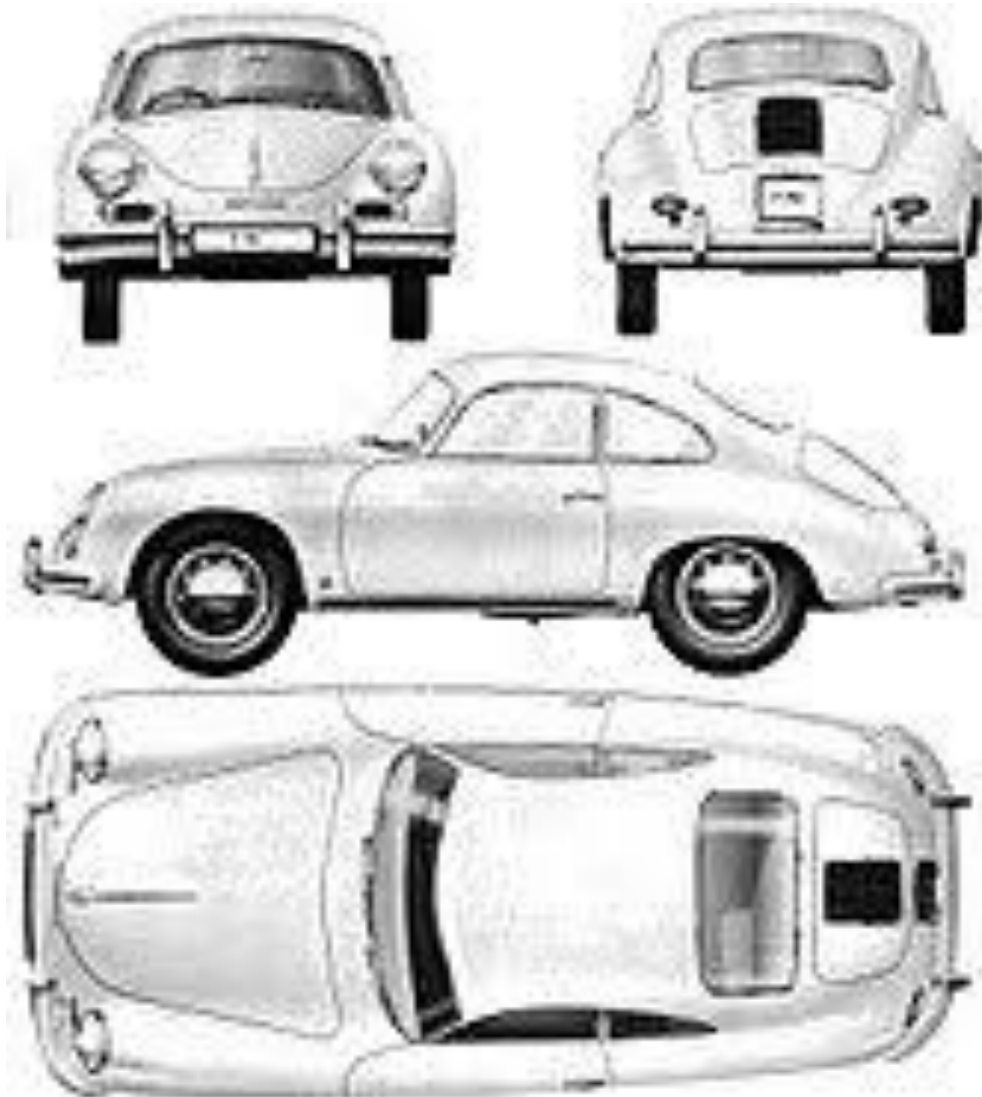


TubTimes

Official Newsletter of

TYP 356 ne



VOLUME 20, ISSUE 8, SEPTEMBER, 2020

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

TYP356NE OFFICERS

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Vice President/
Newsletter editor

Ed Tobolski

Secretary—

Theo Kindermans



Treasurer—

Dennis McGurk



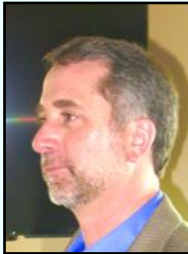
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KEY MEMBERS-

Director—Immediate Past President

Peter Venuti



Membership Chairman

Carl Luck

Director

Tom Tate



Director

Frank Anigbo



Director

Greg Lane



Director

George Kehler



Editorial

Unfortunately, as you can read in Allen's column, we are cancelling the Club Day Event at the Newport Car Museum. We hoped that the virus would be cleared up enough by now to have the event, however, it is proving much more difficult to eliminate than anyone imagined. While things are slowly improving, it does not make sense to put our members at any risk of contracting this virus. We will look forward to having a Club Day in 2021.

