

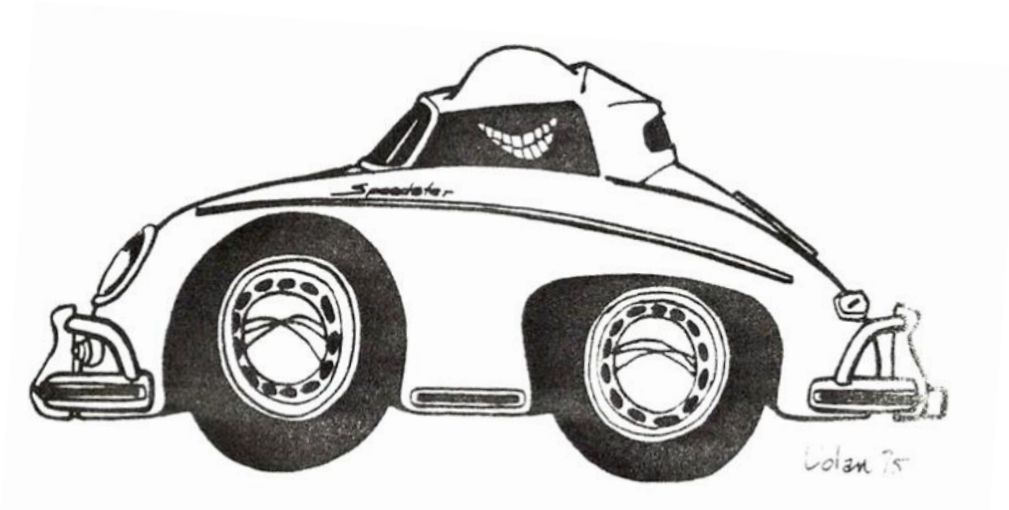
# TubTimes

*Official Newsletter of*

TYP 356 ne



# 2022 Happy New Year



**VOLUME 22, ISSUE 1, JANUARY, 2022**

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

## TYP356NE OFFICERS

President— Allen Sisson



Vice President/  
Newsletter editor

Ed Tobolski



Secretary—  
Theo Kindermans



Treasurer—  
Bob McKittrick



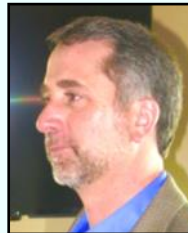
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## KEY MEMBERS-

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

Well, 2021 is gone but 2022 is not getting off to a very good start. We had to cancel the Holiday Party to insure the safety of our membership. Many of us are of the age where we should not be exposed to this virus. Let's hope we can get past it soon and have a great driving season. I'll start the mileage count when the driving season begins so keep track of those numbers.

After several years Frank Anigbo has resigned as a member of the board. While not a Porsche owner he is a car enthusiast and has organized several fun Club events over the past years. Thank you Frank for you efforts. We hope you will continue as an active member.

In this issue, I've included a few pictures from 2021 so we can look back at the fun events from last year. We really did a lot in 2021 and the photos show just how much. I also included an article from the Florida 356 (FOG) group's newsletter, Foglight, about gasoline. I thought it was interesting and they gave me permission to print it. I hope it is useful.

Ed Tobolski, editor



## PRESIDENTS MESSAGE— JANUARY 2022

The current Club schedule for all of 2022 plus January and February of 2023 are on the Club website [Blank page | TYP 356 NE](#) and a summary is here in the Tub Times. There are still several openings in the schedule; so, if you have a local drive or want to schedule a small group lunch any day of the week, let me know, and I will add it to the schedule. We only have one shop tour scheduled this year. If you have a good shop you use that you want to add to the schedule, let me know that too.

Due to the rapid spread of the Omicron variant of the SARS-CoV-2 virus that causes COVID-19 the Club Board of Directors has voted to cancel the January 30<sup>th</sup> Holiday Party. It is felt that it is too risky to hold at this time. I will be sending refunds to all that signed up. So, if you signed up for the party you do not need to do anything. Your refund will arrive by check in the mail to the address we have in Club records. We may hold an alternative event in April or May. Further details about a possible replacement event will follow sometime in the future.

We will be having a Spring Tour again this year in Vermont since 30 people voted to have it, and on the dates chosen. Simon and Alison Ferris, the owners of the Kitzhof Inn, were excellent hosts in 2019 when we had a previous tour there. Simon is a true car guy. They have several very nice local drives outlined on their website [Kitzhof AutoMoto Rides and Drives - Kitzhof Inn](#) that you can take while you are there such as their covered bridges tour, etc. The food Simon and Alison prepare is excellent. You will not be disappointed.

