

TubTimes

Official Newsletter of

TYP 356 ne



Swap Meet/ Spring Gathering

See more event coverage starting on page 8

VOLUME 22, ISSUE 3, MAY, 2022

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

TYP356NE OFFICERS

President- Allen Sisson



Vice President/
Newsletter editor
Ed Tobolski



Secretary—
Theo Kindermans



Treasurer—
Georg Becker-Birck



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KEY MEMBERS-

Director—Immediate Past President
Peter Venuti



Membership Chairman
Carl Luck

Director
Tom Tate



Director
George Kehler

Director
Greg Lane



Director
Diane Mierz

Director
Peter Thompson



Director
Dennis McGurk



Editorial

Our 2022 year has finally started with our first event. The Swap Meet/Spring Gathering was a big success, sorry that I could not attend. See some pictures on pages 8 and 9. Given the success of this event, we will have to rethink or planning for next year. We have a lot of time to think about it, but we would be happy to hear comments from the membership on what we should plan for next year. Feel free to contact Allen, me or any of the board members with your comments and suggestions. More on this as the year progresses.

This issue starts the Porsche miles driven totals, see page 16. There are lots of zeros so far but several members have already gotten their Porsches out for a drive. We have a number of tours scheduled for the year so you will have plenty of opportunities to drive your Porsches.

It's good to see that we have 3 new members this month. At renewal time, we always lose some members as they sell their cars or move on to something else and it's great to have new members who can bring new energy to the Club. We look forward to meeting them at our events this year. Ed Tobolski, editor



PRESIDENTS MESSAGE— MARCH 2022

At least 50 members enjoyed our first Club event this year at the annual swap meet at Peter and Joyce Thompson's home Saturday, April 23rd. It was a bright and sunny great weather day. There were many bargains to be had. The food served by Metzzy's Toco Truck was great. Many of you commented on how good it was. We may consider having a food truck at this event every year.

Next up, on Saturday May 21st we will have our only technical session this year. This will be hosted by new Club member Don Radeos at his shop located at 33 ½ Kevin Clancy Way, Stoughton, MA from 10 AM to 12 PM. Coffee and Donuts will be provided by the Club. Don is very knowledgeable about all aspects of mechanical repair of 356s. Several members have used his services and highly recommend him. Don will be showing us the procedure for doing a valve adjustment on a 356A engine that he will have on an engine stand for better viewing of the procedure. So, if like me, you do not know how to do this important yearly maintenance procedure, this is the chance to learn.

Following that will be our third Club event of the year, a Spring Tour at the Kitzhof Inn in West Dover, Vermont from June 3-5, 2022. Twenty-seven members have booked 14 rooms at the Inn so far. There are still 7 rooms left for 14 more members to join us. As of today, the room block has been opened to the public; so, if you want to join us you need to book a room ASAP before they are all gone. Please see the details of the tour and how to book here in the Tub Times and on our Club website: <https://www.typ356ne.org/schedule-of-events>



I will close with a quote from Juan Manuel Fangio who dominated the first decade of Formula One racing winning the World Driver's Championship five times: "Driving fast on the track does not scare me. What scares me is when I drive on the highway, I get passed by some idiot that thinks he is Fangio."

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

New Members, Welcome to the Club

- Michael Boland, lives in Winchester, MA and has a 1964 356C
- Joe Leweck, lives in Exeter, NH and has a 57 Speedster, a 51 VW Split Window Sunroof, a 52 VW Split Window Zwitter, a 54 VW Oval Window Sunroof, a 58 Fiat Jolly, and a 914.
- Don Radeos, lives in Stoughton, MA. and has dreams of owning a 356.



TYP356ne Event Schedule for 2022

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

Events in blue are TYP356ne events.

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

- 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. See more details on page 5

June

- June 3 - 5, [TYP356ne Vermont Tour at the Kitzhof Inn, West Dover VT](#)
See page 6 for details
- 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 details on the club website and in the June issue.