On page 13 I've written an article about the problems I experienced with my 356's starter. I hope my story helps anyone with similar problems. I'm always looking for technical articles about our cars and am contemplating doing a full TubTech issue where I compile several articles and information about upgrades and changes I think every owner should do to make their 356 safer and more reliable. If anyone has any ideas about such an issue or has information to add to it, let me know. It will help motivate me to get it done.

On pages 8 and 9, you will see a Featured 356 article written by George Kehler about his beautiful red 55 Continental coupe. Thank you George. I've always said that every 356 has a story and I encourage everyone to send me a short story about your 356 along with a few pictures, for a future issue.

Ed Tobolski

Editor



PRESIDENTS MESSAGE— AUGUST 2020

Ed Tobolski and Dennis McGurk have spent months planning for this year's Club Day that had been scheduled for Sunday, September 27th at the fabulous Newport Car Museum in Portsmouth, Rhode Island. A speaker had been planned along with a nice catered lunch. Unfortunately, the recent Massachusetts government order that anyone traveling to Rhode Island must either quarantine for 14 days or provide proof of a negative COVID-19 test within the past 72 hours means we sadly must cancel Club Day for this year. However, we all should thank Ed and Dennis for their hard work setting this up. Maybe next year!

I recently contacted Adam Wright. I regret to inform you that he told me, due to COVID-19, he will not be able to have his Unobtanium Labor Day weekend open house this year.

Fortunately, Greg Lane has once again come through for all of us! Greg has planned a nice drive followed by wine, cheese, and BBQ at his Connecticut home to celebrate Drive Your Porsche Day on Sunday; September 20th described here in the Tub Times. Everyone can sign up for the drive portion. However, due to COVID-19 distancing restrictions, and the size of Greg's yard, only 10 cars will be able to sign up for the after-drive BBQ. So, sign up ASAP if you want to join the physically distance "crowd" in his yard. Connecticut is a fortunately a state for which there are no travel restrictions for residents of any of the other New England states. So, all are welcome to sign up to drive at least.

I am afraid Greg's event will be the last Club event of the year. I wish we could have done more, but COVID-19 has influenced the Club just like everything else. Hopefully, things will be a lot better in 2021 if several of the vaccine candidates are found to be effective and made available to all of us.

I hope to see several of you at Greg and Anna Marie's event.

Allen Sisson, President TYP356ne Email: dkwf5700@gmail.com



2020 SCHEDULE OF EVENTS

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

SEPTEMBER

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

Contact Allen Session or Ed Tobolski if you want to attend this meeting.

SEPTEMBER 3 to 7 — Lime Rock Park Historic Festival— All track events are bring held, however, without spectators. The Sunday event is open to a limited number of spectators. Go to limerockpark.com for details.

SEPTEMBER 5TH, - Unobtanium Open House, Ravena, NY - ~~Cancelled~~

SATURDAY, SEPTEMBER, 12TH, 9am - 2pm, Porsche Day Larz Anderson Auto Museum- ~~Cancelled~~

SEPTEMBER 16TH TO 20TH, Catskill 356 Treffen - ~~Cancelled~~

SUNDAY, SEPTEMBER, 20TH, 10am - 12pm, [TYP356ne Greg Lane Drive Your Porsche Day Drive](#)
See page 4 For details.

SUNDAY, SEPTEMBER 27TH, 10am - 2pm, [TYP356ne Club Day](#), Newport Car Museum—~~Cancelled~~

OCTOBER

TUESDAY, OCTOBER 6th, 6 - 7pm. [TYP356ne Board of Directors Video Conference Call Meeting.](#)

Contact Allen Session or Ed Tobolski if you want to attend this meeting.

