below, Diane Mierz learned something new about a 356 when Allen showed her the storage space under the passenger side floor boards in his B coupe

Below– Peter and Joyce Thompson



Below- Miscellaneous pictures from inside the Kitzhof





Above— Bill Silvestri drove his very nice VW Bug. It's amazing how big it looked next to the Porsches!!!



Above— Peter Venuti's replica Convertible D



Above— Diane Mierz's cab and Greg Lane's hardtop. Note the Porsche Crest in the window.



Blue cars were popular. Above Ed and Darlene's A and Allen's B.

Below—Greg Lane's Karmann Hardtop. Somehow the car stayed shiny clean the whole weekend in spite of all the pollen in the air.



Below— Sid Wilde's gorgeous aquamarine 56 A European Cab. Sid says that even the hub caps are numbers matching!!!

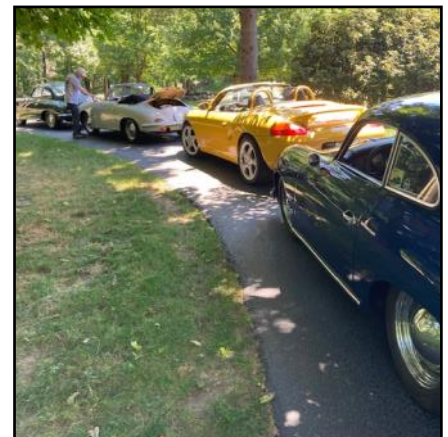


Sisson/Grace Annual BBQ

Sunday, June 26th

June 26th was the hottest day in MA so far this year, but the heat did not stop 24 members and guests from enjoying Allen Sisson's and Mary Grace's BBQ in their back yard. Normally this event is held under a large tent, but this year the tent people mixed up the dates, so they had to adjust. No problem, with lots of shade trees around the yard they were able to find comfortable areas for everyone to sit and enjoy the BBQ. With plenty to eat, and a nice collection of Porsches, we enjoyed the day with a nice breeze kept us all in a comfortable zone.

Thanks to Allen and Mary for opening up their home again to host this event.
Thanks to Bill Silvestri for sending some of the great pictures shown below and on the next page.





Bob and Fran DiCorpo drove their speedster from Fall River. Hopefully their starter problems are fixed.



Left- plenty of great food and drink for everyone

Right- eating in the shade



Some table art!!!



Four Speeds and Drum Brakes by Tom Tate

Everyone Loves a Parade

PCA Parades have been held every year since 1956, the year after the club began. It is a gathering of Porsche owners held to use, compare and talk about their cars. That would include a Concours, an autocross, tech sessions and a rally. Like the Club itself (now 150k members) that has been expanded over the years to include driving tours, Golf tournaments, 5k Runs, RC car Races, Sim racing, an art show and activities for kids. There are now two types of rallies, TSD (time speed distance) and a gimmick rally. What used to be a long weekend has expanded into a week long event. At least a week is needed just to catch up with all the Porsche friends that haven't been seen for a year from all over the US.

This year's gathering in the Poconos drew over 1200 cars and was the largest ever. Many local members attended and four of us met on the Mass Pike and went down as a group. Brother, Bill, drove up from MD to put the Speedsters together again.



Because of the size of the gathering it is tough to find a location that can accommodate that many people since lots of dinners and banquets are always planned. The Kalahari Resort Convention Center includes a waterpark and did a great job taking care of everyone.



The first event that we participated in was the Concours that was held in the parking lot of the resort as rain the week before had made the beautiful surrounding fields too soft to drive on. Many of the judged cars were left

inside in the prep room on a first come first serve basis. It only had room for half the field of over 130 entrants. We intended to put our Tubs in the street class since they were driven over 250 miles to get there (no enclosed trailers for us) but we wound up in a Full class that had the judges climbing all over them.