July

- Sunday, July 10, 10:00am - 1:00pm—[TYP356ne Peter & Joyce Thompson's Summer Drive & Lunch](#)
Turkey Hill Rd, West Newbury, MA 01985, see more details in the July issue.
- 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, full details in future issue.

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 in future issue.
- September 14 - 18, - 2022 Catskills 356 Northern Drive
57 Ravine Dr Round Top, NY 12473
See this link for details:
[2022 Catskills 356 Northern Drive - Events - Porsche 356 Registry, Inc. \(clubexpress.com\)](#)
- Monday, September 19,- Ferry Porsche's Birthday, Drive Your Porsche Day
- Sunday, September 25, 2022:9:00am - 1:00pm Larz Anderson Auto Museum Porsche Day
Larz Anderson Auto Museum, 15 Newton St, Brookline, MA 02445

October

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

November

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

December

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

Upcoming Events

[TYP356ne Don Radeos Shop Tour & Technical Session](#)

Saturday, May 21, 10:00am - 12:00pm
Location: 33 1/2 Kevin Clancy Way, Stoughton, MA 02072

New Club member Don Radeos will hold a technical session in his shop. Don is very knowledgeable about all aspects of mechanical repair of 356s. Several members have used his services and highly recommend him. Don will be showing us the procedure for doing a valve adjustment on a 356A engine that he will have on an engine stand for better viewing of the procedure. Coffee and Donuts will be provided by the Club.



Vermont Spring Tour at the Kitzhof Inn

So far 27 members have booked 14 rooms at the Kitzhof Inn for our June 3-5, 2022 Spring Tour. There are still 7 rooms available at the Inn. After April 30th those 7 rooms, currently reserved for just our Club, will be opened to the general public. So if you would like to join us 5 weeks from now it would be best to book a room within the next 6 days while they are still reserved for us.

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 they are charging us:

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

Dinner

Friday 3rd arrival day

Pizza option \$12 per person pay cash on the night

Saturday 4th

Soup - Salad - Choice of 2 Entrée - Desert

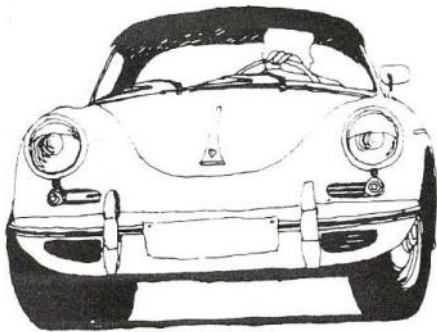
Please note their cancellation policy on their website. In summary, you will be charged only a \$25.00 cancellation fee if you cancel 14 days or more prior to arrival. You will lose your deposit if you cancel 13 to 2 days before arrival. If you cancel within 48 hours of arrival, you lose the full fee for the stay.

I hope many of you will join us for the Vermont Spring Tour!

Allen Sisson, President TYP356ne

Email: dkwf5700@gmail.com

Phone: 617-921-0532



First Call

2022 TYP356ne Connecticut Shoreline Tour

Thursday-Friday, August 25-26

Please join Diane Mierz and Greg Lane for another great tour on the windy and scenic roads of southeast Connecticut. Day one will include a winery visit and catered lunch at the Maugle Sierra vineyards, a scenic walk at the Gillette Castle on the Connecticut River, banquet and overnight at the charming Griswold Inn in historic Essex. Day two will start mid-morning from Essex through more great roads, arriving at the Yankee Steam Works Museum in Guilford for an entertaining guided tour through a private collection of classic cars (4 steam cars, an electric, 3 steam launches, classic American cars from the 1930's, a British double decker bus and much more). Day 2 will be capped at the Lane's backyard with a light lunch, beer, wine, and soft drinks.

IMPORTANT!! As this will be high tourist and wedding season for the Griswold Inn, if you plan to join, it is important that you book your room early to assure occupancy. Contact their front desk at 860-767-1776. Book under the "Porsche Club." Further details and official sign-up will be forthcoming in mid-May.