TYP 356NE DRIVE YOUR PORSCHE DAY 2020

September 20th – Shoreline, Connecticut

Note - All members are welcome to join the drive (only). However, the post-drive BBQ at Greg and Anna Marie's yard is closed as we met the 10-car limit (built for COVID restrictions). Greg will keep a "wait list" in case of cancellations for the BBQ/luncheon. Please accept my apologies to anyone disappointed. This filled in a matter of days since the first posting. GKL



The TYP 356ne "Drive Your Porsche Day 2020" will be held in the beautiful Connecticut Shoreline area, roughly off I-95 near Exits 61-62. The backroads of Clinton, Killingworth, Durham, Guilford and Madison will be explored in a scenic one-hour drive, capped by a German-themed luncheon in Greg and Anna Marie Lane's back yard.

Details:

The 10 car limit is due to available parking space and Connecticut social distancing restrictions for outdoor events. Please contact Greg Lane to register: gkamlane@comcast.net, or text (475) 201-5378.

Those missing the 10-car limit and wishing to join the drive only will be most welcome.

We will gather on Sunday, 20 September at 11:30am at the I-95 northbound service area (Madison) between Exits 61 and 62, just north of Exit 61.

Those coming from MA, Rhode Island or I-395 on southbound I-95 can simply take Exit 61 (Rt. 79, Madison), cross the interstate and re-enter I-95 northbound. The service area is immediately beyond the entrance ramp.

The service area has a Dunkin Donuts, etc.

Driver's meeting 11:50am.

Drive will commence at Noon. Duration about 45-60 minutes.

Drive will conclude at approximately 1:00pm near downtown Madison in the back yard of Greg and Anna Marie Lane's home: 13 Bradley Road/Madison/06443/yellow house (H:203-245-0240 or C: 475-201-5378).

Enjoy a German-oriented "Grill Party" where bratwurst, beef hotdogs, beer, wine and cheese will be served.

Please bring folding chairs.

Attentive adherence to mask and six-foot social distancing rules will be expected and appreciated during the backyard event. Connecticut is open to all New England state residents at the time of this writing (August 20th).

Check with your local regulations for your state's COVID restrictions regarding reentry from Connecticut.

Best wishes and KTF,
Greg Lane



SUNDAY, SEPT 27TH, 2020



6th Annual TYP356ne Club Day at the Newport Car Museum

The Newport Car Museum is located just a few minutes from downtown Newport, Rhode Island.

1947 West Main Road (Rt 114)

Portsmouth, Rhode Island 02871

401-848-2277

<https://newportcarmuseum.org/>

This year's Club Day includes a special guest speaker and catered lunch

Schedule for the day-

Arri-

10:30

12 PM -

1:00 PM – 1:30

1:30 PM– 5:00

tour of the museum.

val time at 10:00 AM

AM– 12:00 PM—We have time to meet and greet and check out all of the 356s.

1:00 PM - We will have a catered box lunch in the Museum's Thunderbird room.

PM –Our guest speaker will entertain us with interesting information about cars.

PM—members can join the general public and enjoy their own self- guided

Lunch

The box lunch will include a sandwich with chips, seasonal fruit, craft cookie, dill pickle and spring water.

We have a choice of one of the sandwiches below.

1.— CHICKEN BACON RANCH-

Pulled chicken salad with bacon, house leaf lettuce, hot house tomato on a Milano

2.—BALSAMIC BEEF ITALIAN

Slow roasted beef, mushroom ceviche, white ched-tuce, tomato and pickled red onion on a crispy ba-

3—CALIFORNIA TURKEY

Roasted turkey breast, avocado-lime aioli, pepper jack, red wheat batard

4—VEGAN BAHN MI V

Soy and sesame glazed roasted tofu, pickled carrots, cucumbers and ginger aioli, arugula on a crispy baguette

CANCELLED

Cost-

The Club will pickup the cost to enter the museum and the box lunch. Attendance is limited to members and one guest.

To attend the event you must register on later than Sunday Sept 20th. To register do the following:

1– Send Ed Tobolski, tobolsed@verizon.net– an email telling him who will attend, the your choice of the box lunch

sandwich for each person attending, and the car you will be driving.

2—Send a check for a min. of \$10.00 per person, made out to one of the charities listed below, to -

Ed Tobolski
55 Hayden Woods Street
Wrentham, MA. 02093

TYP356NE CLUB SWAP MEET

Saturday, August 8th, 10:00am—12:00pm

A dozen or more members turned up at Peter and Joyce Thompson's home in Newbury, MA. on Saturday August 8th for the annual swap meet. It was a beautiful sunny day as we all kept social distancing and used our masks.