Bills car came out ahead of Blackie but both of us were at the bottom of the page in the 356 class. We fared better the next day at the Autocross held at Pocono Raceway, where I took First place and Bill was second

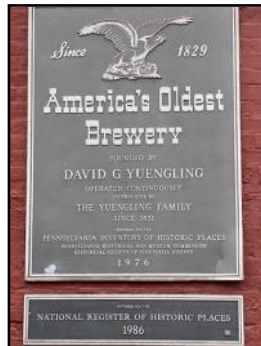


The next event for us was the TSD Rally which was done using a phone app (of course) that didn't require any checkpoints along the route. There were 20 virtual checkpoints and they gave us immediate results when we passed by them on the route. Some of the instructions were pretty far apart and in a couple of cases just when we were wondering if we were still on course the phone would ding and tell us that we had just passed a checkpoint. It was amazing. We did get off course a couple of times but the system allowed us to add (or reduce) the time without a penalty and that saved us. Points are added for each second early or late at a checkpoint and we did get some 1's and 3's which inspired us to really pay attention to instructions. The odometer in Blackie isn't exactly high tech but it was a perfect day for a drive over some great

roads in the Pocono mountains. Neither of us have done a Rally in years but this format will certainly make those events more attractive. I could do a rally with grandkids.

With the exception of the Concours, it was a pretty thin field of 356s at Parade. Lots of SUV's and late model 911's. As the week went along we realized we were the only two Tubs still there as the show cars had all gone home in their sealed trailers. Whenever we parked it seemed that a lot of other owners were taking our picture. Many of the younger members weren't born when our Tubs were built but they certainly had their iPhone 13's handy.

We took a brewery tour at the oldest beer producer in the US, Yuengling, in business since 1829. The beer was great (free samples to old guys). They have been in the same building since 1831 and a lot of the brewing equipment looked to be original, including the break room that would make a great bar today.



It wouldn't be Parade without a Tech Quiz and Bill and I had both signed up for the 356 test. The main body (60 out of 100 questions) of the test was made up of general questions about Porsche (What's the displacement of a 2020 Boxster Spyder? – 4.0 liter) and things like their racing history over the years (How many times did Derek Bell win LeMans in a Porsche? – 4 times). The smaller section covered questions about the model selected. Choices were 356, 911, 914, 944, Macan, etc. There were some really tricky questions (When were disc brakes first used on a 356? – 1962 Carrera2) and Bill did it best with a second place and I was behind him in 4th.

The last drive was on Saturday afternoon called the Parade of Porsches that drove the 11 miles to Pocono Raceway with a police escort. 300 Porsches were lined up and stopped traffic in a number of small towns along the way. We got a lap in on the 2.5 mile track looking down onto the infield where the autocross had been held. By the time we headed back to the Kalahari Resort folks along the route were in their front yards with their phones in hand. Great fun.

Our day wasn't over when we got back because one of the lots had been emptied so that we could spell out the 70th anniversary logo with Porsches. Vu Nguyen, Executive Director of PCA, who covers everything Porsche and was everywhere at Parade, had one last trick set up for us before the final dinner. He had called for red cars before the drive to make up the center of the logo as the rest of us were the border. It came out great.



A sponsor new to PCA, was Princess Cruises who gave away a 7 day cruise. The winner could pick from any of the destinations on their list and they seem to be everywhere there's water. Door prize drawings were done at every dinner with all sorts of great gifts including sets of tires (Michelin), Coco Mats and Porsche hats. The best part was when a members son, about 13 years old, was pressed into service by the MC to draw all the tickets for the prizes at the Autocross Awards Dinner. Boredom was written across his face drawing tickets to give away hats and window cleaner until he drew his fathers name for the set of tires. His feet never reached the stage for 10 minutes.

Additional vendor support included wine glasses (Leland West), car wash area supplies (Griot's Garage), and Volunteer shirts (Pelican Parts). Goodie bags were filled with all sorts of car stuff that we find useful. Even free stickers suitable for grandkids were everywhere. I even snagged a nice desk clock from Porsche with the Martini logo and another NER member won a Porsche watch.



The Victory Awards Banquet on the last night had a great program from long time supporter, Reliable Carriers, Inc who raffled off a free ride to next years Parade in Palm Springs, CA in one of their covered carriers. That is too far for Blackie to drive so we're shooting for the 2024 Parade in Birmingham, AL (think Barber Motorsport Park). East coast owners should put that on their to do list now.

Any time a PCA Parade gets to this side of the Mississippi river and you can drive there, do it. You'll have a great week.

KTF



After 48 years, PCA held their second Porsche Parade at Mount Pocono PA. George Kehler attend the event and shares his experience.

Since Porsche Parade this year was in the Poconos, several NE 356'ers attended including Allen Sisson, Tom Tate, Jeff Leeds, Dick Yirikian, and myself. Dick and I drove early 911's and met Mr Tate and Mr Leeds in their 356's at a Mass Pike rest stop to start our journey. Spirited driving ensued and, despite some minor temporary mechanical issues, we all arrived at the Kalahari Resort in the Poconos, with the 356's arriving first !!