Links:

Maugle Sierra Winery: [WINETIME \(mauglesierravineyards.com\)](http://WINETIME(mauglesierravineyards.com))

Gillette Castle <https://griswoldinn.com/>: [gillette castle state park - Search \(bing.com\)](https://www.bing.com/search?q=gillette+castle+state+park)

Griswold Inn: <https://griswoldinn.com/>

Questions?

Greg Lane: 475-201-5378

Diane Mierz: 203-671-8920



Swap Meet/ Spring Gathering

50 members ventured out to Peter and Joyce Thompson's house in West Newbury MA on April 23rd. for our first event of the year. This was to be our normal annual swap meet, however, when covid cancelled our indoor Holiday Party we decided to do an outside event with a food truck. Combining the two events worked out great. The weather was super for early spring, and the Taco food truck was a big hit. Several members got to drive their Porsches to the event.

On this page and the next page are some pictures from the event, thanks to Carl, Ellen, and Catherine. If you want to see more pictures check out the following link — [356 Swap & Taco Event April 23 2022](#)

Thanks to Adam Wright for sending everyone a gift for the swap meet.





Who brought that Cosworth part ?



Four Speeds and Drum Brakes by Tom Tate

A Little Noise

My loyal supporters will recall that I have lost a few readers upon discussing my position on noise, specifically engine noise. To set the stage for this latest discussion let me remind everyone how this started and then a decision can be made as to whether or not reading any further will be time well spent.

My first motor vehicle was a Lambretta motor scooter with a 125 cc two cycle engine. Think, Putt, Putt, Putt. The year purchased, it had been used at Sebring as a communication link between corner stations at the track that we still race on. Since it burned a mixture of gas and oil (one Coke Bottle full of oil for every tank of gas) and had a muffler bigger than the gas tank, it was very quiet. The perfect vehicle for delivering the Orlando Sentinel early in the morning. Not so perfect trying to be part of the biker crowd in rural Kissimmee, FL. In short order I had two short pieces of plumbers pipe welded into the side of the muffler and plugged them with a screw in metal cap. The first cut-out on the street. Once the paper route was done and everyone was awake, the plugs came out and the little scooter spoke with some authority. Not a lot, but some.

Next up was a '58 VW beetle with a stock muffler. The second day I had it another VW owner showed me how to take off the two chrome exhaust pipes, remove the fiberglass (probably asbestos) packing inside the pipe and make the 36hp engine sound like it had a lot more muscle. Like maybe 40hp. This was before any kind of nonstock exhaust was available. Extractor exhaust were still 10 years away from the speed shops on the left coast. A couple of years into beetle ownership the weld broke on the #4 exhaust pipe and the after the clamp had been loosened on the #3 pipe the muffler could be pulled out just a little and it sounded like another 10 hp appeared. Of course it didn't but it sounded better.

A Porsche 356 was the next car I owned and it came to me with an Abarth exhaust with four small chrome pipes coming out from under the rear bumper. That was perfect, no modification needed, nice deep exhaust tone and very long lasting.

The 356 was getting expensive to service and I needed a reliable ride for the last two years of college so a Volvo 544 was the replacement. It had two mufflers, actually one resonator in the center sitting longways and one muffler in the rear sitting crossways. Once the rear piece was removed and a straight pipe installed it wasn't that much louder but it had a terrific growl to it when it was downshifted to a lower gear to slow down. Just like a '49 Flathead Ford coming down a grade in second gear.

There were lots of others. Once extractor exhausts were available I had them on 356's, 914's and even early 911's. Audis, like that old Volvo, always had more mufflers than I thought they needed, so more straight pipes were used. A later Volvo 142 even got its system shortened to a side exhaust that dumped out in front of the rear wheel. On the driver's side of course. Are we starting to see a pattern here?