There were no big sales noted for the day, but several small items changed hands.

The pictures on this page and the next one capture the days activities.

Thanks to Peter and Joyce for letting us use there place for the event again this year.





Fun day at the Thompsons!!!



FEATURED 356

Board member George Kehler tells us the story of his beautiful pre-A 55 Continental Coupe.

On Valentines Day 2002, I received a call from my close Porsche friend, Lynn Sheeley. He sounded excited and said he had read on the Registry about a 1955 Continental coupe #54200 for sale. Being on the road and using my flip phone, I told Lynn to tell the seller I would buy it sight unseen. This is usually not advisable but I was excited and did not want to miss owning a Pre A. Intercity Lines delivered her from Santa Cruz, CA to Knoxville, TN. With several friends, we watch her being unloaded and noted her unusual shade of red and "A" engine. I next replaced the clutch and several weeks later drove her to the 2002 Charleston SC ECH. Lynn, his dad, and I took turns driving her in somewhat cramped quarters !! Her rock hard ancient Michelin tires made the ride memorable.

This was the first of many 356 Holidays for #54200. Over the years, she won various Holiday awards and became a gateway to making many



her in the '80's, including paint and engine rebuild. He remembered that the original engine might have been switched accidentally and placed in an employee's A cab and I should contact him. I cold called a Mr Butcher and he confirmed this. Over the next several years, we kept in touch and I purchased it in 2015. I currently use a Ken Daugherty 1600S engine and Vic Skirmants rebuilt the '55 transmission. When I had the door bottoms replaced, we found she still retains her original doors, door cards, and lids.

I researched thru Reutter that her original color was Pearl Grey with red interior and blue dash/door tops/wheels. Having had several 356's, I have decided to make this car "my way". Adding a rare early bench seat, 16 inch wheels with no clips, vintage rally equipment, original '55 Englebert spare tire, Bosch driving lights, and wire headlight covers conveys my passion for early Porsche rally cars.



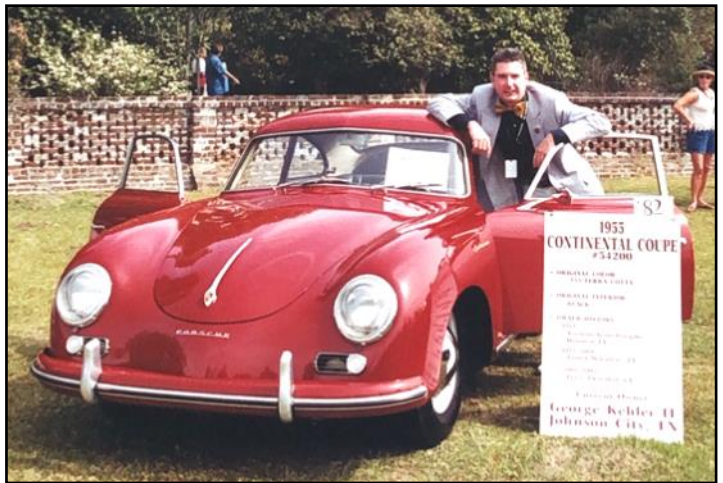
lifelong friends. Susan and I drove in 3 Carolina Trophy TSD rallies and actually won our class once. The first was 2005, our first year married. What an event to test a first year marriage !! In 2017, she participated in Werks Reunion Amelia Island, Porsche Treffen Asheville NC, and the Driven to America Hoffman event on Long Island. In 2019, she competed in NER PCA Concours in Newport RI and received her FIVA certificate in Allentown PA.

Back to the beginning ... 54200 was sold new at Hoffman Motors to an unknown buyer. Her next owner was a Texas Methodist preacher James McCullar from 1958-2002. In 2002, she was brokered to Al Zim and sold to Peter Zwinakis from whom I bought her. At a Holiday in Lancaster PA, I talked with Mr Zim and he said he restored





Since March, we have driven over 900 miles in her during the Pandemic.