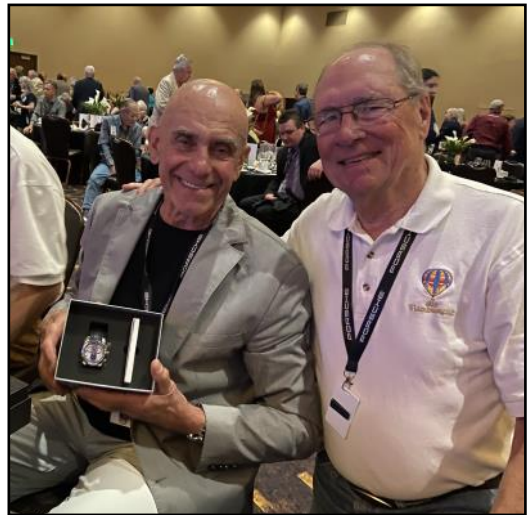
The Kalahari Resort was a Africa themed water park that was huge. My room was so far away from where the cars were stationed, I felt that I literally had walked across the Serengeti to find my car !! Over 1100 cars with 2700 Porschephiles attended !! The vastness of the Resort hid the many parked Porsches but ran into many familiar faces in the hotel. Mr Tate and his brother showed their Speedsters and Mr Yirikian and I showed our early 911s in the Concours on Monday. Rainy weather forced moving the Concours from a local golf course to a lot at the hotel.

We were first timers and received judged expert evaluation on how clean our cars presented. Next time I won't leave my lint brush in the back seat for the judges to find !! And deduct .1 point !!

On Tuesday, Mr Tate and Mr Yirikian entered their cars in the TSD rally. I was navigator for Mr Yirikian and used an app called Richta on our Smartphone for timing checkpoints. We were novices in this event but our times vastly improved as the rally progressed, even having a perfect score on one segment. Mr Tate is a seasoned TSD rally pro and had one of the lowest scores of all cars !! Mr Yirikian and I drove home on Wednesday but Mr Tate stayed the week participating in all other events. He represented the Northeast Typ356 club in good stead !! As a nice twist of fate, both Mr Tate and Mr Yirikian won door prizes at the Concours dinner, a Martini desk clock and Porsche Design Martini wrist watch respectively !! George



Above and right—George's yellow 911 and Dick's silver 911



Above— Dick and Tom accepting their door prizes.



Below— Left and right—The Tate brothers speedsters.

George Kehler took these pictures of Tubs at the Parade.



A Qualitative Study on the Effect of Modern Springs on Distributor Advance

By Carl Luck

Over the winter I decided to put my 1959 Porsche 356 A's original, unmolested, numbers matching, normal engine with 52,000 miles in mothballs. While at it, I decided why not have more power/fun! I was fortunate to find a 1964 SC engine with a complete top end rebuild, a new big bore kit and new connecting rod bearing. The case was not touched but was confirmed to have the stock, balanced, crank and stock cam. This article focuses on the final issue addressed in a four month effort to get this replacement engine running as it should.

Every engine is different and after around 60 years in the hands of who knows who, they can be very different inside! This can make getting everything "right" very difficult. Fortunately, most of us love a challenge.

When I got this SC engine installed in my tub it would not idle smoothly, or steady enough at low RPM (~1,000) to allow proper adjustment of the stock Solex Carbs. It started great and ran smooth enough above 2,500 RPM. Although it seemed to have good power/response on the road it didn't feel much different than the A on a good day. In addition, it was as if it had a mind of its own. Without applying any throttle it would rev up to over 2,000 hold there and after a carb fart or two, would sometimes settle back down to ~600 RPM. Occasionally while driving it would also refuse to idle back down after releasing the accelerator.