There is only one car sitting in the garage with a stock exhaust system and that is a Macan that I don't drive and am not allowed to fool with.



The Speedster has a Sebring exhaust



The Puddle Jumper has an original Abarth muffler



The 72 911 has an Extractor Exhaust

The '85 BMW has a stainless steel exhaust that Rick's Custom built for me years ago that makes great noises and Pearl, the Audi RS4, also benefited from Ricks handiwork before he retired with the installation of an electric cutoff that can be opened at the touch of a button. Even without the cutoff, it is short a resonator that says it's not your Grandfathers Audi.

As the years rolled along even the Porsche Factory got into the act. The current Big Dog in the garage (2015 991 Turbo S) has a system that changes tone with the touch of a switch and it's not quieter. The C4S that son, Rob loaned me for a while to inspire the Turbo S purchase has a Factory loud button as an option. Looking at the system it is an electric cut-out that redirects the exhaust to bypass two of the three mufflers. We both agreed that was a good start but we have replaced the rear muffler on both car to provide a little more character.



Once the Turbo S and the C4S were tested at the track and both passed the noise limit that prompted me to take a look at what was on the books in the US that limited the noise on street cars.

Of the 50 states, only 12 have an ordinance with an actual sound level number written into the regulations. It does make me wonder if Law Enforcement has a db meter in each police car to actually measure the sound level in those states where an actual sound level applies. The states are :

CA – 95db CT- 82db HI-86db MI-95db MT-95db
 NY-82db OH-82db OR-92db RI-82db WA-78db
 DC-90db

These are actually some pretty big numbers when you consider that the race noise limit at Lime Rock Park is 86db and those are some loud cars. Of the New England states only RI has a measured limit while others like MA and NH say things like “every motor vehicle shall be provided with a muffler or other suitable device to prevent unnecessary noise”. I'm not sure what necessary noise really is but it certainly doesn't come with electric cars which is probably why I can't see owning one. NH has a rather strange rule that states “no person shall operate a motor vehicle with a straight pipe exhaust system”, whatever that is. Maybe that was written back in the '50's when “Lakes pipes” were popular out west or more recently to address Corvette side pipes. I did see a set of straight pipes on a Por-

sche when John Ames fashioned an exhaust system using a set of copper pipes on his Speedster when we were at Univ of MD back in the '60's. As I recall they didn't last long as the brazed joints couldn't take the exhaust heat. I'll never forget the look of four pipes sticking out the back of that Tub flying up University Blvd on the way to class. Funny what snapshots of life just never seem to go away.

I really like the VT statue that only states: “A motor vehicle, operated on any highway shall be in good mechanical condition and shall be properly equipped.” MA law is as general as any as it uses the : “prevent unnecessary noise” line . It also goes on to say that motor vehicles need a bell or horn for signaling and a lock, key or other device to prevent unauthorized use. That sounds like it could've been written back when quill pens were in use.

There are 18 states that prohibit the use of “cut-outs” but only 4 states say that cars cannot have them mounted in the car. Those would be CA, NY, ME and IL. Since MA is one of the states that only says that you can't use it I guess Pearl is in the clear as long as I don't hit the switch. I case you are wondering if there any states that really don't care, there is one. That would be Alaska where there no state laws that address exhaust noise, they are regulated locally.

The research I did above prompted me to look at noise limits at some of the racetracks that I have run on in the past.

The track in NH where NASCAR runs, NHIS, really doesn't have a noise limit. That seems reasonable as it is still out in the woods and the deer don't care. Civilization hasn't gotten close enough to complain yet but I'm sure that will happen. Another track with no noise restrictions is Watkins Glen. High above the town of Watkins Glen, I suppose that the residents are just glad to have folks stop by to spend a few bucks. There are a couple sanctioning groups that do impose a limit but those numbers are in the 102-105 range. Think jet plane takeoff volume as you're standing on the runway.

Sebring is another race track without any concerns about noise. Another reason why I really like the worlds longest autocross track.

