

# TubTimes

**Official Newsletter of**

**TYP356ne**



## **New Club Car Badge**

See page 8 for the details

**VOLUME 20, ISSUE 6, JUNE/JULY, 2020**

For more Club information visit the Club website - [www.TYP356ne.org](http://www.TYP356ne.org)

## TYP356NE OFFICERS



President— Allen Sisson

Vice President/  
Newsletter editor

Ed Tobolski



Secretary—  
Theo Kindermans

Treasurer—  
Dennis McGurk

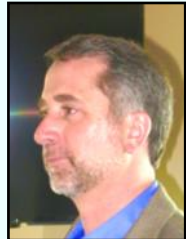


## KEY MEMBERS-

Director—Immediate Past President  
Peter Venuti



Membership Chairman  
Carl Luck



Director  
Jeff Leeds



Director  
Tom Tate



Director  
Frank Anigbo



Director  
Greg Lane



Director  
Alex Dearborn



Director  
George Kehler



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## Editorial

It look like things are starting to open up. We are scheduling two events for July. Now is the time to get your car out on the road.

My thanks to those who have contributed articles to this issue of TubTimes. Your help is appreciated. The result, I think, is an interesting issue. I hope someone can help Tom with his underwear problem!!!

The cover and page 8 show the new Club car badge. The old badge is nearly out of stock. Allen Sisson worked up a design for the new badge and Peter Venuti found a vendor to make them for a reasonable price. The samples look great and an order will be placed soon. I think the new badge looks great and clearly shows our connection to New England. The pricing and availability details should be ready for the next issue of TubTimes.

There still remains a lot of uncertainty relative to the events for the rest of 2020. Watch TubTimes and your emails for the details. Hopefully our big event of the year, Club Day, will be able to be held on September 27th at the Newport Car Museum as scheduled.

Ed Tobolski, editor



## PRESIDENTS MESSAGE— JUNE/JULY 2020

Since Massachusetts, Rhode Island and New Hampshire have relaxed restrictions somewhat at this point, **our Club is going to have the two Club events we have planned for July.** In Massachusetts gatherings of more than 10 people are still prohibited. Restaurants can resume indoor service but must space tables six feet apart, among other restrictions. In Rhode Island social gatherings of more than 15 people are prohibited outside or inside. New Hampshire currently has no social gathering limitations or distinctions between essential and nonessential businesses. Under the current advisory, people are still encouraged to practice social distancing and wear masks in public.

Our first event is going to be on Thursday, July 9<sup>th</sup> from 10 AM to 1 PM. This will be Tom Coughlin's always popular south coast drive and lunch. Tom will soon announce a meeting point to all of us by email. When we meet everyone should be wearing a mask and stay at least 6 feet apart in the parking lot. By distancing in the parking lot for this brief meeting, we should be OK even if there is more than 10 of us well separated for this short period. We will then depart in our individual group cars for a nice drive along back roads of Little Compton, Rhode Island and Westport, MA. We should be well within guidelines that way. It is unlikely the Acoaxet Club, where we usually eat lunch, will be able to accommodate us this year. So, **everyone should pack an individual picnic lunch to enjoy at the end of the drive.** Tom has found a nice outdoor picnic spot for us that has bathroom facilities. There will be plenty of room for us to eat our lunches properly physically distanced to comply with outdoor dining regulations allowed in Massachusetts and Rhode Island. We will all then depart for home. I hope several of you will feel comfortable enough with this plan to join us for this drive and al fresco lunch.

The second event this month will be hosted for us by Retro Automotive Products in Claremont, New Hampshire. On Saturday, July 25<sup>th</sup> starting at 11 AM president Matt Alldredge will present a tech session on the evolution of the 356 and 912 engines. Lunch will then be served courtesy of Matt. Finally, the vice president of Retro, J. Roger Cawvey Jr. will take us on a beautiful back country drive stopping at the Vermont Country Store in Rockingham. Even though there is no group gathering size limit in New Hampshire everyone attending should wear a mask and stay at least 6 feet away from others especially during lunch. **If you plan to attend, please email me [dkwf5700@gmail.com](mailto:dkwf5700@gmail.com) on or before July 17<sup>th</sup>; so that we have an accurate count for lunch.**



Please see member Tom Clark's article on page 11 of this month's Tub Times describing our long time Club sponsor and event host this month, Retro Automotive Products. I have purchased several parts from them for my 356 and early 911. They have always been a great resource for me for hard to find original parts. Hoping to see some of you soon, at a bit of a physical distance.

