

TubTimes

Official Newsletter of

TYP 356 ne



**Yes, that's a real Spyder at the recent
South Shore Autoworks Tech Session**

See page 7 for the details

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

TYP356NE OFFICERS

President- Allen Sisson



Vice President/
Newsletter editor

Ed Tobolski



Secretary—
Theo Kindermans



Treasurer—
Robert McKittrick



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KEY MEMBERS-

Director—*Immediate Past President*

Peter Venuti



Membership Chairman

Carl Luck

Director
Tom Tate



Director
Frank Anigbo

Director
Greg Lane



Director
George Kehler

Director
Diane Mierz



Director
Peter Thompson

Director
Dennis McGurk



Editorial

We had two events in May and it was great to get the cars out and see some members again. June is another busy month and the covid restrictions are dropping. Time to get out to an event. See the full details of past and future events in this issue.

Tom Tate was busy this month (something about the Glen) so there is no article about how to purchase a 356 in this issue. He promises to have his next installment of his interesting articles in the July issue of TubTimes.

In the TubTech section, on page 14, I defined a problem with front turn signal lights following Dan Rowe's email. I never had a problem with bulbs in the past and have a large selection of 6V bulbs for my A coupe. With the LED units available now they are pretty much obsolete. The LEDs are much brighter and draw a lot less power from or 6V systems. Changing to the LEDs is a great idea. The brighter they are the better our little cars can be seen in traffic.

As mention in the article you can get LED units to replace almost any bulb. Just do a google search. If anyone else has had an experience with the LEDs in a 356, let me know for a future article in TubTimes.

Ed



PRESIDENTS MESSAGE— MAY 2021

In May we had two nice events. South Shore Autoworks in Kingston, MA presented an informative tech session with a lot of good ideas about what oil to use, when is best to change it, fuel additives, the best spark plugs to use plus some ideas for a reliable condenser source among many other topics, see page 9. They may be willing to hold another tech session in the fall for us to discuss preparation for winter storage. If you would be interested in a tech session at their facility in mid to late October of this year, let me know at dkwf5700@gmail.com, and if enough of you express interest, I will try to schedule it with them.

Peter and Joyce Thompson lead us on a scenic drive of Newbury and Newburyport on May 15th with a sighting of a herd of buffalo! Not something you see every day. Coming up this month should be another very educational technical session on Thursday, June 10th from 10 am to 12 pm at Advanced Engine Rebuilding in Wareham, MA. If you live on the Cape or the South Shore, you should try to attend this. Member Frank Anigbo has used them to have an engine of his rebuilt. He reports the result was excellent and done in a timely manner. Everyone in the shop has been vaccinated; so, they said we do not have to wear masks for this event.

From June 18-20th, 23 members have signed up for the Spring Tour in Boothbay Harbor, Maine. This should be a fun event. Member Ray Egan will host us at his carriage house in Boothbay for a cocktail party the first evening to view his 550 Spyder and Speedster. There are some open rooms at the two Inns where we will be staying; so, you can still sign up.



Finally, the Sisson/Grace BBQ is back from 1 to 4 pm, Sunday, June 27th after missing last year due to COVID-19. I think most of us are vaccinated by now; so, this event should be a full on with no restrictions. I hope many of you can make it to our BBQ this year.

I hope to see you soon at one or all of these June events.

Allen Sisson, President TYP356ne

Email: dkwf5700@gmail.com

New Treasurer—Robert McKittrick

After seven years, Dennis McGurk has stepped down as the Clubs Secretary. Thank you Dennis for your outstanding service to the club. He will remain as a member of the Board of Directors.

Bob McKittrick has volunteered to fill the position. Bob has been a member for some time and has had experience as treasure with another organization. Per our bylaws, the Board unanimously approved Bob's appointment to fill Dennis's term as treasure. The transition has gone smoothly. Thank you, Bob.

See page 6 for some comments from Bob.



Two New Members – Welcome to the Club

Bob Burt—lives in Kittery Point, Maine and has, a beautiful light ivory 1965 911 and a 2015 Cayman GTS GT. He recently sold his 356.

Jesse Martin—lives in Natick, MA. and has a 1984 911 3.2

TYP356ne 2021 Calendar of Events

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

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

June

- **June 2-6, Heartland Rendezvous**, Cedar Rapids, Iowa. See this link for details: <https://heartlandrendezvous.com/>
- **Tuesday, June 8th, 6:00pm to 7:00pm—TYP356ne Board Meeting**
Video conference call. Email Theo Kindermans tkindermans@typ356ne.org for a link to the meeting.
- **Thursday, June 10th, 10:00am to 12:00pm- TYP356ne Advanced Engine Rebuilding Inc.**
176 Main ST., Wareham, MA 02571
The owner, Hans Westberg, has a shop, with 3 full time machinists, we will tour. They repair and rebuild automotive, performance, marine, industrial and motorcycle engines. Coffee and Donuts will be provided. The entire staff has been completely vaccinated for COVID-19; so they will not require masks to be worn for this event.
- **Friday, June 18th to Sunday, June 20th—TYP356ne Boothbay Harbor Spring Tour**
Boothbay Harbor, Maine.
It promises to be a great weekend event for all. The tour is limited to 40 people with 22 people signed up so far. There are still some rooms available at both inns. Call soon to make reservations. Go to page 7 or our Club website <https://www.typ356ne.org/schedule-of-events> for all the details about the Spring Tour.
- **Sunday, June 27th, 1:00pm to 4:00pm—TYP356ne Sisson/Grace Annual BBQ**
28 Forest ST., Sherborn, MA 01770
The annual barbeque at Allen Sisson's and Mary Grace's home is on Sunday, June 27th 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 Wednesday, June 23rd to give the meal order to the caterer. The event will be as in past years with a tent outside. Allen and Mary are looking forward to seeing many of you there.