Speaking about autocrosses, we do have a sound limit when we run at Ft Devens. It is a little strange as it is set as a number over the ambient noise level. The rule says cars on the course cannot make more than 10db over the noise level when there is no noise. Of course there is never “no noise”. I have a db meter app on my phone (of course, doesn't everyone?) and sitting in my office writing it tells me that the sound level is about 55db, and its quiet in here. That is about what it reads out on the runway at Ft Devens unless the wind is blowing and then it can easily bounce up to 75-80db. Add a car out on the main road and the meter will show 80-85. Take the reading far enough away from the course when a car goes past and it adds less than 10db. It's safe to say that a 90db limit is about right there. I don't know that we have ever asked anyone to leave the event because their car was too loud.

So, I conclude that noise is good. Even the stickers on the rear of a couple of my cars back that up,

“Loud Pipes Save Lives”. KTF

Odds and Ends!!!

Carl and Phyllis Luck visit the Peterson Museum

While visiting our son near LA we visited the Petersen museum. Quite a place, inside and out.

Didn't take many photos as most of the interesting Porsches were in "The Vault"/basement storage. Over 250 really cool cars there but no pictures were allowed. Did see one early Continental and the their story of 356/911 naming. You probably heard or read this but according to them, our Tubs were originally named Continental but they were sued by Ford as they already had that name rights. They defaulted to the project number 356. As for the 911, not having learned their lesson, it was originally the project name, 901 but again got sued by Peugeot who already had a 901 so they just replaced the 0 with a 1 😊

Here are some photo's.

Below- a mystery car, new, all aluminum, rear engine.



ALL HAIL THE KING

1989 PORSCHE 911 TYPE 964 "DESERT FLYER"

Built in 2017 for the 50th anniversary of the original NORRA Mexican 1000, the "Desert Flyer" was driven by Cameron Healy to a First-In-Class finish in 2018, a feat never before achieved by a Porsche in a Baja race. In the 2019 NORRA 500, the car was awarded the King of the Mountain trophy for its class win in a special hill climb stage. Modifications included a ride height of 11 inches, improved shocks, wider tires, a raised shifter tunnel, and an improved approach angle with a cut-down front bumper.

ENGINE:	3.6-liter flat-6
HORSEPOWER:	300
TOP SPEED:	120 mph
NUMBER BUILT:	1



THE ORIGINAL MEYERS MANX

1964 MEYERS MANX "OLD RED"

In 1963-64, Bruce F. Meyers created this prototype dune buggy for off-road adventuring on beaches and deserts. Built of fiberglass on a shortened 1960s Volkswagen Beetle platform, the model was officially called the "Meyers Manx." Dubbed "Old Red" by Meyers, this first example served as the prototype for subsequent Meyers Manx dune buggies and every fiberglass dune buggy that followed regardless of manufacture. In April 1967, Meyers and friend Ted Mangels equipped Old Red for long-distance racing and then drove the unpaved route down Mexico's Baja Peninsula, beating the previous record by five hours. This successful endeavor spawned the Mexican 1000 race (later renamed the Baja 1000), which was won by Mangels and co-driver Vic Wilson in another Meyers Manx later that year. Around 7,000 genuine fiberglass-bodied Manxes were produced commercially by B.F. Meyers & Co. between 1964 and 1971, with over 250,000 imitators being manufactured by other companies since.

ENGINE:	1.2 LITERS
HORSEPOWER:	N/A
NUMBER BUILT:	12 (MEYERS MANX PROTOTYPES)

(COURTESY OF PHILIP GAROFIN)

More Odds and Ends!!!

Alex Dearborn came across this picture from his racing days back in the 60's.