Allen Sisson, President TYP356ne  
Email: [dkwf5700@gmail.com](mailto:dkwf5700@gmail.com)

### To All Members-

Questions have been raised relative to the Club's rules on members offering vehicles for sale using the Club's email system or TubTimes. We believe that having the ability to buy and sell cars and parts among the membership is a big benefit to the members. However, we don't want our emails or TubTimes cluttered with unwanted ads. The board discussed the situation and has agreed on the following.

- Only members can use the Club's email system or TubTimes to offer a vehicle for sale. If a member has a friend or relative with a vehicle that fits the requirements below, the member can make the sell offer but the contact information listed must be for the member not the nonmember selling the vehicle.
- Any Porsche may be offered for sale, including replicas, either using the Club's email system and/or TubTimes.
- Other vehicles that are deemed to be "interesting" to the membership may also be offered. The term "interesting" can be widely interpreted. Generally it is thought of to be sporty vehicles 25 years or older. To determine what vehicles fit the description, Ed Tobolski has agreed to be the judge. If you want to offer an interesting vehicle to the membership, send a description of it to Ed ([tobolsed@verizon.net](mailto:tobolsed@verizon.net)) and he will inform you if it can be offered and suggest if it's best using the club's email system or running a classified ad in TubTimes or both.
- These must be private transactions only, no commercial sales are allowed.
- Other parts and accessories will follow the same guidelines. Porsche items are Ok, others, contact Ed.



# 2020 SCHEDULE OF EVENTS

Events underlined in [Blue](#) are TYP356ne organized events, all others are related events that may be of interest to the membership.

## JULY

**TUESDAY, JULY 7th, 6 – 7pm.** [TYP356ne Board of Directors Conference Call Meeting.](#)

Conference call number -712.775.7270. Access code 761409

**THURSDAY, JULY 9TH, 10am – 1pm,** [TYP356ne Tom Coughlin's South Coast Drive and Loafer's Lunch,](#)  
Acoaxet Club, see page 5

**SUNDAY JULY 12TH, 7am – 2pm,** Annual Bay State Antique Auto Club Car Show— **Cancelled**  
Endicott Estate

**SATURDAY, JULY 25TH, -** [TYP356ne—Retro Automotive Tech Session, Lunch, and Drive,](#)  
Claremont, NH, see page 5

## AUGUST

**TUESDAY, AUGUST 4th, 6 – 7pm.** [TYP356ne Board of Directors Conference Call Meeting.](#)

Conference call number -712.775.7270. Access code 761409

**WEDNESDAY, AUGUST 5TH, 10am – 12pm,** [TYP356ne Annual Lobster Lovers Loafer's Lunch](#)  
Kittery Point, ME

**AUGUST 14TH AND 15TH,** 2020 New England Auto Auction and Owls Head Transportation Museum  
Owls Head Transportation Museum, ME

**AUGUST 26TH TO 30TH,** 356 Registry West Coast Holiday, Bend, Oregon—**Cancelled**

## SEPTEMBER

**TUESDAY, SEPTEMBER 1st, 6 – 7pm.** [TYP356ne Board of Directors Conference Call Meeting.](#)

Conference call number -712.775.7270. Access code 761409

**SEPTEMBER 5TH, -** Unobtanium Open House, Ravena, NY

**SATURDAY, SEPTEMBER, 12TH,** 9am – 2pm, Porsche Day Larz Anderson Auto Museum

**SEPTEMBER 16TH TO 20TH,** Catskill 356 Treffen

**SUNDAY, SEPTEMBER, 20TH,** 10am – 12pm, [TYP356ne Greg Lane Drive Your Porsche Day Drive](#)  
Location in CT to be announced.

**SUNDAY, SEPTEMBER 27TH,** 10am – 2pm, [TYP356ne Club Day,](#) Newport Car Museum

## OCTOBER

**TUESDAY, OCTOBER 6Th, 6 – 7pm.** [TYP356ne Board of Directors Conference Call Meeting.](#)

### **New Member - Welcome to the Club**

**John Bond, he lives in Springfield, VT with his spouse Corky and the following cars-  
2007 Porsche 911 Carrera S Cabriolet, 1959 Morgan Plus 4, 2016 BMW X 1, 2016 Toyota Tundra**

# UPCOMING JULY EVENTS

## TYP356ne Tom Lamar Coughlin's Annual Southcoast Drive and Loafer's Lunch

Thursday, July 9 • 10:00am – 1:00pm

### Drive the South Coast of Massachusetts and Rhode Island

**The exact meeting spot for the drive will be announced by email in early July. The drive will follow beautiful south coast back roads in Little Compton and Westport. If we are able to go to the Acoaxet club for lunch, we will. If not, plan to bring your own picnic lunch as we have an attractive place where, after the drive, we can enjoy our lunches properly physically distanced. It does have a porta-potty on site. Pencil this drive in on your very busy schedule and watch your Club emails for more details.**



## Retro Automotive Products, LLC

**SATURDAY, JULY 25TH,**

### TYP356ne—Retro Automotive Tech Session, Lunch, and Drive

247 Sullivan St., Claremont, NH

From 11 AM to 12 PM Matthew Alldredge, President of Retro Automotive Products, will present a Tech Session entitled: The Evolution of the 356 and 912 Engines. From 12-1 PM Lunch will be served courtesy of Matt. From 1 to 3 PM J. Roger Cawvey Jr, Vice President of Retro, will take us on a beautiful back country drive with a stop at the Vermont Country Store in Rockingham.