July

- **Tuesday July 6th, 6:00pm to 7:00pm—TYP356ne Board Meeting**
Video conference call. Email Theo Kindermans tkindermans@typ356ne.org for a link to the meeting.
- **Wednesday, July 14th, 10:30am to 1:00pm—TYP356ne Southcoast Drive and Lunch**
Location near Westport, MA to be announced.
Tom Coughlin will lead us on a drive of the back roads of the south coast region of MA and RI. Lunch will either be bringing your own picnic and chairs or at the Acoaxet Club if they are open depending on COVID-19 restrictions.
- **Saturday, July 24th, 10:00am to 12:00pm—TYP356ne Sprockets Northeast Shop Tour**
Norwood Ct, Gloucester, MA 01930, USA
Aaron Tuffley has considerable experience in repair of classic Porsches. Coffee and donuts provided. Included in our tech session at Sprockets in Gloucester will be a special treat of lunch at Tom Zarrella's house in E. Gloucester and a look at his beautiful car collection. Tom has at least 5 concourse level Porsches..
More details to follow.
- **Sunday, July 25th, 10:00am to 2:00pm—Porsche Day at Larz Anderson Auto Museum**
15 Newton ST, Brookline, MA 02445. See this link for details: <https://larzanderson.org/2021lawnevents/>

August

- **Tuesday August 3th, 6:00pm to 7:00pm—TYP356ne Board Meeting**
Video conference call. Email Theo Kindermans tkindermans@typ356ne.org for a link to the meeting.

- **August 6 to 15— Monterey Car Week**
Monterey, Salinas, Seaside, Pacific Grove, Carmel, Pebble Beach, CA
See this link for details: <https://whatsupmonterey.com/events/monterey-car-week>
- **Saturday, August 7th, 11:00am to 4:00pm—TYP356ne Lunch, South East Connecticut Drive, and Museum Tour**
Costello's Clam Shack, 145 Pearl Street, at the Noank Shipyard, Noank, CT 06340, USA
Greg Lane and Diane Mierz have arranged for us to meet at 11 AM for lunch at Costello's Clam Shack at 145 Pearl Street, Noank, CT 06390. At about 12:30 PM we will depart on a tour of SE Connecticut roads. The tour finishes at the Nautilus Museum (US Submarine Force Museum) in Groton, CT, approximately at 2:00 PM. Those that would like can then take a self-guided tour of the museum, including inside access to the first nuclear powered submarine, commissioned in 1954. The rain date for this event will be Sunday, August 8, 2021.
- **August 19—20, - Owls Head New England Auto Auction Week**
117 Museum St, Owls Head, ME 04854. See this link for details— <https://owlshead.org/page/neaa>
- **Saturday, August 28th, 11am to 3pm—TYP356ne Speedsport Auto Shop Tour and Tech Session**
52 Miry Brook Rd, Danbury, CT 06810, USA
Shop Tour with demonstration of the prepurchase inspection process on a 356. The Club will provide coffee and donuts and Speedsport will provide Lunch. More information about Speedsport at this link: <https://sstauto.com/>

September

- **Tuesday, September, 7th, 6:00pm to 7:00pm—TYP356ne Board Meeting**
Video conference call chaired by Ed Tobolski.. Email Theo Kindermans tkindermans@typ356ne.org for a link to the meetingTYP356ne Board Meeting.
- **September, 8—12,- 356 Registry West Coast Holiday**
Bend, Oregon, See this link for details: <http://westcoastholiday.org/>
- **September, 9– 12—Georgia Mountain Party-Southern Drive-Helen, GA**
Helen, GA. See this link for details: <https://porsche356registry.org/events/822>
- **Sunday, September 19th.—TYP356ne Club Day and Drive Your Porsche Day**
Newport Car Museum, 1947 W Main Rd, Portsmouth, RI 02871
Tour of the Newport Car Museum followed by lunch provided by the Club and a speaker will present an interesting car related topic. This is Ferry Porsche's birthday!
There is ample, safe, free parking for your 356; so be sure to drive it on Drive Your Porsche day.