This the 1962 S90GT in which I contested the 1963 SCCA National Championship. (2nd behind Bob Tullius) The car went to the races on a flatbed trailer behind my grandmother's 1957 Oldsmobile 98. This bucolic scene is either Vineland or Thompson. The road rash was the result of a competitor losing his brakes due to boiling brake fluid, a common issue then. Expensive though, because the GT had aluminum doors. Alex



Ed Note— I grew up on a small farm in Vineland, NJ. a couple miles from the speedway. Alex and I agree that his picture was taken at Vineland.

The Vineland speedway was ahead of it's time, starting as a 1/2 mile stock car oval, then adding a drag strip and finally a road course. As you can see in the pictures below, many Porsches competed there during the 60's.

One weekend I saw a Ferrari race car (something like a GTO, but earlier) being towed to the track and I hopped into our pickup and went to see and hear it run.

The sounds were awesome!! While there a Spyder towed in and a guy standing next to me said, "There goes the class" whatever it was. I was hooked on Porsches.

Alex says, motor racing history and 356s are inextricably connected; no part of the 356 legend is apart from the countless weekend warriors from James Dean to Vic Skirmants. Tracks like Vineland, helped build the 356 fan base.



Cape Cod Porsche Gruppe

*It's May!!! The Cape Cod Porsche Gruppe is again moving outdoors to the parking lot by 3 Fins Coffee Roasters
3 Fins address is: 581 Main St (MA Rt28), West Dennis, 02670*

The lot will hold 50-60 cars. On a good day in hi-season we'll have everything from 356's to GT-3 & GT-4's. Regulars will sometimes bring their non-Porsche specialty cars (yes, there are such things).

The Cape Cod Porsche Gruppe is a loose group of Porsche enthusiasts. About half the members are year round residents and we have many that are summer residents or visitors. We get together for Cars & Coffee every Saturday morning, weather permitting April through October. (Sunday is the typical rain date) We also organize other events such as the occasional lunch, entries in car shows, and we usually organize a Fall Tour. We also traditionally order a batch of high quality baseball caps with the CCPG logo.

For more info or to get on the CCPG weekly Evite notification contact Mike Sarli, (mssarli@comcast.net)



Connecticut Shoreline 356ers Adventures

Connecticut Shoreline 356ers Breakfast Run to “The Hangry Goose” in Old Lyme, CT, Saturday, 4/16/2022 – Words and pictures by Steve Mierz

After what seemed like an extra-long winter (don't they all?!), our intrepid breakfast run planner, Mark Baker sent out a broadcast e-mail to the list he maintains, inquiring about interest in an informal breakfast run/get-together to a wonderful local breakfast & lunch establishment, “The Hangry Goose” in Old Lyme, CT. The Goose is just on the east side of the Connecticut River, and with a very beautiful water view right in its back yard via the tributary “Lieutenant River,” that empties into the CT River a little further south. We had been to the Hangry Goose a year or so ago as a group and enjoyed it, so even with the Easter Holiday Weekend being in session, a healthy turnout of locals opted in for it. Not really “balmy” Spring weather for it, but with appropriate layers of clothing, even top-down driving was possible & even enjoyable.

The usual parking lot checking-out-of-rides took place before we entered the restaurant, and we admired typical 912 driver Joe M.'s beautiful new Land Rover, along with a variety of 356s (mostly coupes, but a couple of Speedsters, and at least one Cab; there were also two 911s, including an air cooled Targa, and a water cooled Cabrio). For our actual sit-down breakfast, we were directed to some outdoor tables overlooking the Lieutenant River, and we all were soon to discover that the food and the coffee (along with the 356er fellowship) was just as great as ever at The Goose.



As we had heard ahead of time about a “Cars & Coffee” event happening at a well-known vintage British car parts establishment in nearby Deep River, CT (back on the



other side of the CT River), several drivers opted to drive up to check that out, following our Hangry Goose breakfast. Speaking for Diane and myself, it was an extra treat to drive behind Mark B. on the way up to Deep River, since his car was sporting its new high performance exhaust system, that made his car sound like a race car! Pure music!