All the details for the June 3-5, Vermont tour based at the Kitzhof Inn are now on the Club website under Schedule of Events. You can go to the Kitzhof website <https://kitzhof.com> to pick some room numbers options you would accept from their pictures before you call to reserve at (802) 464-8310 or (800) 388-8310. They will take your credit card information, but no payment until you arrive. When you call tell them if you want the optional \$12.00 per person Pizza group dinner the first night. Most people voted to have that. Also tell them if you want a vegetarian option for both dinners. They will be glad to provide it. They just need to know how many

want it. Below are the special group rates that we will be charged if at least 20 people sign up or we book at least 10 rooms:

### Group Rates

Rates include 2 nights' accommodation with a hearty country breakfast each morning, 1 dinner inc. service and tax. Rates do not include alcoholic beverages, housekeeping or breakfast gratuities.

- Double Occupancy (2 per room) \$ 316.00
- Single Occupancy (1 per room) \$ 235.00

### Dinners

- Friday 3<sup>rd</sup> arrival day-  
Pizza option \$12 per person pay cash on the night
- Saturday 4<sup>th</sup> -  
Soup - Salad - Choice of 2 Entrée – Desert

The room block is held for us until April 30, 2022. After that the rooms will be released to the public; so, book before April 30<sup>th</sup> please. Please note their cancellation policy on their website. In summary, you will be charged only a \$25.00 cancellation fee if you cancel 14 days or more prior to arrival. You will lose your deposit if you cancel 13 to 2 days before arrival. If you cancel within 48 hours of arrival, you lose the full fee for the stay.

I hope many of you will join us for the Vermont Spring Tour!  
Allen Sisson, President TYP356ne  
Email: [dkwf5700@gmail.com](mailto:dkwf5700@gmail.com)  
Phone: 617-921-0532



### **CLUB OFFICERS FOR '22 & 23**

*The election of officers for 2022 and 2023 has been completed.  
Beginning Feb 1st, the Club officers for the next two years are-*

**President—Allen Sisson**  
**Vice President—Ed Tobolski**  
**Secretary—Theo Kindermans**  
**Treasurer— Georg Becker-Birck**

*Thanks to the election committee-  
Len Cannizzaro, Ralph Hadley, and Bill Sooter*

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

Henry and Debbie Ames. They live in South Hamilton, MA and have a 1983 911SC

## Holiday Party Cancelled/Postponed

Due to the concern for the safety of our members, in light of the raging covid situation, the board has voted to cancel the Holiday Party scheduled for January 30th. All of those registered for the event will get a refund from Allen Sisson (see his Presidents message). The hope is that a safe party can be rescheduled in the months ahead either at the Tuscan Grill or some other venue. Full details will be sent to the membership by email and in TubTimes when they are finalized.

## Introducing our new Treasurer, Georg Becker-Birck



Dear members, my name is Georg Becker-Birck, and I have volunteered to take over the treasurer role for our club starting from February onwards. I have a background of mechanical engineering, Business and project management, and work for a large renewable energy developer as Director Engineering, focusing on the design and construction of onshore wind farms.

I joined our club about 4 years ago, after meeting several members at Larz Anderson events and becoming interested in joining this group. I own a burgundy 1969 Porsche 912, which I have for almost 6 years now.



I gradually became more confident in working on cars as a student, where I converted a 1989 Mercedes Diesel station wagon to run on pure canola oil and traveled with it for 30,000 miles. I always liked the classical 911/912 design and bought my first 912 in 2010, which was a black 1968 model. The car needed extensive engine and gearbox work but was a joy to drive once the main work was done. I sold the car shortly before moving from Germany to the States.

In 2016 I bought my current 912 and enjoy restoring it back to stock and driving it – whether to work, for family trips or on club events. I have a 5-year-old and a 2-year-old daughter and figured out a way to secure modern child seats in the back. The girls love to take the car on trips, which gives me lots of good reasons to use the 912. Mechanics are restored; last winter I reupholstered the seats and painted engine sheet metal and the rear underbody. This winter the car is already up on jack stands, and I plan to repaint the floor pan and front underbody to make it fit for the next seasons.



I look forward to working with you, please do not hesitate to reach out to me for any questions or suggestions. Georg



## 2022 Club Dues

**It is that time of year to again renew your TYP356ne club dues. 2022 club dues were due on 1/1/22 and are overdue on 2/1/22. Unless you are one of the few members that have paid several years in advance, or if you joined the Club for the first time after September 31st of 2021, your dues for 2022 are due on January 1st. If you have paid for several years, and cannot remember if this is the year to pay again, just email Carl Luck at: [carlluck@outlook.com](mailto:carlluck@outlook.com)**



**The Club dues are \$30.00 per year, the same as in past years.**

There are two ways to pay your dues- PayPal or personal check.