October

- **Sunday October 3rd, 10:00am to 2:00pm—German Car Day at Larz Anderson Auto Museum**
15 Newton ST, Brookline, MA 02445, See this link for details: <https://larzanderson.org/2021lawnevents/>
- **Tuesday, October, 5th, 6:00pm to 7:00pm—TYP356ne Board Meeting**
Video conference call, chaired by Ed Tobolski.. Email Theo Kindermans tkindermans@typ356ne.org for a link to the meetingTYP356ne Board Meeting.

November

- **Tuesday, November, 9th, 6:00pm to 7:00pm—TYP356ne Board Meeting**
Video conference call. Email Theo Kindermans tkindermans@typ356ne.org for a link to the meeting.

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

Comments from our new treasurer, Bob McKittrick



I would like to thank the Board of Typ356NE for electing me to fill the remaining term of treasurer. I look forward to working with the Board and becoming more involved in the club.

I have a BSBA Finance major degree and, prior to retiring, had been in small business ownership and management for over 45 years. One of the businesses that I started and is still run by my family is winter storage for autos. I currently serve as president of the board and am the recent past treasurer of the Lowell Cemetery, a non-profit, non-denominational cemetery. In addition, I have served in leadership positions of a British motorcycle club, a domestic violence awareness and prevention organization, and a professional theater.

I have been interested in cars and motorcycles since I was about 14 years old. I have bought and sold in excess of 200 vehicles, some desirable and others just parts cars. I bought my

first Porsche, a 1959 356A 1600S coupe, in 1971. Family, lack of funds, and lack of space forced the sale a couple of years later. In 2001 I purchased and still own a 1996 993 Targa. In 2003 I purchased my current 1965 356 C coupe.

Before getting heavily into cars I bought, sold, restored, and rode Norton Commando motorcycles. About 2000 I sold off the motorcycles and parts and turned my interest to British cars and then American muscle cars. Some of the better and/or more interesting cars that I have owned include a 1960 MGA, series 200 Griffith, 1966 Corvette convertible, Mini Cooper, Morris Minor, and a number of Buick GS400 coupes and convertibles. I also co-own a stock appearing but modified, high performance 1993 Ford Mustang notchback coupe. My son and I built the car over a four-year period while he attended college.



My 1965 356C coupe is just about roadworthy again. I last reported in two issues in the club newsletters in 2020 of my work spread over spread 18 months including rebuilding the top end on my engine, completely cleaning the underside on the car, rebuilding the disc brake system, and general conservation and refurbishment efforts. The one thing that I thought that I had fixed was the oil leak at the pin that holds the bearing housing to the axle tube. Turns out the attempted fix did not work.

Over this winter I removed the axle tube, completely cleaned it, removed and sealed the pin (thanks to Rainer Cooney for his instruction and help with the sealing), and am now in the process of reas-

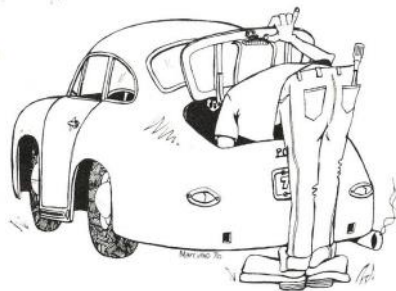


sembling everything. While the car is off the ground, I am adjusting the valves, changing the oil and filter, and looking for any other problems that might need attention.

The photos show my car in June 2020 and as the rear axle area looks in mid-May 2021.

I do expect to be back on the road soon and look forward to participating in club events and meeting members.

Robert S. McKittrick



2021 Spring Tour, Boothbay Harbor, ME. June 18th to 20th



The Spring Tour this year will be in Boothbay Harbor, Maine, starting at 3 PM check in time at the Inns on Friday, June 18th and ending at 11 AM check out time at the Howard House (10 AM at the Russell House) on Sunday, June 20th. Club member, Ray Egan, owner of the Rainer Cooney 550 Spyder, lives in Boothbay. He has generously offered to host us for a cocktail party at his carriage house from 4:30 PM to 6:30 PM, Friday evening before we drive to a Country Club in Boothbay Harbor, where Ray is a member, for 7 PM dinner reservations. Thank you Ray. On Saturday evening we will have a 5:30 to 6:30 PM cocktail hour at one of the inns before we drive to 7 PM dinner reservations as a group at a Boothbay Harbor restaurant.



One of the Inns is a Bed and Breakfast, so we will eat breakfast at the inns Saturday morning then we will drive about 5 minutes to the Coastal Maine Botanical Gardens arriving at about 9:30 AM for an approximately one hour group tour of part of the Gardens starting at 10 AM. We will have prepared box lunches waiting for us to eat at noon. After that you are free to explore the Gardens on your own or head north to explore the Owls Head Transportation Museum in Owls Head, Maine, meeting back at the Inns by 5:30 PM for cocktail hour and 7 PM dinner. After breakfast Sunday we will all head home.

It is \$16.00 per person to enter the gardens, and \$5.00 a person to join the group tour. The boxed lunch price and selection options have not been set yet.