After checking nearly everything: static timing, total advance (high at >35 degrees), dwell, valve adjust, float levels (needed adjusting), jets (new idle #60), plugs, and even replacing the idle adjustment needle valves, some improvement was seen but was not yet stable. I checked the spark advance by eye and did not like how quickly it advanced nor the amount of total advance. The total advance was at or beyond the 35 degree mark which I have been told is too much for this engine. Next step was to take the 022 distributor apart, inspect, and replace

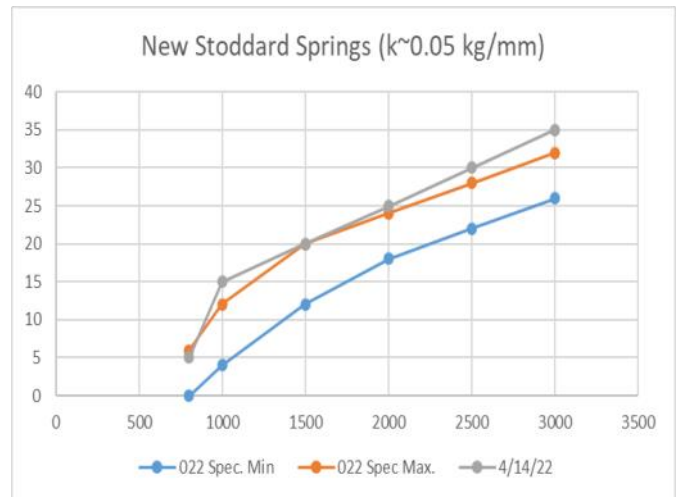
the advance slip pad as it had large grooves worn in it. While in there the springs were also replaced with new ones from Stoddard.



Above and right- Original 022 slip disc and the new Stoddard replacement springs (note original has ~22 turns, new has ~20 turns, both same end to end length)



I had done this successfully (?) on the original 59 A normal 018 distributor so now considered myself "experienced" but not expert. I started by cleaning and lubing the 022, then re-installed it, calibrated the timing, etc. Things were better but still not right; the advance was still too rapid and total advance too great. The pulley was calibrated as accurately as possible every 5 degrees and then generated the following advance curve in real



time, in the car, with a timing light, and with help from my wife, Phyllis. (See page 22 for details on measuring the degrees). This confirmed the suspicion of an improper advance curve. Note the 15 degree advance at 1,000 RPM with static set at 3 degrees.

Fortunately during this time I had a lot of help and advice from two very patient 356 experts, Jason Williams of Squire's Autowerks, who did the top end rebuild, and Ed at Klasse 356. The conclusion was that the standard commercial springs might not be "strong" enough. Jason said he feels the currently available springs are to "soft" and regularly removed two or more coils from the springs when he sets up a distributor/engine. This seems a bit counter intuitive as fewer coils should reduce the force but the dominating factor is probably the shorter length. Ed, who rebuilds distributors as part of his business agreed and said he had "stronger" springs that he uses and sent me a set to try, thank you Ed. This stronger spring is what Klasse 356 supplies under their standard part number but if this is important to you, I suggest calling Ed before ordering.

Fortunately, I figured out how to change the springs without complete distributor disassembly. Briefly, after removing the point plate, the outside ends of the springs can be accessed and removed, then the point plate will come off exposing the advance mechanism. After replacing the springs and securing the inside end, the assembly can be put back together, with great care and patience. With no additional changes, I was able to generate the advance curve, again real time, in the car. See page 22.

I couldn't believe it either!!! Right shape/break points, well within spec limits and correct, safer, total advance for this engine. This last feature was not expected without changing the weights or stops, but the reduction of total advance was probably the most reassuring outcome.



With this setup the idle was much better behaved, the carbs could now be adjusted at a low RPM. The SC's engine's response, both up and down the RPMs, was good and the power was more what was hoped for. Of course the fine tuning never ends. Now the engine idles well at 900 RPM (good place for an SC I'm told). In reviewing these results with Ed he was not surprised, even with the reduced total advance. He believes the stronger springs wrap around the weights at higher RPM, effectively adding to the weight/force and thereby limit the total travel.

Again, these are the effects from these two springs on THIS engine. The standard Stoddard springs worked fine on my fully stock Normal/018 (this is what I think but have yet to generated this curve, on the "to do" list).

So, what is going on with the springs? With my physics training I couldn't stop here, more experiments/data were needed. The question of spring constant came to mind. Carl

To be continued in the August TubTimes.

How to Measure the Distributor Advance in the Car.

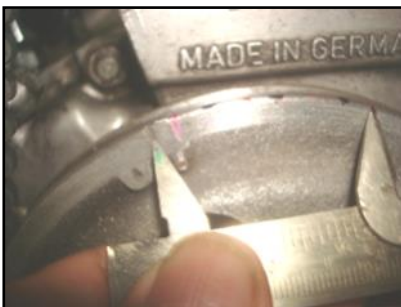
The key to getting a reasonably accurate timing advance curve is carefully marking the pulley every five degrees. The table below provides the length of the "cord" which is measured from the TDC mark on the pulley straight to the point on the diameter that is this distance away, both at the outer diameter of the pulley.