You can pay your dues easily by using PayPal even if you do not have a PayPal account. Just go to the Club website: <http://typ356ne.org> and go to the top drop down menu all the way to the right that is headed **More**. Hover over that and the bottom menu that appears will say: **Make Payments Via PayPal**. Click on that and then to pay your dues click on the yellow button that says: **Make Dues Payment**. Then just follow the procedure to make your \$30.00 annual dues payment.

If you do not want to use PayPal, you can mail a check for \$30.00 made out to: **TYP356ne** to:

**Carl Luck, Membership Chairman  
50 Sunset Lane  
Lunenburg, MA 01462-2178**

## **TYP356ne Event Schedule for 2022**

See the Club website, [www.TYP356ne.org](http://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

### **January**

- Tuesday, January 4, 6:00 – 7:00pm, [TYP356ne Board of Directors Video Conference Call Meeting](#).  
Note- All board meetings are held by video conference call since board members live in multiple states. All Club members are welcome to join the conference call.  
To join the call email Theo Kindermans [tkindermans@type356ne.org](mailto:tkindermans@type356ne.org) to have a link sent to you.

### **February**

- Tuesday, February 1st, 6:00 – 7:00pm, [TYP356ne Board of Directors Video Conference Call Meeting](#).
- February 17 – 20, Florida Owner's Group (FOG) 2022 Gathering of the Faithful  
at the Mission Inn Resort & Club, 10400 FL-48, Howey-In-The-Hills, FL 34737
- Saturday, February 26, - L.A. Lit & Toy Show 2022  
Hilton Los Angeles Airport, 5711 W Century Blvd, Los Angeles, CA 90045, USA  
Go here for more information here: [Home \(lalitandtoyshow.com\)](http://Home(lalitandtoyshow.com))
- Sunday, February 27, - So Cal All-Porsche Swap and Car Display  
Boys Republic, 1907 Boys Republic Dr, Chino Hills, CA 91709, USA

### **March**

- Tuesday, March 1st, 6:00 – 7:00pm, [TYP356ne Board of Directors Video Conference Call Meeting](#).
- March 3 – 6, Amelia Concours d'Elegance  
The Ritz-Carlton, Amelia Island, 4750 Amelia Island Pkwy, Fernandina Beach, FL 32034, USA  
For information go to: [Event - The Amelia Concours d`Elegance](#)

### **April**

- Tuesday, April 5th, 6:00 – 7:00pm, [TYP356ne Board of Directors Video Conference Call Meeting](#).
- Saturday, April 23, 10:00am – 12:00pm-[TYP356ne Thompson Annual Swap Meet](#)  
24 Turkey Hill Rd, West Newbury, MA 01985, USA

Bring any car related item you would like to sell to Peter and Joyce Thompsons' garage and yard. Tables will be available for your use. Coffee and donuts will be free for all. You are welcome to just come and browse and buy. This is a week before the big Carlisle, PA All Porsche Swap Meet. So, this is a good time to get some early bargains with less competition.

- Saturday, April 30, 8:00am – 4:00pm—Central PA PCA Swap Meet (Formerly Hershey Porsche Swap Meet) 1000 Bryn Mawr Ave, Carlisle Fair Grounds Brandt CARLISLE, Pennsylvania 17055-9720  
For more details: [Porsche Only Swap Meet | The Porsche Club of America \(pca.org\)](#)

### **May**

- Tuesday, May 3, 6:00 – 7:00pm—[TYP356ne Board of Directors Conference Call Meeting](#)
- Saturday, May 21, 10:00am – 12:00pm—[TYP356ne Don Radeos Shop Tour & Technical Session](#)  
Location: 33 1/2 Kevin Clancy Way, Stoughton, MA 02072  
Don will hold a technical session in his shop for us. Coffee and donuts for all will be provided.

## **TYP356ne Event Schedule for 2022** continued

### **June**

- June 3 - 5, [TYP356ne Vermont Tour West Dover VT-](#)

Kitzhof Inn, 332 Vermont Rte 100, West Dover, VT 05356

(Also See Allen's president's message on page 3 for the group rates and more details.)

Go to this link to see the details of the host inn for the Spring tour: <https://kitzhof.com>

Call the Kitzhof Inn directly: (802) 464-8310 or (800) 388-8310 to book your stay for June 3-5, 2022 mentioning you are with the Porsche club. Let them know at registration if you want the \$12 per person pizza dinner option the first night, or if you will dine on your own. If you are a vegetarian, let them know. That way they will know how much of a vegetarian option to prepare.

Itinerary:

Check in at the Kitzhof Inn Friday, June 3rd is between 2 PM and 9 PM if you are arriving on your own. At 3:30 PM we will have a meet and greet with complementary cheese, crackers, fruit, and soft drinks. Then there is free time until 6:30 PM when we will have pizza with no dessert at the Kitzhof Inn for \$12 per person extra if you participate.