We will be staying at two Inns that are right across the street from each other: **The Howard House Lodge** <https://www.howardhouselodge.com/> phone: 207-633-3933 and **The Russell House Bed & Breakfast** <https://russellhouseme.com/> phone:207-633-6006. The rates at both inns vary by the room you chose, but at the Howard House they range from \$125.94 per night to 141.32 per night. The Russell House rates are higher starting at \$184.21 per night to \$260.51 per night. The rates quoted here for both inns include tax and any applicable discount. You can go to both inns websites to see the rooms before you call to be able to chose the one you want if still available. In the case of the Howard House, to see the rooms do not put in the dates of the tour as those dates are blocked for us. Put in mid-week dates just before or after the tour date. That will allow you to see pictures of the rooms. For the Russell House, all the room pictures are available without entering anything.

Please note the Howard House will not be serving breakfast but the Russell House will be. The Russell House will prepare individual bagged breakfasts for anyone staying at the Howard House that requests one. These will be a Continental style breakfast slightly different each of the two days. I will bring the bagged breakfasts over to the Howard House each morning from the Russell House. There will be hot coffee and tea provided by the Howard House 24/7 as part of the room rate, but the Russell House will charge some fee for each bagged breakfast that is ordered. You can either eat these bagged breakfasts in your room or in the common eating area at the Howard House where the coffee and tea is available.



The Howard House only has 12 rooms and the Russel House only has 8 rooms. So that means only 40 people will be able to go on this tour maximum. The Howard house can accommodate more than 2 people in some rooms. The maximum per room at Russell House is two people. Three of the Russell House rooms are already booked by members that noted the information about the tour on the Club website, and some members are deciding

about rooms at the Howard House right now.



Interest in this event is very high. Therefore, you should call ASAP if you want to attend. There will almost certainly be a waiting list.

If you want to go, first call the inn where you want to stay and book a two night room for June 18 and 19th checking out the 20th. Once you have a room, email Allen Sisson dkwf5700@gmail.com to tell him that you have a reservation and at which inn. Let him know if you want to go on the Coastal Maine Botanical Gardens tour with the group on Saturday and if you want a boxed lunch. Allen will let everyone who signs up later what the boxed lunch options are and price. Let him know if you will be going on the group dinners Friday night and Saturday night. He needs all this information to make reservations at there restaurants and the Botanical Gardens. In addition, it would be helpful if you send Allen your cell phone number and the car you will be driving so that he can make a list to share with the others attending.

Thursday, June 10th, 10:00am to 12:00pm- [TYP356ne Advanced Engine Rebuilding Inc.](#)

176 Main ST., Wareham, MA 02571

The owner of Advanced Engine Rebuilding, Inc. is Hans Westberg. In business since 1990, the shop has 3 full time machinists with a combined 60 years of experience in repair and rebuilding Automotive, Performance, Marine, Industrial, and Motorcycle engines. Specializing in Engine Restoration Services All engines custom built, with attention paid to every detail.

All parts used are of the highest quality available: Sealed Power/Federal Mogul, Clevite, Fel-Pro gaskets, ARP fasteners, Melling, Comp Cams, Eagle & Hastings to name a few. All work done “in-house” “open shop” policy; feel free to come down & take pictures while your engine is being overhauled; or on request, we can provide a custom CD of the entire build. The shop is a proud member of the Automotive Engine Rebuilders Association since its opening.



Coffee and Donuts will be provided. The entire staff has been completely vaccinated for COVID-19; so they will not require masks to be worn for this event.

Services performed

Engine Repair:

Cylinder head work• Cylinder boring & honing (square deck & torque plate)• Main alignment-boring & honing• Crankshaft grinding• Connecting rods reconditioning• Complete engine balancing• Flow testing• Head & block decking• Magnifluxing services• Heavy duty press available.

Full Service Machining

Serdi 3.1 – valve seat & guide machine• Compu-spring – computerized spring testing system
• Hines – engine balancer.

Sisson/Grace Annual BBQ

Sunday, June 27th, 1:00pm to 4:00pm

The annual barbeque at Allen Sisson's and Mary Grace's home is on Sunday, June 27th 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 Wednesday, June 23rd in order to give the meal order to the caterer. The event will be just as in past years with a tent outside. Allen and Mary are looking forward to seeing many of you there. This Barbeque event is rain or shine. Adults and children of all ages are welcome

Location— 28 Forest St. Sherborn, MA 01770

Directions: Turn right off Route 27 North onto Snow Street about ½ mile after you enter Sherborn from Medfield. Forest Street is the first left at a small Y intersection on Snow Street. 28 Forest is the third house after you make the turn off Snow Street with a green mailbox with a semicircular driveway. Do not enter the first entrance with the mailbox, go to the next entrance to enter.

Parking: Enter the second entrance you come to which is the entrance without the mailbox. If you are not in a 356 park in the cut out to the right behind the garage. If you are in a 356, park on the semicircular driveway going all the way to the next entrance to park if you are the first car or to the first 356 you come to if you are not the first car.

This year we are asking for a donation of \$15.00 per person.