If you are planning to attend this event, please send Allen Sisson an email ([dkwf5700@gmail.com](mailto:dkwf5700@gmail.com)) on or before July 17th so they will know how many lunches to have available.



**Retro's moto is—Saving the Planet One Porsche at a Time!!!**

## CT Shoreline Aircoolers, June 1<sup>st</sup> “Pickup” Drive- Greg Lane

Following Allen’s (our “Exhausted Ruler”) example, a small group of the Connecticut “Shoreline Aircoolers” gathered on short notice in the Essex downtown waterfront park for a casual (and socially distant-correct) picnic, followed by a leisurely drive. Represented were three 356B’s, a nice Speedster replica, an early and a late-model (993) 911, rounded out by two BMW’s: a 3-series convertible and to spice things up, an orange Isetta. Sunday strollers on Essex’s Main street were treated to a nice exhibit of German automotive excellence and beauty. Of course, the Isetta stole the show. Club members can look forward to seeing another on TYP356ne Club Day at the Newport Car Museum on 27 September.

Following our picnic participants took a leisurely stroll to the Essex riverfront. Thereafter, the group headed north from Essex along beautiful River Road, where panoramic views of the Connecticut River were taken in. On to “High Nine” brewery in Deep River for some, where the drive concluded with some tasty suds.

Perfect weather, great friends and wonderful cars...”driving in its purest form.” Thanks to members Scott and Robin Sogge for organizing the day. Greg



### *Little car among the muscle cars for a Good Cause.*

On June 14th, Greg Shook drove his Speedster Replica in a tour in Middletown, CT. The route was designed to pass the police station, fire personal and Middlesex Hospital. All who participated were asked to honk as they drive by to celebrate them and their families.



## A Porsche-Flavored Father's Day Weekend on the CT Shoreline

Words and pictures by Steve Mierz, Branford, CT

A couple of really fun events took place on the Central Connecticut Shoreline this past Father's Day Weekend, both providing a good dose of old Porsche flavor. Having my cell phone camera along for both, I was able to capture a few views from both.

Starting with Saturday morning the 20<sup>th</sup> of June, a member of the local-Shoreline-area 356 drivers group put together a very casual and informal meet-up for coffee & conversation at the Guilford Town Green, with an excellent take-out place for breakfast directly adjacent (important for the ongoing COVID19 situation we still find ourselves in). Word was put out to the group via the informal e-mail network a couple of days ahead of time, and a nice little gathering of cool cars & friendly folks turned out, complete with our cars (a vintage Miata and a vintage Karmann Ghia were part of the group), and our camp chairs. We



enjoy some shade on the Green for an hour or so, chat and drink some

coffee, and still keep our eyes on our cars that were parked right nearby. A good amount of catching-up on what-all we were all up to took place, then we all jumped in the cars (I rode shotgun with Diane in her Ghia) for a short pleasure drive over to Stony Creek Village in the adjacent town of Branford, before everyone broke up and went on their separate ways.

The following day, Sunday the 21<sup>st</sup>, I had heard, as we are also dues-paying members of PCA, and also specifically the Connecticut Valley Region PCA, about an early morning coffee tour that was going to be mustering in Old Saybrook, in the large parking lot that DDs shares with a garden center called "Smithland Supply," all conveniently located on Route 1. I decided to try to get out there in my modern car to catch a glimpse of what sorts of machinery might be showing up to participate in the tour. The weather was quite foggy upon arrival at DDs, 7:00am or so, but the sun soon did an effective job of burning it off.