You are welcome to have dinner on your own at an outside restaurant instead if you wish.

Saturday morning breakfast at the Kitzhof included in the lodging price.

There are several area drives the Inn will provide us directions for and other non-driving activities in the area for things to do on Saturday.

Dinner (included in the lodging fee) Saturday at the Kitzhof starts at 6:30 PM. The dinner will be either an indoor or outdoor BBQ depending on how warm it is. The menus are-

Outside menu —BBQ ribs, chicken, potato wedges, coleslaw, and beans with NY cheesecake desert.

Indoor menu— homemade soup with rolls, salad, then choice of 2 main courses, something like-

— Summer Chicken with a ragu of vegetables and boiled potatoes, or

— Baked Salmon Lemon Dill with Mash Pots. French beans and carrots

followed by a desert of Apple Pie a la mode.

Sunday morning breakfast at the Kitzhof include in the lodging price.

Check out time is by 10 AM on Sunday.

- Tuesday, June 7th, 6:00 - 7:00pm—[TYP356ne Board of Directors Conference Call Meeting](#)

- June 12 - 18, PCA 2022 Porsche Parade

Kalahari Resorts Poconos, 250 Kalahari Blvd, Pocono Manor, PA 18349, USA

Go to this link for details:

[Porsche Parade 2022 - The Poconos Pennsylvania | The Porsche Club of America \(pca.org\)](#)

- Sunday, June 19, 2022·10:00am - 2:00pm — Larz Anderson Auto Museum German Car Day

Larz Anderson Auto Museum, 15 Newton St, Brookline, MA 02445

- Sunday, June 26, 2022·12:00 - 3:00pm—[TYP356ne Annual Sisson/Grace BBO](#)

28 Forest St, Sherborn, MA 01770, see full details on the club website.

### **July**

- Sunday, July 10, 10:00am - 1:00pm—[TYP356ne Peter & Joyce Thompson's Summer Drive & Lunch](#)

Turkey Hill Rd, West Newbury, MA 01985, USA

## **TYP356ne Event Schedule for 2022** continued

- Tuesday, July 12th, 6:00 - 7:00pm, [TYP356ne Board of Directors Video Conference Call Meeting.](#)
- Tuesday, July 26, 10:00am - 1:00pm—[TYP356ne South Coast Drive and Lunch](#)

### **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 website for more info.

### **September**

- Tuesday, Sept. 1st, 6:00 - 7:00pm, [TYP356ne Board of Directors Video Conference Call Meeting.](#)
- Saturday, September 3, 2022·11:00am - 3:00pm -Unobtanium Open House  
14 W Shore St, Ravena, NY 12143, USA
- 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, 9:00am - 1:00pm—[TYP356ne Annual Club Day](#)  
Lake Pearl, 299 Creek St, Wrentham, MA 02093, full details to follow.
- 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, USA

### **October**

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

### **November**

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

### **December**

## Tour of the Nick Begovich Collection at the Audrain Automobile Museum

Nine TYP356ne members ventured out in a rainy/windy day to go the Audrain Museum in Newport RI on Saturday Dec 11th. The Audrain is a small museum located in the very middle of Newport, on Bellevue Ave., a few doors down from the Tennis Hall of Fame. We were there to see the Nick Begovich collection. While there were only 12 cars on display they were outstanding and included two notable Porsches.



Nick Begovich had a great eye for cars and he kept them all original. The high point of the collection for us was the red 1964 904 GTS pictured left and below. With only a 1800 miles on it, the car is exactly the way it came from Porsche. They have all of the original documentation and paperwork on display, see page 8. It's easy to see the state of the art in fiberglass production in the car. Not perfect by today's standard but it is beautiful.

The red 1956 Speedster (page 9) was also a beautiful car, but the other car there that stood out was the white Mercedes 1956 300SL coupe. The car had been repainted to a very high level before Begovich got it, however, the rest of the car was original. It eked patina. The engine and interior were perfect for an old car that was used carefully. Neil Fennessey said he first got the car bug at a young age, when his father bought a 300SL and took him for a ride. That was all it took to get Neil hooked on German cars.

There were several other notable non German cars there, see the pictures. While the Audrain museum is small they do have over 400 cars stored in various places around the area. They change the cars on display from time to time. The docents at the museum had interesting information to tell us about every car. If you watch Jay Leno's TV show **Leno's Garage**, you will frequently see Audrain cars in the show. Donald Osborne who is on every show is now the CEO of the Audrain. The Audrain reportedly paid \$10m for the collection. It will be on display until Feb 20th, 2022. For more information click on the link below.