Please email Allen Sisson dkwf5700@gmail.com by Wednesday, June 23rd to confirm your barbeque attendance. Should your plans change after you respond, please let me know to be sure the food order is correct.

Allen Sisson and Mary Grace



South Shore Autoworks Technical Session and Shop Tour

192 Summer St, Kingston, MA 02364



On Saturday, May 8th, several members visited the South Shore Autoworks group for a question and answer type technical session plus shop and show room tour. Sean Gill gave us an interesting and informational talk about several items that related to our 356s and other Porsches. Sean is knowledgeable on all model Porsches, especially 356s. SSA owner, Justin Becker (R), also joined the discussions. Below is a summary of the items discussed. As you can see from the pictures, there was a nice collection of their customers cars on display for us to ogle!!!



For more information about SSA, go to—

www.southshoreautoworks.com/

Ignition condensers:

If you have functioning condensers I recommend not changing the condenser with points as you would in the past. If you have a bad condenser, we are down to using "Standard Blue Streak" part no. DR60. They are available through O'Reilly auto parts. To perform a basic condenser check, you can attach a multimeter to the lead and the condenser itself, and watch as resistance should increase in a linear fashion.

Engine oils:

We recommend Driven HR1 or HR2. (HR1 is 15w-50, HR2 is 10w-30) They are both conventional oils with high ZDDP levels, (about 1300 ppm) and great rust and corrosion inhibitors. Our second choice would be one of the conventional oils from Brad Penn.



Service intervals:

Assuming no repair items need to be addressed, we recommend changing oil at least once a year, but twice is ideal. Once before storage, once after. If you choose to change once, we prefer to change it in the spring. We feel that all of the moisture the oil accumulates in storage is best to be "removed" via oil change prior to running the car for a season.

Spark Plugs:

Bosch no longer produces non-resistor type plugs. Therefore, we recommend and use NGK plugs. A resistor type plug is designed for modern cars with electronics interference and high power coil-on-plug type ignition systems. Most parts stores will sell you a superseded part number. Be sure to check the plug before you leave the store. A "R" in the part number for both NGK and Bosch denotes a resistor plug. Standards for 356 engines would be the NGK BP6HS or BP7HS.

Transmission lubricant:

We recommend Swebco 201 gear lube for your transmission.

Weber carburetors-

We use Pierce Manifolds in Hollister, California for Weber carb conversions and rebuild.



Saturday, May 15th,
Peter and Joyce Thompson Hosted Drive and Picnic Lunch

A nice collection of 356s, 911's, a Ghia, and a Mercedes, showed up at the Thompsons on May 15th for a scenic hour long tour around West Newbury MA. We toured both sides of the Merrimack river over great hilly Porsche roads. We even passed a field of buffalo and a house with a mail box numbered 356!!!



After the tour we ended up back at the Thompsons to enjoy our picnic lunches in their yard. The weather was great and everyone had a fun day. To our surprise board member, George Kehler, attended the event. George lives in Tennessee so it was a real pleasure to see him. He did not have his 356 so he rode with Allen in his Ghia. Some of the pictures below were taken by George. New member, Bob Burt, came to this first Club event with cash in hand to join the Club. Having recently sold his 356, he drove his beautiful light ivory 1965 911.

Thanks to Peter and Joyce Thompson for setting up and leading the tour and allowing us to use their yard for our picnic.



Welcome to the World's Largest Porsche-Only Swap Meet

- Nearly 650 vendors! • Around 1,000 Porsches!
- Over 6,000 Porsche fans from all over the world!

Central PA Porsche Club of America Swap Meet by Steve Mierz

Wow, we had a fun little old-car-related adventure a couple weekends ago! Diane had heard about the Central PA Porsche Club of America Swap Meet (formerly the "Hershey Porsche Swap Meet") that was going to be going on at the Carlisle Fairgrounds, in Carlisle, PA, on Saturday, May 1st, 2021, and knowing she had a few tid-bits for her car that she wanted to find, thought it might work out for us to attend, especially if we could bring The Pup (our 5-year-old collie "Finn") along with us. She did some research and found that it *appeared* that dogs were permitted at the Fairgrounds, and then also found an "airbnb" right in Carlisle (about 2 minutes away from the Fairgrounds) that was also dog-friendly. We drove down on Friday afternoon (took the day off from work to get a decent start), had a nice evening at the airbnb, and then got a nice early start over to the Fairgrounds and got right to work browsing.



The swap area, of course, was priority #1, and Diane found not only a nice OEM hood handle for her car right off the bat, but also made a contact with a 356 dismantler who



had "boxes full" of the tiny doo-dads that she was also seeking (not with him at the meet, but she got his card). Notably, while perusing the swap area, we ran into Bill and Diane from our local Shoreline-area 356-ers group—how cool was that! It was fun seeing them, and catching up a bit. And right after that we came across the SpeedSport Tuning of Danbury, CT (<https://sstauto.com/>) tent, where vintage specialists Jeff and Matt had a complete running *4-cam* Carrera engine set up on a stand, with the ability to actually run it—which they did at least a couple of times during the day (one time which we were able to be nearby and witness). It was also a pleasure meeting

Jeff's wife Jan, who was also manning the booth, and who was a very outgoing and engaging representative for the company (great pleasure meeting you, Jan!). It was also the first time I had a chance to speak with Matt, who is also an outstanding person to represent SpeedSport.