Taking a chance on a car back in 2002 had led to experiences that I never dreamed would happen. Most importantly, our lives have been forever influenced by the people we have met thru 54200

George



Picking up the engine from Mr. Butcher in Dallas



Fun Mid-August Outing with the Central CT Shoreline-area 356ers

Words and (most) pictures by Steve Mierz, Branford, CT (golf course picture by Bill Silvestri)

Mother Nature served up some truly magnificent weather for Southern Connecticut this past Saturday morning (8/15/2020) for another very casual local breakfast run among the local Shoreline-area 356-ers out to beautiful Old Lyme, CT. It was put together & announced via broadcast e-mail to the group by "prime mover" Mark from Clinton, who is a definite group spark plug who gets us together on a casual but regular basis. Diane asked if I wanted to ride along with her, in her now-very-sweet-running '65 SC (thanks to a very fruitful follow-up visit to SpeedSport in Danbury, CT for some final tuning tweaks). Sounded great to me!



And it turned out to be a really enjoyable morning! First, a great place was chosen for the breakfast meet-up ("The Hangry Goose" in Old Lyme, with the beautiful river backdrop) with great food & great service. It looked like we had a total of about six or so cars total (mostly 356s and one 911). It was especially great that our long-time friends from the old-VW hobby Bill and Gloria were able to join in with their cool Speedster.



Next, following breakfast and conversation at the Goose, we embarked on a fun casual driving tour around Old Lyme, on many beautiful secondary roads (including a leisurely circuit through a very scenic golf course), eventually up to Lyme "farm country" for a stop-in to see one of our informal group's "members," Paul, who was doing



EMT coverage at a country Farmer's Market (Paul said the big ambulance he drove there doesn't corner as well as his 356! D'oh!).

Finally, we made one more stop-in at VW Old Saybrook after that to say hi to Scott & Robin's son who works there, and then Diane and I following them back east along Route 80 on the way home. What a nice morning that was! A real highlight of Summer 2020 in my and Diane's book! Thanks again Mark for setting it up and also Dan for leading the fun post-breakfast driving tour! Steve



FOUR SPEEDS AND DRUM BRAKES by Tom Tate

Run What You Brung

I have been running Autocrosses since pylons were lined up in Student Parking Lot A at the Univ of Maryland in the '60's. Back in those days all were welcome and we always had some strange stuff show up on a Sunday morning.

The shortest run I ever saw was an Isetta that only got to the first turn before it rolled over on its side. We just ran over and rolled it back on its wheels, gave him the



headlight that was knocked off and sent him home.

Renaults from France were big in the DC area and as a small rear engine car there were a few on campus. They were quickly banned because their rims were held on with only three lug nuts and when pressed hard, the rims bent and the tires came off.



That was certainly an indication that the cars were asked to do things at an autocross that you couldn't do on the street. Great practice for students that were just learning about what cars were capable of doing.

By the time I got to New England there was a Porsche 356 in the garage and I had spent a lot of time driving around the cones. My first Autocross up here was at a machine tool company parking lot in Worcester where I managed to set the fastest time of day (FTD) for a street/stock car and won a free case of oil.

Like events in Maryland all sorts of cars came to run. I remember a Sunday spent at the Mitre Corp in Burlington, MA when two guys showed up with a Sunbeam Tiger, a small British convertible with a Ford V8 in its nose. It had big tires on the rear but when they couldn't get it to turn in quickly they jacked it up and swapped the tires front to rear for more steering grip. Didn't work well but it sure produced a lot of smoke when they lit up the skinny tires on the rear.

SCCA ran a series of autocrosses in the Boston area in shopping mall parking lots that drew 60-75 cars on any given Sunday. We ran at Shoppers World in Framingham, the Burlington Mall and the Auburn Mall because they were all closed on Sunday. When the Blue Laws were eliminated and the stores opened up, we went to Hanscomb Field, Ft Devens, and businesses that would let us use their lots like the Bose Co in Framingham.

The winter months always provided a time to change or upgrade cars for the summer season. We would get new tires or a bigger sway bar. One of our friends came one summer with a Dune Buggy that had a 356 Porsche engine in the rear, it was fast. The next year he returned with a 911 engine hanging out the back, it was faster. The next year when asked what he did over the winter he said that he "turned it around". It was now a midengine car and began taking FTD every weekend.

A young fellow (younger than us anyway) showed one year with a Volvo 122S. It was a tired automatic with the stock four cylinder engine that was breathing hard to just finish a 2 minute course. He kept coming week after week and actually got pretty good with it in the small sedan class.