<https://www.autoweek.com/car-life/classic-cars/a38209889/nick-begovich-collection-audrain-museum/>



### 1964 Porsche Carrera GT (904)

- **Engineering** – Porsche's first fiberglass car, a capable and winning sports racing car, lightweight and perfectly balanced.
- **Design** – A totally new design vocabulary for the brand, timeless and classic at introduction, perfectly suited for the task of winning races.
- **Passion** – A car from a championship marque of limited production, beauty, performance and as adept on the road as the track.

This Porsche 904 is perhaps the most historically significant car in Begovich's collection, showing just 1800 miles from new. This 904 stands as one of, if not the most original example of a 904 in the world. This car was never taken apart in its life and was recently recommissioned by the Audrain team to be confidently road worthy once again.

In April of 1964, Nick flew to the Porsche Factory in Stuttgart to pick up his new 904. A car with few options, Nick ordered the optional sports exhaust, which to this day has never been mounted on the car. Nick briefly drove the car in Germany before having it shipped to Southern California, where he delightedly picked it up at the airport.

The 904 was launched by Porsche ahead of the 1964 racing season to comply with homologation regulations, designed to compete in the FIA-GT class at international racing events. The 904 was the first Porsche to utilize a fiberglass body, which was bonded to the chassis to increase structural rigidity.

The blend of function and form was a strong interest of Nick's: extremely capable sports cars that are just as beautiful to admire as they are to drive. With a drag coefficient of just 0.34 and weighing less than 1500 lbs., the car was consistently beating cars with far more horsepower. The 904 was often most successful when it competed in international racing events. A victory at the grueling Targa Florio and a class victory at Le Mans solidified the car's reputation as a reliable and consistent competitor in the world's most important endurance races.







Left and above— an unusual 64 ATS 2500 GTS, one of only 6 existing and one of only 3 with an alloy body. It's a mid engine car and the engine is fully visible from the drivers seat with only a glass separator. Must have been an interesting ride!!



Above- 1969 Lamborghini Miura that was purchased new by Begovich



**PORSCHE CAR ORDER**

Sold to: **N. H. BEGOVICH**  
 Address: **436 MERRIMITE DR. BOSTON, MASS.**

Delivery location: **FULLERTON, CALIF. DR.**

Model: **1 PORSCHE 2500 GTS**

Engine: **2500 GTS**

Color: **SIGNAL RED**

Options: **STANDART BLAU**

Price as factory: **17,925.00**

Additional equipment and accessories: **417.75**

Total amount: **17,545.25**

Term of payment: **DOWN PAYMENT \$ 1000.00 REST UPON DELIVERY**

Date of delivery: **MAY 1964**

Place of delivery: **STUTTGART**

Exhibition: **EXHIBITION 22.5.64**

Signature: **Jan. the Count**

Stamp: **STUTTGART, den FEB 22<sup>nd</sup> 1964**



**Engineering + Design = Passion: The Nick Begovich Collection**

Begovich was an engineer, a scientist, a pilot, a racer, a collector, and a philanthropist. He was an autodidact. Dr. Begovich received a Bachelor's degree in Mechanical Engineering from the University of California at Berkeley in 1952 and a Ph.D. in 1955. He worked for General Motors, Ford, and Lockheed Martin. He was a member of the National Academy of Engineering and the National Academy of Sciences. He was also a member of the American Society of Mechanical Engineers and the American Institute of Aeronautics and Astronautics.

Among Dr. Begovich's many accomplishments was the development of a new type of engine which he patented. He also developed a new type of aircraft engine which he patented. He was also a member of the National Academy of Engineering and the National Academy of Sciences. He was also a member of the American Society of Mechanical Engineers and the American Institute of Aeronautics and Astronautics.

Over the course of his career, Dr. Begovich was awarded several awards, though he never took the time to accept them. He was a member of the National Academy of Engineering and the National Academy of Sciences. He was also a member of the American Society of Mechanical Engineers and the American Institute of Aeronautics and Astronautics.

When the Begovichs donated the collection to the University of California at Berkeley, they were able to keep the collection of cars together. The cars were donated to the University of California at Berkeley, and they were able to keep the collection of cars together. The cars were donated to the University of California at Berkeley, and they were able to keep the collection of cars together.

# Fill'er Up

By Lou Verdiales, Lou is the owner of **AERO DYNAMICS LLC** in Daytona and a member of PCA's Technical Committee for all 911 Turbo's

Reprinted with permission from the Florida Owners Group newsletter, FOGLight

Fuel has become a very relevant topic of discussion among the factors that affect the operation of your 356. Gasoline today is a very different product when compared to the fuel that was available when our cars were manufactured. Emission controls forced the removal of Tetraethyl lead as an anti-detonant, changes in blending elements and vapor pressure forced automobile manufacturers to begin implementing fuel metering systems that could overcome some, if not most, of these new operating demands.