Through walking the swap meet, also eventually hitting the informal "people's choice" concourse area, and eventually also browsing the HUGE "Porsche-only" spectator parking area (there had to be in the range of 300 to 400 cars there, by my estimation—all years, types, styles of Porsches—wow), the puppy was excellent (in addition to being a great traveler in the car, on both 5-hour

drives down there, and back). We ended up driving back home again about noonish on that same day. Thanks to the Central Pennsylvania Region PCA (and also Carlisle Productions, who manage the Fairgrounds and know "a thing or two" about big car events) for this GREAT time!

For more information go to— <http://cpa-pca.org/swap/2021/index.html> . Steve



Four Speeds and Drum Brakes by Tom Tate

PDK and PCCB

This column will be covering the adventures in a 2014 Porsche C4S which is a long way from four speeds and drum brakes, hence the title. Both features are very strange to me and will certainly take a lot of practice, I hope I have enough time.

I have spent some time behind the wheel of the new car in the garage even if it's not my ride. Thanks, son.

It's easy to drive on the street in either Drive or Manual. PDK stands for Porsche Doppel Kupplungs getriebe. Drive actually has three settings, just Drive, Sport or Sport Plus. Those settings determine shift points, throttle response, and noise level (yippee). Starting in Drive when the light goes green a light pedal will get to third gear before you cross the intersection. No wonder it gets 25 mpg around town. The Sport mode will cause the PDK system to get to higher revs before it upshifts and will also downshift at a higher point. The Sport Plus raises those shift point numbers even more. The last setting also tightens the shock absorbers reducing body roll when cornering. There are separate buttons that controls the exhaust noise level (my favorite) and shock settings that can be used in any drive mode.

The first test of all this wiz bang stuff came when I grabbed grandson, Alex the tank driver, to drive the Picture Perfect Rally put on by the local PCA region.

I haven't been on a gimmick rally in years and was amazed to find over 30 cars waiting for the start on a Sat morning. In years past we were lucky to get 10 cars to show up for a rally of any sort. The car breakdown was also an eye opener. Lots of late model 911's, Boxsters and Caymans but no 356's, no 914's, and only a couple of early, long nose 911's. Didn't see any 924's, 944's or 928's. I wonder what happened to all those cars.

at the next instruction and know we were on the right route. Advantage C4S technology.

I was driving the car in manual but finally moved the selector to drive so I could concentrate on finding the photos. The 911 seemed happy to take over the shifting chores and I could've been driving a Ford except that I had hit the loud button to hear the exhaust note but even that was subdued at the low engine speed.

We were well into the Rally when I missed a turn but the street was easy to see on the screen even if we couldn't spot the street sign. Recovery added less than a tenth of a mile on our odometer reading. Saved by the map feature on the C4S, again.

We did fail to spot one photo before the page was turned so we just guessed on its location. We both agreed that a guess was better than a blank answer, seems they're still teaching that in school two generations later. Sadly our guess was way off as two photos were nearly together and while we were busy writing down the location on one we missed the other. Nice trick by the Rallymaster.

All in all it was an easy drive of about 85 miles that didn't tax the car at all, nor did it give any indication of what the C4S could really do. I wonder how many owners drive these modern cars as we did on the Rally and never really give the car a chance to show its stuff. For me that would happen the very next day.

Our neighbors in the North Country Region of PCA were hosting their second Autocross of the season the following day at Ft Devens and I was planning to let the C4S show me what it could do.



We were given a set of instructions with mileage indicated where turns were to be executed and a couple of photos on each page. When the item in the photo was spotted all we had to do was write down the instruction number and the mileage. Easy, right?

Right out of the lot we saw the 911 ahead of us go straight at an intersection where instruction number 4 said turn left. That shakes your confidence but with the large screen on the dash showing the street names and our location it was easy to look

It was a perfect day for an Autocross with temps in the 70's, some sun and a light breeze. The NCR classes are different than ours and I knew that I would be in a tough class but I just wanted to be able to really turn the car loose in a safe setting. These cars are so fast and so capable that testing the limits on a public road breaks all the laws written to keep everyone safe.

With its 20" rims and the shelf paper front stripes on it, the car looked fast just sitting still. It was missing a couple of things it needed to be a contender. It needed an experienced driver and proper tires. I had never tried a car that weighed 3600 lbs (my '72 tips the scales at 2100lbs), 430 hp (I was used to less than 170hp) and four wheel drive. So that certainly eliminated the driver part and close inspection (after a few runs) found 6 year old tires that were hard as a rock. Whether it's the track or an ice race, driving performance is all about the tires. Those four small contact patches will determine how much grip you have and how much speed you can carry through a turn. Four wheel drive is great but when the



car starts to slide you have to lower the speed. I discovered that fact on the second gate of the first run. I did catch it before it got embarrassing.