He never won but we got to be friends because you just couldn't miss the enthusiasm that he had for the sport. The Volvo was probably the worst possible choice for an autocross car because of its drum brakes, skinny little 4 1/2 " tires, and automatic transmission. We asked him why he picked the Volvo to race and he said " because that's the car my Grandmother gave me".

Any car can be driven at an autocross and we have always encouraged folks to just 'run what you brung' . Any experience driving a car, any car, at it's limits of adhesion will make a driver better.

While our PCA events tend to draw Porsches, we do have members bring other rides that are always of interest to car people. Last weekends event at Ft Devens was no exception.



The Caterham, that will probably always be called “Bill’s car” after the previous owner, was handled nicely by Anker, our membership chair. Great plate, by the way.

To me, the real star of the day was a newbie driving a 2000 Toyota Camry.

We certainly had a big turnout of P cars as expected since any time they get into third gear that would be speeding anywhere in MA and a runway is a better place for testing the limits.

His name was Peter and while he didn’t get the car from his Grandmother, he was there to learn. And learn he did. His times got faster as the day wore on and he found the limits of the skinny little tires and the automatic transmission. There were snows on the rear proving that

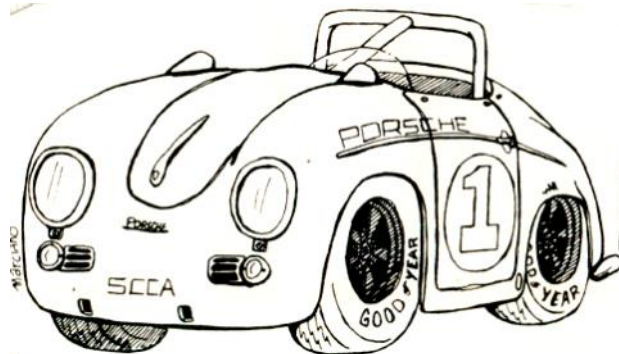


this was just a 20 year old winter beater pressed into service. Wait, snows on the rear? A Camry is front wheel drive. I see another column coming.

More important, he didn’t hit as many cones as some of our “pros” and the smile on his face told me that he was having as much fun as the rest of us.

So if you’re thinking that an autocross is just a place for expensive cars to strut their stuff, think again. It’s actually a place to learn the limits of your car no matter what you’re driving. Bring it out we’ll show you how. In the meantime, drive carefully and stay safe.

KTF



TUBTECH - STARTER PROBLEMS

When I got my A coupe back on the road for the ECH in Danvers in 2012, I had starter problems from the beginning. Three days before the event it would not crank the engine and I had to scramble to find a loaner from a member who lived near me. The loaner worked, but I had problems at the event when the engine was hot. When I got home I purchased and installed a new starter and it worked— for a while. I checked everything out and found a loose wire on the battery terminal connection. I tightened it and the start-er worked— for a while. It was erratic, working one day and then just a click the next.

I decided to change the ignition switch. That worked too— for a while!!!! Getting frustrated, I decided to try a starter relay. This is a little electrical relay that uses the key signal to switch the power to the solenoid directly from the main power cable going to the starter. The relay is very sensitive which will allow it to work even if there is a voltage drop due to the 60 year old wires, connections, and switch. I purchased a Bosch WR-1 relay kit from Pelican Parts for \$31.25. When I got it I realized that it was only for 12 volts. It did not say that in the description. I sent it back and found out that they don't sell a 6 volt kit.

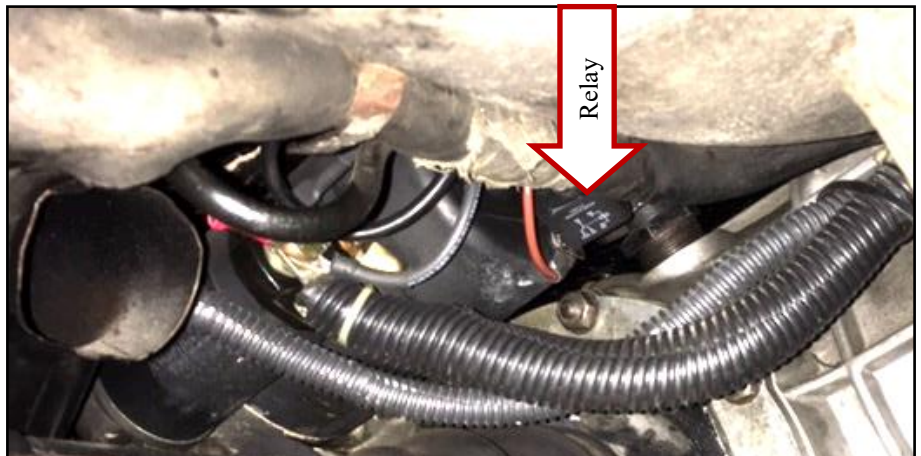
Thanks to google I found Joe Leoni's kit at Blocks-Books for \$50.00. I ordered one and found that they were out of stock so I had to wait a few weeks. They were great keeping me informed about the delivery.