Oxygenated fuels, broader control of RVP (Reid vapor pressure) current engines and their fuel systems achieve remarkable specific outputs while being resistant to the new demands that our



unleaded E-10 gasolines create during operation and storage. E-10 gasoline when used in current Porsche models present few issues related to engine performance and service life, also fuel systems have been designed to resist break down due to the solvent properties of ethanol. However, vehicles that are not driven frequently or are in storage can benefit from the use of additives that address the issue of water / ethanol mixing. Ethanol being hygroscopic will mix with any water that either condenses in the fuel tank or is introduced with contaminated fuel. This water / ethanol mix can cause corrosion. (Water in non- ethanol fuel will remain in the lowest parts of the fuel tank.) For these newer vehicles products can be purchased that will minimize these problems, plus reduce deposits that occur during engine operation.



On older Porsches such as your 356, the problem of operating on E-10 gasoline can be much more critical. From the metal fuel tanks which can lose internal coating and corrode rapidly to hoses and seals becoming unserviceable, now add corrosion damage to fuel pumps and carburetors and it is obvious that preventive measures are required. The first step we can take against this situation is to drive our cars as often as possible. When not possible, remember that products designed as fuel stabilizers such as Sta-Bil, are effective for an average of 12 months, so draining and refilling with fresh fuel and additive may be necessary. Verify the condition of your fuel tank, by removing the fuel sender, so you can visually inspect for damage. Inspect and change any fuel hoses not designed for use with ethanol. Replace fuel filters once a year and be wary of sudden changes in your engine's operation, as malfunctioning fuel system components can be identified before they cause collateral damage.

Lastly on the 356, the use of fuel additives is essential, not only because of the detergents and dispersants, but the corrosion inhibitors in some of the better products can be very useful in maintaining the fuel system. Keep your fuel tank full during storage to minimize condensation. When selecting fuel additives, use internet resources or your service facility can assist with your choice, but most of the well-known additives such as Techron, Sea Foam, Lucas, etc. will work just fine. Add the proper amount 1-2 times a year and your fuel system will thank you with continued peak performance and longevity. Keep the Faith!



# Looking Back at 2021

2020 was almost a washout due to covid, but 2021 was an extremely busy year for TYP356ne members. We had great events every month during the driving season. Here's a quick photo review of Club activities during the past 12 months.



Peter Thompson's Swap Meet



South Shore Autoworks tech session





Peter and Joyce Thompson's Drive and Picnic Lunch



Advanced Engine Rebuilding Shop tour





Booth Bay Harbor Spring Tour





Sisson Grace BBQ





Southcoast Drive and Lunch





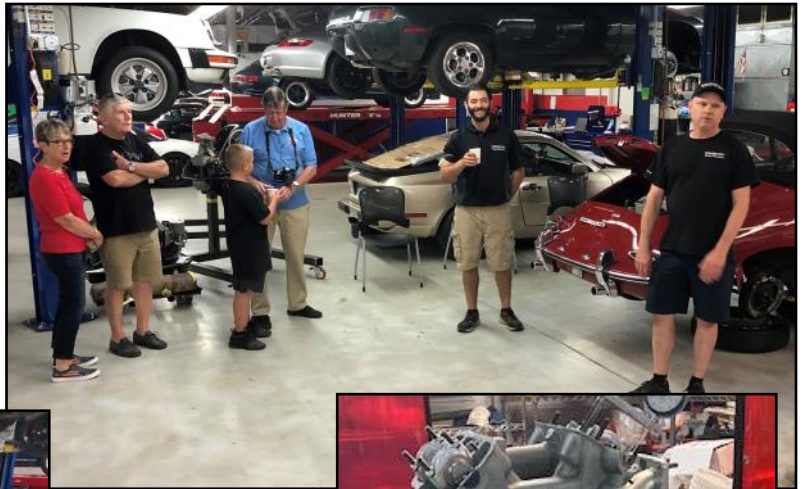
Sprockets Shop tour and visit to Tom Zarrella's home and Bucket List



S.E. Connecticut Drive and Museum Tour







Speedsport Auto Shop Tour and Tech Session



Drive Your Porsche Day 2021





Club Day 2021



Above- Peter and Joyce Thompson's Halloween Tour

## Odds and Ends from 2021



NER/PCA Concours



Left- George Kehler in Johnson City, Tennessee his hometown downtown.



Greg Lane's Notchback coupe's 60th birthday party.



## Four Speeds and Drum Brakes by Tom Tate

### On The Road Again

I love road trips, road trips to anywhere, driving anything. Of course my idea of driving anything is on the upper part of the scale. Sunny days and dry roads are certainly best but I do like racing in the rain and so wet pavement is fun too. I will even drive when I don't have too, which brings me to this month's column.