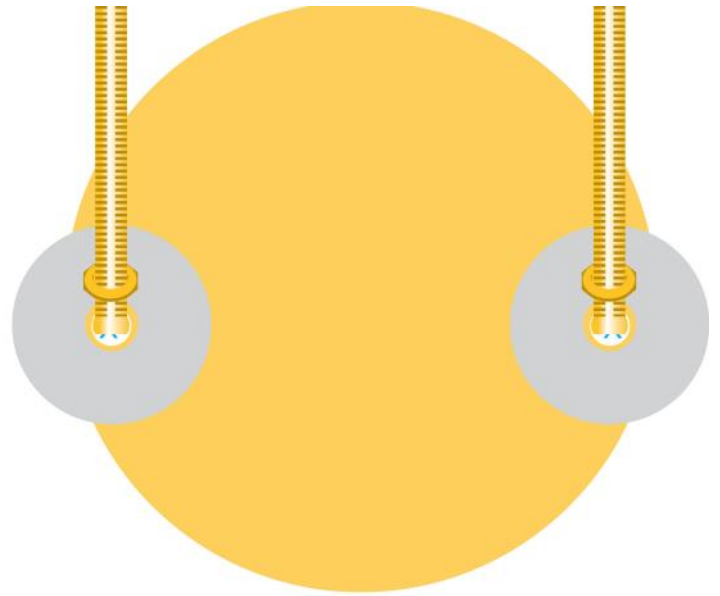
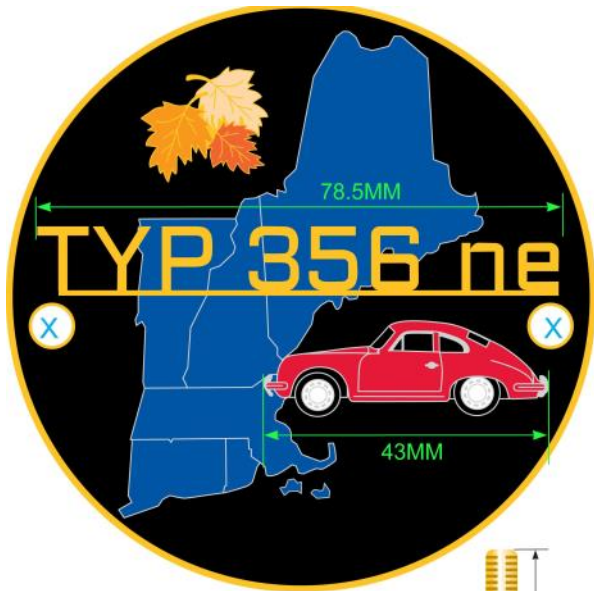


As you might expect, there were a lot of high-tech modern Porsches, mostly 911s and Boxsters/Caymans; I'll estimate maybe 50 or so vehicles total (pre-registration was required, and there was a limit on total number of vehicles). No sign of any Porsche SUVs (Cayennes nor Macans), though, and the only Panamera I saw there that morning headed straight into the Dunkin Donuts drive-thru lane (he was not there for the CVR-PCA tour). But there were at least a few air-cooled 911s, and, what do you know, one beautiful little 356C (owned by TYP356ne member, John Henry) as well! I walked around ogling the cars for about 45 or so minutes. Pretty soon a drivers meeting was called to order, and minutes after that, the cars fired up and started taking off out of the parking lot, to begin their tour. Talk about beautiful music!



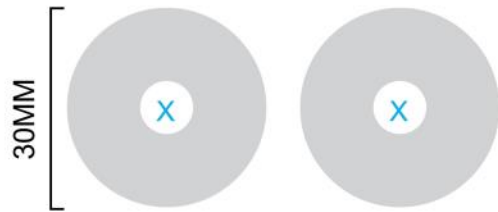
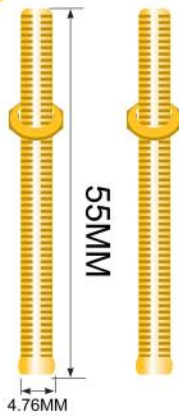
Being able to enjoy some beautiful Porsche machinery on two out of two days made for a really enjoyable Father's Day Weekend! Belated Happy Father's day to one and all! Steve





SIZE: 3.5"

- RAISED GOLD METAL
- RAISED NICKEL METAL
- BLACK
- WHITE
- REFLEX BLUE C
- 148C
- 186C
- WARM RED C
- 144C
- X CUT OUT 6.0MM



The supply of the Club's car badges is almost sold out. Allen Sisson worked up a new design and Peter Venu-ti has found a new vender to produce them. We have received a sample and they look great. The details of the new badge are shown above and the actual sample shown below. We will be placing an order soon.

We hope that you like the new design and will purchase one when they are available. The price will be about the same as the old badge. If you prefer the old style, better place an order for one now before they are gone. See page 17 for details.





## A Few Little Things

As we attempt to adjust our lives to account for the “new normal” my perspective has changed a bit. I have caught up with a few “to do” items that have been on my list for a long time and that has made the lack of car events easier to take.