When I finally got the relay I installed it right away. It was difficult getting to the contacts with the starter in the car, see picture. The worse problem was attaching the relay and a ground to the starter. You have to use the starter assembly bolts to hold the 2 items. You can't get those bolts out with the starter in the car, so I had to notch the contacts to slip over the loosened bolts then retighten, not a big problem.

It's been over 2 years now and the starter has worked fine. Now I'm thinking about putting the original ignition switch back in so I will only have to carry one key again.

You can find the relay by googling "[Brocks-Books Porsche](#)" and clicking on "[356 Electrics](#)". They sell the relay now for \$55.00.

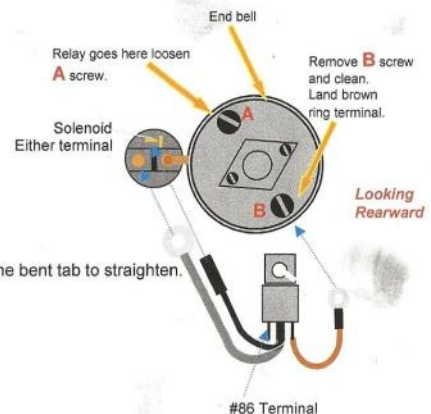
Ed Tobolski



Starter Switch relay 6 volt starters

Procedures:

- Lift ground strap at battery.
- Raise the 356 and support with jack stands at the rear.
- Remove the right rear tire/wheel.
- Loosen both screws holding the end-bell to the magnet frame of the starter.
•Or remove the starter to install the SSR kit.
- Snap the bent relay tab over the A loosen screw/washer, and tighten the screw forcing the bent tab to straighten.
- Clean the B washer, the screw head contact face, and the end bell contact area.
- Slide the brown wire's ring terminal between the washer and the B end bell screw.
- Tighten screw B.
- Pull the # 50 (blk wire) quick disconnect terminal from the solenoid and connect to the # 86 terminal (bare) on the relay.
- The black wire with the quick disconnect terminal at the relay (#87), land on the just vacated terminal #50 of the solenoid.
- Now loosen the nut on the solenoid holding the heavy battery cable.
- Land the "big gray" from the relay (#30) on this stud. Check all connections, screws tight.
- Connect the battery ground strap.

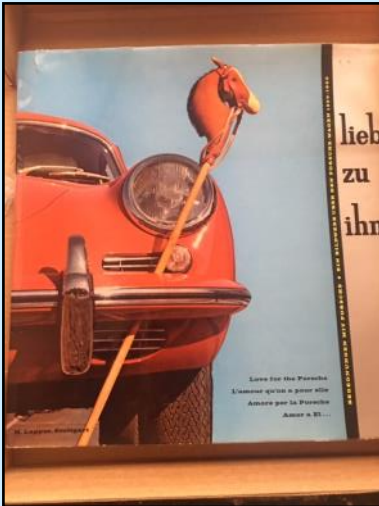


The screws on the starter will be very tight. Either use a wrench on a stubby screw-driver, a 1/4" ratchet screw-driver, or an off-set screw-driver.

CLASSIFIED

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

2 Items For Sale



Right— Soft cushion for seat belt with PORSCHE logo & crest a set of 2 (only 3 left) great in car-- \$35 with shipping

**Left- The Holy Grail “liebe zu ihu” published in the 60’s
Good condition, asking \$1350 with shipping, others get \$1700.**

Contact —Garyr356@aol.com



For Sale

Magnaflow muffler for 66 911, new condition. \$200.00. Contact Peter Thompson, 978 465 2329



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.



TYP 356 ne

LIFE'S TOO SHORT TO DRIVE BORING CARS!!!

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

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