A good friend recently had a water leak in the sunroof of his 2013 911 C4S and so he asked his insurance company to cover the damage and cost of repair which was going to run into four figures. They said it was covered and sent an appraiser out to take a look. To his surprise (and mine) they totaled the car and sent him a check for more than he'd paid just a few months before. He loved the car so he quickly found another at a dealer in Indianapolis, IN and bought it. Trouble was that delivery looked like a month away due to shipping schedules, COVID, Holidays, etc. I told him that he should just hop a plane to Indy and drive it back. The new owner said that he falls asleep on a drive to the Cape and didn't want to go that route. I still have Rob's C4S in my garage so I know where all the buttons are and love driving it so I volunteered to go get it. It was a PDK car with less than 10k on the clock and looked brand new.



The nice part about long trips alone is that you can drive any way you want at any speed that's safe. There's nobody to stomp on the floor or grab the chicken bar when a high speed inside pass is a little close. I've had a lot of experience passing cars on two lane roads in underpowered cars. While in college my brother and I delivered Tupperware to dealers in a 50 hp VW bus in the Frederick/ Hagerstown MD area from DC. In the hills of western Maryland the trick was to drive foot to the floor approaching a passing zone and a slower car. If the way was clear the pass was easy, if it wasn't clear you hit the brakes, hard. Modern cars are rockets compared to that old bus but it's still best to take a run at a car rather than just pull out and pull the trigger. Most people aren't good at estimating closing speeds of oncoming traffic so they just stay in line and follow the bumper in front of them. Not me, I love the challenge. Passengers tend to have a little different view. No passenger, no drama.

I had looked at the Waze route and based upon the morning flight out and the departure time from the dealership I figured that Erie, PA was a good place to stop for the night. That was about half way of the 1000 mile drive. I'd never been to Erie, PA and was surprised to see that it was on Lake Erie. I could be a tourist.

There was a day when that would have been a one day drive, in a VW Beetle. While at Univ of MD I had a classmate that lived in Miami. I was invited to visit (OK, meet her parents) one summer, so I got in my 36 hp Beetle and drove down Rt 95 before the Interstate was completed. With a top speed of 72 mph and a speed limit of 25 mph in every little town in between it was a 20 hour trip. Didn't seem like a big deal at the time. I made that run twice before she transferred back to Florida State. I don't remember what ever happened to her but I sure remember those rides.

Indiana and Ohio turned out to be a lot flatter with a lot more open space than I expected. It was late Fall and all the fields lay empty after harvest which made it look somewhat abandoned.



The sight line was very good and between Waze pointing out the Highway Patrol cars and the Valentine One whistling a warning from time to time I was almost invisible. Except for the cars around me.





As anyone knows, driving a modern Porsche at anything close to their cruising speed attracts drivers in other cars that think they can keep up. Speed limits in the Midwest tend to be higher than back east and packs of cars travel at 80-85 or about 10 mph over the posted limit.

My travel method tends to be to pass groups of cars slowly, like 5-10 mph faster than they're going, so nobody picks up the phone. I then pull back in the right lane and promptly disappear. Triple digits are just a couple of upshifts away and I don't have to lift until I approach the next group. Of course, there are always a few who pull out as I'm going away and try to keep up. They can catch me when I slow up but usually the distance is too great and they give up.

There were two guys in Ohio that thought they would just follow me so they just put their foot down and held it there. Bad move. A 20 year old Mustang and a ratty minivan were easily doing 100 mph together when they crested a slight rise in the road trying to make up the space between us. I had already lifted, dropped down two gears (no brake lights) because Mr. Valentine was singing my song. They went by me with about a 30 mph speed difference as one of Ohio's finest pulled out of the median strip to say hello. He got his quota that day, I'm sure. I just motored on down the road.

The trip was very smooth, the C4S got almost 27 mpg, even with my driving and I got to see part of the US that I hadn't seen before. At home, I introduced the new kid to Rob's C4S and they got along great but it was a short meeting because the new owner came right over and scooped it up. I barely had time to clean the brake pad dust off the rims.

Another road trip just a few weeks later was just as much fun as I decided to rent a Porsche instead of a Camry for my December trip to FL. Because of COVID the car rental companies started selling their fleets back in 2020 when rentals dropped like a stone. Now that the vaccine is widely available and people are beginning to travel again there is a shortage of rental cars from the big names. That means higher rental prices as orders for replacement cars are not being filled due to a shortage of chips in the assembly process. With Corollas up to almost \$200/day I started looking elsewhere. There is an APP (of course) that can be used to rent cars from their owners. I was looking at a half priced Nissan when a side banner suggested I might want to look at exotic cars for my trip. As I

scrolled down what popped up among the Lambos and Ferraris but listings for Porsches. There were Boxsters and Macans but what caught my eye was a white 2013 911. The cost was only about 30% more than a grocery grabber from Hertz and with more than enough miles allowed to get to Sebring and back. I spoke with the owner who is a PCA guy and he left the car at the airport in a parking garage with a lock box holding the key



and a SunPass in the window. I had emailed the photo of my 991 and I think he knew I would be a good customer. It couldn't have been better.