The car was a monster when the pedal was pushed hard but the biggest surprise was how fast the brakes knocked speed off the car. There were only a few places where the anchor had to be thrown out and I just couldn't get it done properly. While this car does not have the PCCB brakes (Factory composite brakes) in the title above, the brake rotors are larger than the rims on my Speedster and have 6 piston calipers that would stop a speeding cement truck in a couple of car lengths.

The tires had no real grip (excuse #1) but over braking was my bigger problem (excuse #2). As I approached a gate that needed a lower speed to clear, I hit the brakes way too early and slowed down way too much. It's the first car I've autocrossed with ABS brakes and I know from the BMW's we race in Champ Car that you have to just stomp on the brakes and let the system work the way it was designed. I let that experience guide me but still couldn't bring myself to brake later than I would in my '72. For that reason I was easily 3-4 seconds off the pace and last in my class of 7 cars. I certainly didn't expect to win (that's only in the movies) but I didn't expect to be last either. Did I mention it was a tough class? Certainly a humbling experience and that's not a bad thing.

As far as handling, the C4S was more predictable than I expected. It was pretty neutral and went where it was pointed but I did find that all that horsepower did make it really jump when the PDK went from first to second gear. The first and only upshift was just after the start and I had just begun to turn left to the third gate. I had the car in Drive using Sport Plus and when it decided it was time to shift the car wasn't pointed straight. The rapid upshift caused the car to jump to the right as all 4 tires tried to find grip at once. That upset the line I was following and threw off my entry into the next gate. After a second try with the same result I used the manual setting on the third run and just upshifted early when the car was still pointed straight. No drama and the rest of the course was done in second gear anyway. But if I do this again (the owner is due in June for a match race at another NCR event) I will have to get used to modern brakes and adjust my 50 years of practice on drums. I did get some excellent assistance from Rachel Baker, a national champion, who drives a Cayman with the same PDK system. I wondered about the Nannies at work and was told to leave them alone, that the car was smarter than the driver. She must know as she beat us all that day (again).

Clearly this car is a prize to drive on the street and on the track. I'll just have to get me one and practice how to drive it.

KTF



LED Lights



LED lights are the rage now. You can get an LED light to replace almost any bulb. They are much brighter than conventional bulbs and draw less power.

Member, Dan Rowe, recently sent an email to the membership about the front blinker LED lights he got for this 1962 356B. He is completely happy with the lights. He also noted that he had to change the blinker switch to work with the LEDs.

I looked into getting the same LEDs for my A coupe and realized that it needed different lights. Dan's car needs a double filament unit while my car needs a single filament unit. The difference lies in the location of the parking light. My car has the parking lights in the bottom of the headlight bucket while Dan's car has the parking light as part of the blinker light.

The problem is knowing which light you have. Stoddard's catalog says that 356AT2 to C use the single filament unit. And 356 & 356A pre T2 use the double filament units.

There is also a note saying that either may be used depending on the style of light used. (I assume that refers to the headlight style).

I did not spend a lot of time trying to figure this out. However, I did find a com-



ment in Jim Kellogg's book, [Guide to Do-it-Yourself Restoration](#). He says that "Starting with the B models the parking light was part of the turn signal and the hole for the parking light was covered with painted cardboard or a piece of sheet metal. The later B model and C model headlight bucket had no hole."

That seems questionable as I know John Henry's C has the parking light in the headlight bucket. John's car has European headlights, so that may be a clue.

Fortunately it's not difficult to tell which you need. If the parking light is in the bottom of the headlight bucket, you need a single filament unit while if it is part of the turn signal you need a dual filament unit. The part numbers seem straight forward. They cost about \$10.00 for a pair.