The biggest victory has been the completion of the original engine that belongs in my '58 Speedster. I have been dragging the core of the original engine around, with the correct numbers on it, since I bought the car 44 years ago. It has been in ten garages and has never been assembled. There was a race motor (unnumbered case) in the car when I found it in a barn (really) in 1976. The original engine had been raced, thrown a rod (#3) through the top of the case, repaired, and put aside as a core. It was a Normal engine that put out about 60 hp and while I will probably never put it back in the car it was important to keep it with the car. That engine, although not installed, represents about 20% of the value of the car. The engine I'm now using was recently rebuilt by an old friend and produces about 100 hp making it a lot more fun to drive.

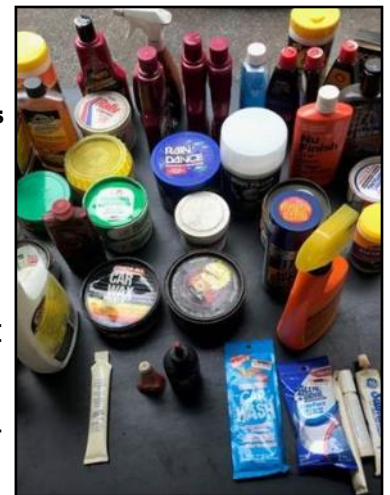
I have been collecting parts and pieces to complete the engine because over the years and always thought I would get to assemble it at some point. With the boxes of parts, powder coated engine tin, carburetors and other bolt ons, the pile was twice as large as the engine would be when assembled. It was time to get that done and out of the way.

It only took a few evenings of assembly to complete the puzzle and the engine was looking as good as the day it left Stuttgart 62 years ago. I should have done this years ago.

With the empty boxes from that job in a pile it was time to make a serious dump run. I've gotten much better at throwing out things after seeing a couple of estate liquidations online. I only see them when there is a car involved but the assortment of stuff posted along with the cars sure look like saved items in

my garage. I know better than to toss anything Porsche related, even used parts are saved, but old rakes, pieces of lumber and broken appliances seem to hang around. I had a fellow over last week to look at putting in another 220v power line in the garage for a kiln (don't ask) and the first thing he said was “you sure have a lot of stuff” That's not good and I really have to get to work on thinning out the supply of things I'll never needed again. I don't want my kids to make too many trips to the dump when I'm gone. The trouble is that I keep thinking I'm going to need some of those things some day and it would kill me to have to go out and buy them.

I bought a couple of cabinets at a big box store last month in an effort to at least contain some of the clutter. An old metal cabinet I got at the dump years ago was starting to lean because of rust on the base and was becoming dangerous. By the time I went through everything in the old cabinet and tossed the stuff that: a) I would never use again or b) could never be used again, I really didn't need such a big cabinet. Over the years I have tried just about every wax and cleaner known to man. Trouble was that after trying them I put them on the shelf and went on to the next one. I guess my favorite has been Meguiar's as it comes in a cleaner, a separate wax or an all on one mix. That tin of “Rain Dance” has to be a collector's item.



Truth is that I found a really great detail shop just down the street from the house and chances are that I won't be needing that assortment of polishing compounds, cleaners, and waxes anyway but since I have a lot of space in the new cabinets I will save a few. Besides when I open the door it will look like I do it all myself.

Before I get to the "car stuff" I do have a question. I know this isn't earth shaking but why is it that when I do the laundry over half the pairs of underwear briefs that I put in come back inside out? It only takes a minute to turn them back out when folding but if I knew which ones were going to be reversed I could put them in inside out and then they would all come out ready to fold after drying. The dryer never makes any changes but the washer does. How does it know which ones to reverse? If anyone has any insight on this issue I would appreciate a hint or two.

Finally a bit of car stuff. That engine that I mentioned above, the one now in the Speedster, was rebuilt last year but only driven lightly before winter set in. When I began to break it in this Spring it was with a light foot and carefully done. By the time I had a few miles on it and could really hold the pedal to the metal it seemed to have a high

speed miss that was tough to pinpoint. These old Tubs only need two things to run well, gas and spark. The carbs (Solex) were newly rebuilt by Carb Rescue out west, the best in the country and the distributor was a 123Tune, an all-electronic unit that I can tune on my phone and had worked perfect in the last engine. Still, under full throttle there was a skip or miss over 4k rpm. I pulled the carb main jets to check for any blockage but they were clean. I swapped out the distributor out with another from the Puddle Jumper that was working great, no change. I finally phoned a friend, expert George Nelson, who said it sounded like it just wasn't getting enough gas at top end. He sent me two sets of main jets, one sized 120 and the other 122.5 as I was running 115's. **If I need more gas I needed a bigger jet.**

It only takes a few minutes to pull out the carriers that hold the jets but they do allow the float bowls to drain all the gas out which makes a mess. I tried the 120's first and just like that, the car ran perfect. Isn't it amazing how something so small can make such a huge difference. Of course it's also great to have friends that I can call.