I'll put together a few words and pictures about the subsequent Deep River event (especially with regard to the “German invaders” to the mostly-British cars & coffee event) next time. For now, please enjoy a few selected pictures from The Hangry Goose to go along with this brief write-up, and thanks again Mark for being the “spark plug” who gets us together and “out there” to enjoy our cars and fellowship.

Steve





Some Connecticut Shoreline 356ers visit a mostly-British cars & coffee gathering in Deep River, CT, Saturday, 4/16/2022 – Words and pictures by Steve Mierz

There is a well-known MG parts specialist called “Abingdon Spares” located in a small industrial park in the CT River valley town of Deep River, CT. According to their history page (<https://abingdonspares.com/pages/about-abingdon-spares>), Abingdon Spares is “... the World’s Largest MG TC-TD-TF Parts Specialist...”, having been originated in 1968 in MA & operating there for many years, and then relocating to NH where it operated for several more years, before being purchased by the present owners and the operation relocated to Deep River in 2015.



trial area, making for plenty of space to spread out, and no worries about any high speed passers-by.

With our Shoreline-area 356ers breakfast club having a date earlier that same morning in Old Lyme, it was an easy 20 minute or so drive up to Deep River afterwards to check out the scene at Abingdon’s. A few others from our breakfast group drove up also. We were able to hit about the last hour of the event, which was advertised to run 9am to 11am. We heard later that television car guru Wayne Carini, whose shop is a short distance away in Portland, CT, had been there earlier with his “ex-Dave Garroway” Jaguar, but was already gone by the time we got there.



As the “cars & coffee” trend seems to be a growing one in the car enthusiast world, the Abingdon folks tried I believe a couple of them at their shop last year, with great success, and they’ve already kicked off this year with their first one on Saturday, April 16th. The cars & coffee concept allows folks to “discover” new places they might not’ve known about, and at the same time seems to be relatively low-cost for the hosts to produce. Diane and I never made any of the previous year’s Abingdon C&C’s but we knew our local VW friend Greg had driven his ’63 Bug to one or more of last year’s and talked highly of the gatherings as being fun & informal, and with a good mix of cars (and not just MGs). The Abingdon Spares location is kind of off the main drag, in a small industrial



area, making for plenty of space to spread out, and no worries about any high speed passers-by.

Sure enough, like Greg had said, it wasn’t just MGs, and there were at least three old Volvos, an early T-Bird and “AAR” ‘Cuda representing domestics, and even a very unique ’78 Citroen GS—probably the only one of those I’ve ever seen in real life—and owned by a nice fellow who is the newsletter editor for the long-established “Belltown Antique Car Club,” which is based in East Hampton, CT. There were also several big Healeys, a Lotus Europa, and a Triumph or two. The Porsches consisted of Diane’s Cabrio, Scott and Robin’s Sunroof Coupe, Reid’s Karmann Coupe, and Greg’s Speedster. The overall atmosphere was one of fellowship and mutual appreciation & admiration of the various rides. I’d say the Porsche 356ers fit right in.

Very nice job by the Abingdon Spares folks hosting this event, and hopefully they’ll be able to do more in the future.

Steve

Porsche Miles Driven in 2022

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

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

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

<u>Owner</u>	<u>Porsche</u>	<u>Miles</u>
Allen Sisson	356B	57
Greg Lane	356B	0
Ed Tobolski	356A	0
	911SC	0
Diane Mierz	356SC	100
Tom Tate	Speedster	0
Carl Luck	356A	520
Neil Fennessey	912	0
Georg Becker-Birck	912	149
Ray Ashenhurst	356B	0
John Henry	356C	0
David Lawrence	356C	35
Peter Thompson	356S	0
	911 Carrera	0
	Boxster	0
Phil Brzezinski	911 Carrera	732
George Kehler	356 Continental	0
Dennis McGurk	60 Roadster	0
	62 coupe	0
	88 911	0
	Boxster	0
Craig Amerigian	912	151
Ellen Beck	54 Speedster	25
	356C Coupe	35
	Total	1804



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Wanted

I am a new owner and member.