For this I used a set of Vernier calipers which worked well as one end nicely locates in the slight TDC groove that has been cut into the pulley at the factory. At the other end use a fine point Sharpie. At TDC and every 10 degrees I make a long line and then at every 5 degrees a short one. With this, and extrapolating between lines, I believe it is possible to get +/- 1 degree. The measurement and final markings for 35 degrees of advance are shown below.

To measure the RPM I use a separate meter connected to the coil. The timing light/strobe I have is an old 12V pistol unit that works fine but to get a good strong "strobe" I connect the DC lines to a 12 V battery. Still, the darker the working area the better the resolution.

The process I use is to first get a helper to write the data as you take it. I control the engine speed with the linkage behind the fan cover. You should do whatever you feel gives the best, repeatable results but I start with whatever the normal idle speed of the engine is for my first data point. Then I increase the RPM from 1,000 RPM to 3,500 RPM in 500 RPM increments. I do this going up and then again going down. It is best to run this cycle twice. This data can then be averaged and plotted on graph paper, or use excel. I feel some smoothing of the data points is also fair game given the difficulty of holding a steady RPM and making a judgement call on where the case TDC mark is relative to two pulley marks. To plot the specification, there are many sources available for the limits for your engine/distributor. This link has them for most of the distributors we use in our tubs: [356/912 Advance Curves - Carbs-Fuel-Ignition \(CFI\) - Repair & Sales \(sparkingplugs.com\)](http://356/912-Advance-Curves-Carbs-Fuel-Ignition-CFI-Repair-Sales-sparkingplugs.com).

Good luck and let me know if you have any suggestions or an improved process. Carl



Timing Angle/Cord on Pulley		
Degrees Advance	Cord (mm)	
3	3.8	Static for SC Static for Normal
5	6.3	
10	12.5	
15	18.8	
20	25.0	
25	31.4	
30	37.5	
35	43.6	
37	45.5	Max. Advance
100*	111*	Dwell

* Relative to Static Timing Offset (3 or 5 degrees)
Source: 356 Porsche Technical and Restoration Guide
356 Registry
1994

Porsche Miles Driven in 2022

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

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

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

<u>Owner</u>	<u>Porsche</u>	<u>Miles</u>
Allen Sisson	356B	1787
Greg Lane	356B	658
	Boxter S	163
Ed Tobolski	356A	556
	911SC	36
Diane Mierz	356SC	852
Tom Tate	Speedster	880
Carl Luck	356A	872
Neil Fennessey	912	507
Georg Becker-Birck	912	770
Ray Ashenhurst	356B	223
David Lawrence	356C	410
Peter Thompson	356S	800
	911	120
	Boxster	795
Phil Brzezinski	911 Carrera	1518
George Kehler	356 Continental	70
Ken Nykiel	Boxster	784
Craig Amerigian	912	151
Ellen Beck	54 Speedster	25
	356C Coupe	35
Bill Slinko	65 912	35
Theo Kindermans	356B	93
	911 Targa	359
Tom Clark	356A Patina Queen	243
Randy Robinson	62 356B	198
	Total	12940



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Here are some pictures and as you see the color is a faded red, probably original.

Shoot me an email at tlc356@verizon.net and I'll send you copies of these pictures if you want to expand them for a closer look. Tom



CLUB ITEMS AVAILABLE

Clothing- TYP356ne has an online store where you can order hats, polo shirts, canvas bags, and any other item that Land's End Business Outfitters carry in their inventory. You can customize any of the items you purchase with the Club's black oval patch. The store address is:

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

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



Name Tags - We have found a quality vendor that can make and ship you a personalized TYP356ne name badge. They are \$8.50 each with the pin style attachment and \$10.50 each with a magnetic attachment, plus \$3.95 postage. Note: the magnetic backing means you do not have to put pin holes in your TYP356ne polo shirt to wear your name badge.

To order go to <https://www.holmescustom.com/corporatepages/typ356ne> and click on the TYP356ne name badge and it will take you through the process. Within a few days you will have your personalized TYP356ne name badge delivered right to your door. If you have any comments or questions contact Tom Gentz at tgentz@typ356ne.org.

New Club Grille Badge

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

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



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