The 911 was a PDK car with the same espresso interior as my Turbo S and while it wasn't nearly as fast, it was every bit as much fun. It even had the 20" rims that I like. The Valentine One had passed through the TSA scanners without a problem and with WAZE on the phone, I was invisible while driving again. I stayed a couple of days at my daughters new house in Orlando and it really improved the neighborhood. The SunPass saved me the \$50/day that rental companies charge and the total tolls for the week that hit my credit card were only \$38. The drop off was easy as the owner met me at the airport before my flight and after a short chat we seemed like longtime friends. Car guys are car guys. Until the rental car shortage is over I will be looking at TURO for interesting rides. They are all over the US.

I just love road trips. Tom

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### *2 Porsches For Sale*

#### **1965 Porsche 356C Black**

With black interior. 70542 miles. Runs and drives well. Original engine and gearbox. Color change from Ruby Red to Black (Very hard to detect) (believed that this was done in the 1980s). Now with all black leatherette seat coverings. Good paint with wear commensurate with age of paint. Seats very good. Headliner appears to be original and is stained. No apparent rust repair on the underside except for the battery box floor. This has had a new panel welded in, probably at the time of the color change (area since refurbished by me). Excellent tires. Fresh Optima 6V battery. Always garaged in the summer. Never in the rain during my ownership. Stored in my heated shop during the winter. This car has a correct, Carrera type 356C wood steering wheel, and a correct, complete factory tool kit. Maintenance and repair records from about 1987 are included. Beginning in early 2018 extensive mechanical and conservation work was done.



Included with this sale: Inventoried spare parts valued at \$1,138.00, 2 covers; a flannel cover for contact and a thicker, padded cover for extra protection. Kardex. A letter from Porsche stating the authenticity

Asking \$89,500.00

Email or call for a very complete detail listing

Bob McKittrick  
978 807 3386  
rsmz@comcast.net

#### **1996 Porsche 993 Targa**

6 speed., Black/tan, Active limited slip differential, 37447 Miles

Clean Massachusetts title. No accidents. Mechanically everything works., No leaks. Body condition 3. Two covers; a flannel cover for contact and a thicker, padded cover for extra protection.

Needs:

Front bumper cap repaint. Scratch (no dent) needs to be blended in LR quarter. Paint correction. Remedies should easily bring this to a 2-.

Ownership and maintenance records from new. 3<sup>rd</sup> owner. Owned since 2001. During my ownership: Never in snow. In rain once., Stored in garage in summer. Stored in heated shop in the winter.

Modifications:

Carbon fiber steering wheel added (factory).  
Carbon fiber shifter added (factory).  
Carbon fiber parking brake lever added (factory).  
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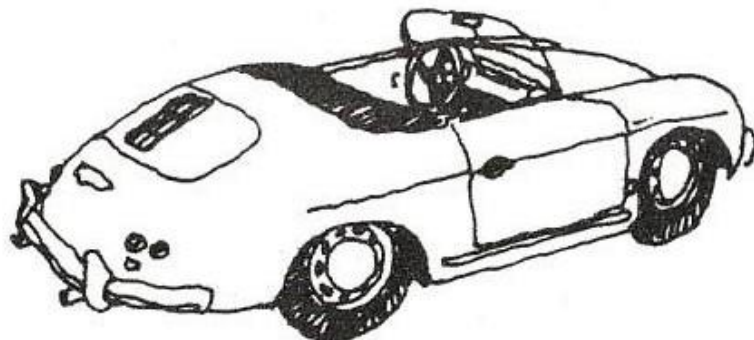
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### *For Sale*

356 engine for sale. Turns over by hand, ran when removed from car. Engine number 100264 616/33, Zenith carbs, 12V gen, engine tin. Best offer. If interested contact George Silvestri [gsilvestri@verizon.net](mailto:gsilvestri@verizon.net)

### *For Sale*

Pre-A, early A, unbent, un-molested front hood. This hood is super straight and there are no kinks by the hinges (or anywhere else). A small amount of surface rust was treated with rust-reformer so this hood should be pretty much ready for prep and paint. \$1600 fob Dedham. Contact Tom Lamar Coughlin, [tlc356@verizon.net](mailto:tlc356@verizon.net)



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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.



**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.

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