Single filament—1156

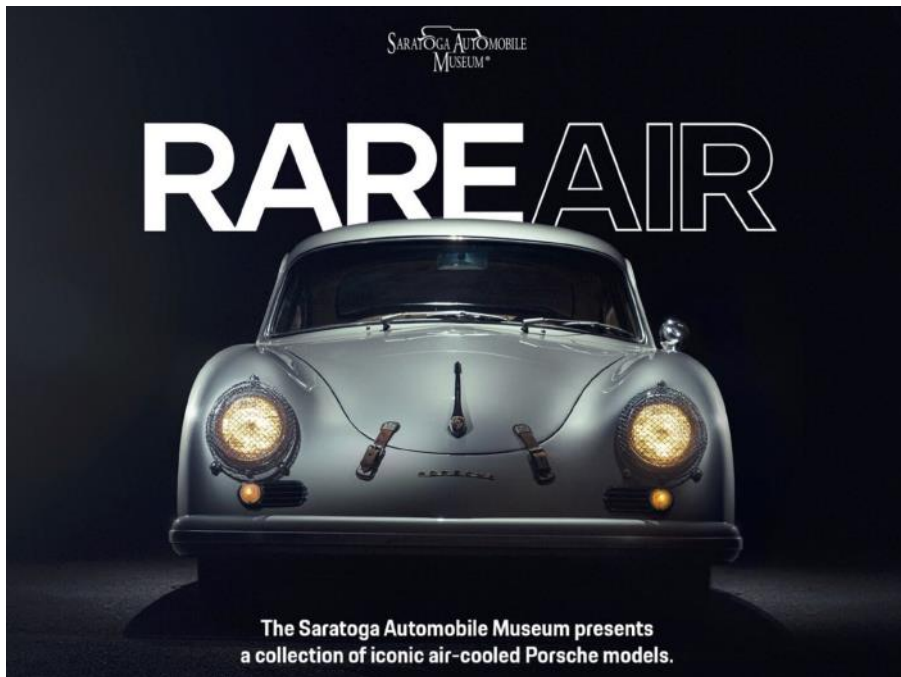
Double filament—1157

Dan found the bulbs for his car on Amazon. Ruiandsion 2 pcs 1157 LED bulb white 6V Bay15D. You also need a electronic flasher Memotronics ELF33-6. They also have the 1156 units.

Note- I recently ordered a set of 1156's. The website showed a single filament unit that was exactly what I wanted, but they sent me the dual filament 1157's. I assume that they made a mistake and sent me the wrong units. See my ad in the classified section.

Ed. T.

Odds and Ends

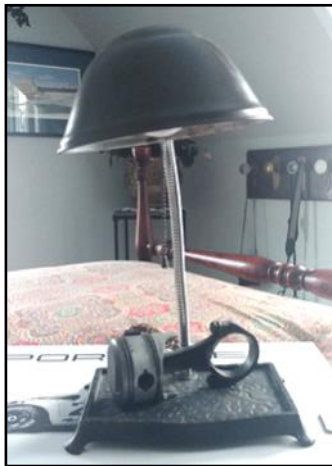


Greg Lane sent this link to a new Porsche exhibit called [Rare Air](#), at the Saratoga Automobile Museum in Saratoga NY. The SAM always has some excellent auto exhibits. TYP356ne did a tour there a few years ago. This new exhibit is called a collection of iconic air-cooled Porsche models.

Opening in May, 16 world-class examples from the Steven Harris Collection will be displayed alongside photography of the cars by automotive photographer James Lipman. Exhibit highlights include the famed serial #18 1984 911 SCRS, a one-of-twenty 964 RS N-GT “Macau”, the infamous “widow-maker” 993 GT2, plus multiple Amelia Island Concours d’Elegance winning 356 Speedsters, Coupes and Cabriolets. The exhibit will run throughout the summer.

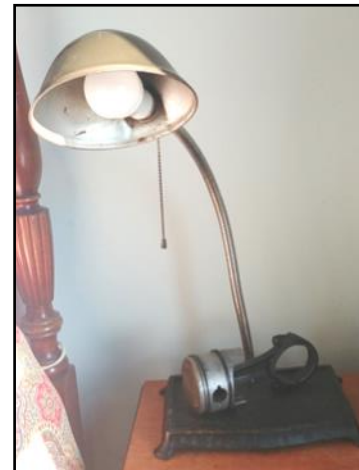
Greg is going to see the exhibit in early June and will write us a report for the next TubTimes.

Check it out —
<http://www.saratogaautomuseum.org/rareair>



Porsche 356 Folk Art

Bill O'Brien found a use for old 356 engine parts.



Interesting Shows on the History channel.

I recently saw two episodes of the History Channel’s program series called “[The Cars that built the world](#)”. The first episode (E1) started at the very first efforts at building an automobile by Benz and ended with Dr Porsche taking over engineering at Mercedes and building the legendary SSK’s. The second episode (E2) starts with Dr Porsche working with Hitler developing the VW. The story continues after the war and is interwoven with Honda and Toyota. It ends with electric cars of today.

The shows are a great history lesson about the creation of the automobile with a strong Porsche influence. They are well done with the exception of some of the old cars they showed. For example, Porsche No. 1 looked like a replica Speedster. However, they are well worth the time to watch them at 2 hours each. They normally rerun them so watch for the listings. If I see them I’ll send out an email. You may be able to stream them off of the website.

Note -The 4 episode numbers listed on the site did not agree with the two I saw. Check out the link below-

[HISTORY TV Shows | The HISTORY Channel](#)



CLASSIFIED

TYP356ne is not responsible for omissions, errors, misrepresentations, payments, etc. relative to any classified advertisements. Buy at your own risk!! Send all for sale and wanted items to Ed Tobolski at tobolsed@verizon.net. Items will be run once unless renewed.

For Sale

This is completely straight, unbent, rust-free (there is only minor surface rust). FOB Dedham \$1600.

If your A hood is bent this is for you.

Contact Tom Coughlin - 617-875 3975 and email tlc356@verizon.net



For Sale

Pair of LED lights for front directional signals.

These will fit a 356 that requires a dual filament bulb, see page 14
\$10.00 - Contact Ed tobolski, tobolsed@verizon.net



CLUB ITEMS AVAILABLE

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

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

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



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

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

New Club Grille Badge

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

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



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