I'm currently restoring/preserving a 58 356A in its original patina and looking for usable tan seats and carpet, the manifolds to fit my Zenith carbs, manifold/plug tinware, an antenna, pitchfork wiper arms and blades, clip for oil filler, sump plate.

Any help would be greatly appreciated .

Sincerely, Rick Parks

Contact rickparks450@gmail.com, Westbrook,CT, 203.410.2240

3 Items For Sale

Item 1—Porsche 993 Front bumper cover 99350531101G2X NOS

In factory shipping box. Excellent condition with only a slight storage incurred blemish to the primer.

Includes: bumper cover, grill insert. \$1,200.00

Item 2—Porsche 993 Front bumper cover 99350531101G2X

Used. Bumped and scratched. No punctures or tears. Good candidate for refinishing. Lower pans show road rash.

\$400.00

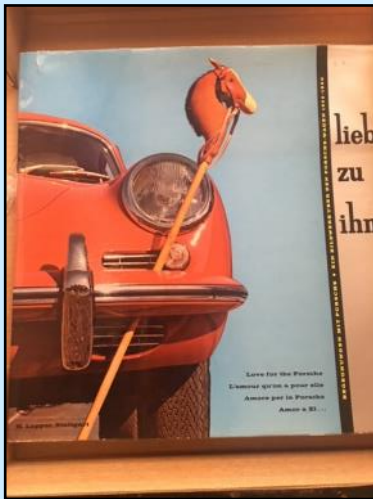
Item 3—Porsche 993 Rear bumper cover 99350541100

Used. Nice condition with very minor paint blemishes and sandblast marks on lower leading edges that face the rotating tires.

No dents, holes, or tears. Use as is for a nice driver or refinish for perfect.

\$700.00

Contact Robert S. McKittrick, 978 807 3386, rsmz@comcast.net



2 Items For Sale

Left—The book to have—
Lieberman zu ihn/ published in 60s—
mostly sell for \$1750, I want \$1300 with shipping.

Right— an 80s watercolor, \$150 or BO

Contact garyr356@aol.com



For Sale

Type 356 t shirts as seen at the swap meet.

Men's S, M, L, and XL and women's S, M, and L

\$17.00 postage paid

Contact Peter Thompson - pjturkeyhill@gmail.com



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3 Items For Sale

Item 1—Proto 6020AB 3/4" Drive Ratcheting Head Micrometer Torque Wrench 120-600 ft-lbs.



Used. Excellent condition. Last calibrated in 2018 just prior to my purchasing it. Used 5-6 times since the purchase. Always used and stored properly. Includes a well-used, different brand plastic case (proper fit). Ideal for torquing rear axle and flywheel nuts on your 356.

Features and benefits:

- Calibrated to +/- 4% clockwise direction and +/- 6% counter clockwise at 20% to 100% of full scale.
- Calibration is accomplished by manual loading the torque wrenches.

Manufactured to meet standard industrial torque applications, general industry, heavy equipment, and maintenance.

List price when new \$1425.00 Sell for \$500.00 OBO

Item 2—M24 X 1.5 Hex rethreading die. As new. Used twice with proper threading fluid.

Needed for cleaning up rear axle threads on your 356. Any burrs or build-up on the threads will result in an incorrect torque setting or, even worse, a galled and frozen axle nut.

\$39.75 new, Sell for \$20.00



Item 3—Koken 6400M-36, 3/4" Sq. Drive, 6 point Socket

For your 356 axle or flywheel nut, \$20.00

Please contact Bob McKittrick, 978 807 3386, rsmz@comcast.net

For Sale

PowerLite© 12 Volt starter motor
Never used with original packing. Passes 12V bench test.
\$175

Contact David Lawrence - retiredeng@gmail.com



CLUB ITEMS AVAILABLE

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

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

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



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

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

New Club Grille Badge

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

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



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