After many hours of wonder it was nice to have Blackie back in full song.

This Summer is going to be just fine.

KTF



## More from Bob McKittrick on up-fixen his 356

This is a follow up to my earlier article in last months TubTimes on my 1965 356C

Summary from last issue:

- Engine rebuilt and installed
- Front and rear brakes rebuilt.
- Rear axle seals refreshed
- Front end cleaned, bearings repacked, all fittings lubricated.

Then I came to the battery box. Inspection showed several issues including failing undercoating, failed interior paint, and a general unkempt appearance. I spent significant time stripping and cleaning both interior and exterior lower surfaces to bare metal. I found some porosity where the battery/grounding bracket is; all these problems probably caused by a onetime leaking battery. Prior to beginning any remediation's and in order to eliminate any residual acid, I filled the box with fresh water and let it drain out through the porous area about ten times followed by a careful drying. I fabricated a patch panel and installed it. I used Loctite Nordbak PC 7319 acid resistant ceramic coating on the interior floor surface. Then I used POR 15 on all the remaining bare metal followed by POR primer, then Wurst undercoating. While there I inspected and cleaned up the primary and ground wires. A new Optima 6V battery was then installed.

I did a (final) inspection prior to lowering the car and found trans-axle oil leaking from the brake/shock mount locating pin. Based on reading and recommendations from the forum page on the 356 Registry site, I cleaned and tried sealing the pin with a Loctite wicking sealant. It slowed but did not stop the leak. In the interest of getting the work to date tested and broken in I decided to defer the disassembly and repair until this winter.

On Tuesday June 16 the car came out of the shop and into daylight for the first time in four years. I did a final run through of my check list, hooked up the battery, and turned the fuel cock to the on position. With the aid of a helper in the car we began the start up. We did 8-10 second cranks checking for fuel in the carburetors after each crank. At about the 5<sup>th</sup> crank I could smell fuel. The next (short) crank produced a healthy cough and the following crank the engine started right up.

### Hello Everyone

Just wanted to back up Jeff Leed's recent email about remembering our Club's supporters and list of local vendors we use.

I went to Retro Automotive in Claremont, NH. last week to pick up literally a few nuts and bolts for the PATINA QUEEN. They are all original Porsche parts slightly loved before they get new life in an old Porsche. They All Fit just like they are supposed to. Why use after market? The guys there could not be more helpful.

I also wanted to mention that this year i had have several people tell me they could not see my brake lights of coarse my car is still 6-volt. They were working. So a couple weeks ago I ordered a set of LED lights from James at CuLayer.com.

I could not be happier with James or the Lights. They plug rite in, no hassle no other alterations. They are my brake and directional lights and are Very much more visible. If any one was unsure about getting them I WOULD STRONGLY RECOMMEND THEM. They Might well SAVE You and Your Car.

I hope you are all getting to drive your cars. The weather has been great here in the Monadnock Region of NH. If any one would like to take a ride this way I would be happy to lead a drive.

Thomas Clark, 603-494-1630, 1957 356A, T1 coupe. The Patina Queen  
Note—see page 5 for details of our event at Retro Automotive on July 25th.

With a slight adjustment to the idle speed the engine settled down nicely. No leaks, unusual noises, or other apparent problems. Before the rebuild it sounded a little like a tired VW engine. Now it sounds crisp and seems to run much cleaner. In my opinion one of the most critical and corrective parts of the rebuild was the meticulous head work. Ultimately, I drove the car about 10 miles in short, safe trips. I would say that the car already runs better than it ever has during my 17 years of ownership. The only problem so far is slightly spongy brakes.

The next step is to adjust the carburetors and then at 50 miles to change the oil, inspect everything carefully, check critical fasteners, and bleed the brakes. I expect to need to bleed the brakes several times more in the near future. My intent is to drive the car 4-500 miles this season and break it in. Then over the winter adjust the valves, service everything mechanical, repair the rear axle leak, and then begin to tidy up the interior.

It was very satisfying to have the project turn out so well and felt wonderful to be driving my 356C again!

Bob McKittrick



**Here she is waiting for a morning drive.**

## ROGER AND THE ROCKET by Ken Nykiel

The Brockton Rox Baseball team is a summer league organization that caters to up and coming prospects. Bill Murray, the actor, was a part-owner and enthusiastic fan. The management, using Bill's notoriety, thought that if they could get recently retired Roger (The Rocket) Clemens for opening day, it would be a great promotion.

Jim Lucas, the Rox President and a mutual acquaintance of mine, had seen the Rocket, my car, and asked if I would like to be part of a promotion. Of course, the answer was "yes" sweetened by some season tickets. So, with that agreement in place, Roger and the Rocket became the featured item in the Rox's Newsletter and press releases (see page 13). Although Roger never agreed to throw even one pitch for the Rox, the Rocket had made it into print and I had my season tickets!

The Rocket was a highly modified 1969 Porsche 911T. The ultimate outlaw and tribute car with a big twist. A Porsche on steroids – sorry Roger!



If your going to put a "Rocket" vanity plate on a car, you better have something to back it up. This car had that and more. Let's start with a 383 C.I. bored and stroked Chevy V8 pushing over 425 H.P. The 1969 911T motor put out 123 H.P., very adequate for a 2240 lb car. The new engine would have added another 200 lbs to the overall curb weight. However, this additional weight was to be offset with the following changes. The original bonnet was replaced with a modified fiberglass unit to accommodate air flow and cooling for the front mounted radiator. Fiberglass fender flares were added to fit the wide tires mounted on Center Line Aluminum Racing Wheels. A large vented fiberglass 'Whale Tail' helped in cooling and providing additional space for the drive train. Most all V-8 conversions simply place the new motor in the same position as the old but the added weight aft of the transmission upsets the balance and handling.



The Rocket became a true a mid-engine car. Rear seats were removed since the engine had to be moved forward to accommodate the flipped Oldsmobile transaxle. An insulated double fire-wall with a window made of bullet proof glass behind the front seats completely isolated the engine compartment. A new GM wiring harness, a digital dash, stealth radio, custom racing seats, 4-point harness, fire suppression system and cage completed the interior. Massive rear tires, ceramic headers, and a custom exhaust system finished the car.

Unfortunately, after two transaxle failures, cracked housing, caused by the excessive torque, it was time to move on. The running gear was sold, the car parted out and a fond farewell was given to the Rocket.

Ken





**Buy Tickets Online**



CLICK HERE!

**Group Outings with the Rox!**



**SHOP ONLINE**



**ROX SHOP**



**Sign up for Scout Nights!!**

**THE ROX**

**ASK THE ROX**  
 The Rox answer YOUR questions every week.  
 e-mail [asktherox@brocktonrox.com](mailto:asktherox@brocktonrox.com)

**Rox up ante for Clemens**



**ROX SWEETEN THE DEAL TO CLEMENS**

**TEAM STILL HOPING TO LAND THE ROCKET FOR OPENING DAY**

BROCKTON – The Brockton Rox added yet another incentive to their offer in an attempt to woo Roger Clemens to Brockton for the summer. Rox President Jim Lucas announced last week that the team would try to sign the right-hander to a deal that would have him pitching at Campanelli Stadium on May 25th, the Rox Opening Night.

## The Car Makes the Connection

A small world Porsche story by PJ Bernard

Given the present atmosphere, no automobile events and ... lack of social entertainment I thought I'd write something that reminds us of the frequently overlooked personalities behind the cars we own and how small a pool it appears we swim in, once we toss in the right bait. As 356 devotees we have a core connection, the next level, Porsche or maybe sports cars in general and then step by step expanding outward until we're on subjects unrelated to our cars. Boats, aircraft and dangerous occupations or pursuits. Over the years I couldn't help but to notice that Porsche people or classic car people for that matter almost always have some other quirk that sets us apart from the mainstream, a quirk that usually led to exhilarating roads travelled. Just one more reason to look beyond the paint and consider the people around us, for they are the real benefit of our common interest.

In the early to mid-eighties I was living in Ft. Lauderdale while bouncing between marine salvage work and crewing on private yachts and had just purchased my first slightly outdated vehicle. The beginning of a life in which I became by default a shade tree mechanic and sailor. Over the next 10-15 years the group I worked with frequently hired a small tug service to assist in bringing large yachts up the New River, Cape Ann Towing. This history included an episode where we were involved in the sinking of another auto enthusiasts' yacht halfway thru a complete refit. Not a good day! (any readers with prewar auto interests may know this local collector as well).

While one would think I'd have spent enough time with the towboat captain to grasp a bit of his history it always seemed to end up as us just getting the job done and moving along to the next. I wasn't even savvy enough at that age to catch the significance of the company name, and the Captains name really meant nothing in particular to me.

In the late 90's I wanted a more stable lifestyle, left salvage and yachting and transitioned to working with deep sea vehicles for the Woods Hole Oceanographic Institution. Although new to WHOI I had considered Woods Hole my home and Ft. Lauderdale the office (Chucks to be exact). Every summer I came home and worked and played on the water with the sons of two of the most respected pelagic fish researchers of the 60's 70's and 80's, Frank Mather and Frank Carey. This and the fact that I sailed for a living had some impact on my reading choices. Earlier this year I was reading an article about a charter boat captain out of Gloucester who over the years had developed a reputation of being a fast living, heavy drinking, woman seducing fishing wizard. The charter boats LuAnn and Cape Ann were well known in their day for bringing in big fish. However, during the 70's the diminishing catch and a horrific car accident led their captain to look for a new home and new line of work. While it was the mutual connections leading me to read the article it was something else that bothered me, where had I seen that name?

While thirty years down the road I know how small the professional boating community is I never expected it to intersect with my Porsche world. Around 2006 I was searching for parts and parts cars for our 56A. In the local paper up popped a 1966 912 for \$1200 and as it was only a few towns away I

jumped in my truck and made the drive over. The owner told me he bought it from the importing dealer when new and that it had spent its entire life here in Massachusetts.

As I was purchasing it for parts I wasn't really concerned about the title or paper trail (a title was never actually issued). Once home, stripped of all parts, some for our car and the rest up for grabs I started learning a bit about 912's. The car was straight, complete and unmolested but not yet worth restoring. We had a 356 and the 912 would require the bottom two inches be replaced. The parts were boxed up and the car left unloved, outside. That fall as frost appeared on my windshield, I opened the 912 Registry site and stumbled upon the painted dash stage of the 912. Limited early build, painted dash, not sold in the US. Into the files I dug.



Lo and behold the car I had just stripped out was picked up at the factory prior to the 1965 summer production break by the original dealership sales manager. While the Statement of Origin has been comfort food for a mouse of decidedly German tastes the dealer information is quite clearly listed as G. Ellis Hodgkins of Rockport Mass. (This small bit of information I hope brings other

faint memories to the surface amongst our group considering I've no doubt some of us have dealt with North Shore Volkswagen in Beverly during its years of operation.)

Fast forward to early last year and a different story about the captain I had worked with who began Cape Ann Towing in Ft. Lauderdale. Not a success story found in the greater Ft. Lauderdale area business publication (although it is), this was a story of the personality before Cape Ann Towing, a tale of the top charter boat out of Rockport Mass, a friend of Mather and Carey, the larger than life captain who after nearly killing himself in a new

Porsche thought it may be time to head south, find a new line of work and slow down a bit.

By this point the sun had filtered past my dense fog and has penetrated a bit so I'm flying out to the garage looking for paperwork. How could I have taken so long to put it together? The keys to the 912 I have, picked up at the Porsche factory on 20 July of 1965 were first handed to the same man I had first worked with in Florida just shy of 40 years ago. I spoke to captain Ellis a few weeks ago, he's slowing down a bit but rattled off the color the second I told him about the 912. — PJ

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### *Free*

**Members - I have four Michelin Premier A/S 195/65 R 15 date-coded 22/2015. Never liked the modern look on my early 911 so swapped them for a more appropriate looking tire in proper size. They have less than 100 miles on them and are available free of charge. Pick up in Milton MA. First to respond gets them. George Nelson, 617-333-0275**



### *For Sale*

**Brand new, never used, black leather 350mm Momo MO-PROTOTIPO Steering Wheel. Requires a hub adapter to mount in your car. Note—A hub adapter for a 356 can be purchased from Pelican Parts for about \$79.00. \$175 (OBO) plus shipping—contact Ed Tobolski—[tobolsed@verizon.net](mailto:tobolsed@verizon.net)**



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### *For Sale*

Original Leitz luggage rack, driver quality

The chrome on the main rack is good overall but the top right has two areas that had surface rust. Those spots, and the tops of the U-shaped mounting bars have been painted with Silber spray which is the silver paint used on Porsche 911 and Boxster wheels. Look closely at these areas shown in the photos to be sure you will be comfortable with them. Overall, the rack is straight and in very nice shape. The rubber is in good shape but yellowed which should be able to be cleaned up or replacement rubber is available from suppliers. \$375 plus \$25 shipping within lower 48.

Contact Tom Lamar Coughlin, [tlc356@verizon.net](mailto:tlc356@verizon.net), 781-461-0495



### *For Sale*

Set of five 4.5X15 wheels powder coated with mixed dates. For 356C or early 911/912. Limited use, includes new valve stems on all five wheels. Pick up only in Eastern Connecticut. \$500. Call John at 203-650-1569 for details





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<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.



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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](mailto:tgentz@typ356ne.org).

### Club Grille Badge

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

We are nearly out of this style badge. A new badge has been designed and will be available soon (see page 8). If you want an old style badge order it now.



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