



Tub Times

Official Newsletter of

TYP 356 ne



Connecticut Lunch, Shop Tour, Drive and Ice Cream Stop

See the full details and pictures on page 12

Volume 24, Issue 06, July 2024

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

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Newsletter editor
Ed Tobolski

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Theo Kindermans



Treasurer—
Georg Becker-Birck

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Peter Venuti



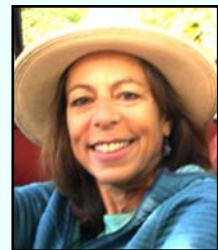
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Editorial

Guess Who? Allen and I were looking at some old pictures and thought that it would be interesting if you could recognize the gentleman next to Ferry Porsche in the picture on page 3. It was taken during the Boston Porsche Parade in 1970.

This month I welcome Tod Ready as a contributor to TubTimes. Tod's article on page 18 talks about some mysteries when trying to determine what may be wrong with our cars. Given that our cars are around 60 years old, there are many items that can cause problems even though they were well engineered in their day. Thanks Tod for taking the time to share the story, hope to see more in the future. Anything that increases our knowledge of a 356 is appreciated.

Those who are really observant will notice that I changed the photo, below, of my 58 356A coupe. My daughter is into photography and as a project took hundreds of pictures of the car. This one appeared on the father's day card she sent me this year. I love it because it brings out the Bali Blue very nicely. Thank you Chris. Ed.



PRESIDENTS MESSAGE— JUNE 2024

TYP356ne President's Message July 2024

I assume many of you have been to one of Porsche Club of America's (PCA's) annual Porsche Parades or Treffens. If you have not ever been to either, I would suggest you attend one. I think you will have a great time like I did. The next Treffen is very close by at the Omni Mount Washington Resort in Bretton Woods, New Hampshire <https://trefffen.pca.org/trefffen-mount-washington>. I will not be able to attend that Treffen this year since it is from September 29 to October 3rd and our Club Day is September 29th. So, I will be at Club Day. However, the April 30 to May 3, 2025, Treffen is also not too far from us at the Omni Homestead Resort in Hot Springs, Virginia. I plan to attend in 2025 since I stayed at the Homestead many years ago, and it is an excellent location with great driving roads and beautiful scenery all around it. The next Porsche Parade July 6-12, 2025, will be a bit far away in Oklahoma City. So, you may want to consider one of the closer two Treffens instead. However, the drive to Oklahoma in some vintage or modern Porsche should be a lot of fun. I have driven to Iowa and back in my 356B S90 coupe twice and really enjoyed the trip.

I mention all the above because I have now been to two Porsche Parades. First in 2022, in the Poconos, Pennsylvania and I just got back from the June 9-15, 2024, Porsche Parade in Birmingham, Alabama. Both were fantastic experiences. The drive to Birmingham, although all interstate, was very nice after you are South of New Jersey. All through Virginia, Tennessee and Alabama it is very rural with beautiful scenery the whole way. I drove my 1988, 911, Carrera Coupe, that has air conditioning, which was quite nice to have in the Sothern States. However, I drove some of the way with the AC off with the windows down and that was also nice and comfortable at interstate speeds just like a 356 would be.

I had an interesting experience on the way down around noon in rural Tennessee with very busy interstate traffic in two lanes in one direction. A very small fawn ran out of the woods to cross both lanes of traffic with cars in both lanes only one to two car lengths apart. I assume the fawn was trying to get to her mother on the opposite side that must have crossed just before she did. The fawn abruptly stopped at the interstate edge at the car two cars ahead of me. Then she ran along the interstate toward me looking for a gap wide enough in both lanes to cross. She ended up picking the spot just behind me where there was a larger gap in the furthest lane from her. I saw her run through in my rear-view mirror and not get hit. It was amazing how she watched both lanes of traffic carefully until there was a spot she thought was wide enough to make it.

Once I arrived at the Parade there were many interesting drives and events to attend. One drive was to Purcell Farms <https://www.purcellfarms.com/activities/utv-mountain-experience> that involved a beautiful Alabama back roads drive to get there from Birmingham plus an excellent lunch outside on arrival. I then followed a guide on an hour long UTV ride through the back country of their private grounds. I was the only person that chose to do that. It was a great experience since we stopped at several mountain tops offering endless views all the way to the horizon of forested Alabama with the guide explaining much of the area's history.

We also visited the Barber Motorsports Park <https://barberracingevents.com/about-the-park/> built by George Barber, not to be confused with Skip Barber. This is a fantastic place. If you like motorcycles, the huge, and amazingly beautiful, motorcycle museum is at the track. You could spend many hours there



exploring the history of motorcycle evolution in a wonderfully artistic display design. The racetrack beside the museum is also extremely well designed and beautiful to walk around in the carefully designed landscape between the track lanes. This track serves as the home of the North American Porsche Driving School <https://www.porschedriving.com/birmingham/>. If you are interested in developing or enhancing your high-performance driving techniques, this would certainly be a great place to do it driving modern Porsches. They offer introductory, intermediate and advanced courses. Plus, you can tour the fantastic associated museum while you are there.

I worked as a volunteer while there for the whole first day welcoming people on arrival and taking banquet tickets. It was a great way to meet interesting people you would otherwise never encounter.

I strongly recommend attending a Porsche Parade and or Treffen sometime if you have never been to one. They are very well organized with lots of driving and non-driving events to choose from. It is hard to know what to attend as there are so many options. You cannot possibly do them all. Remember Ferry Porsche said: "Our cars were made to be driven. Not polished." So, drive one of his cars to your next faraway Porsche event like I do.

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



Guess who? Answer in the next issue of TubTimes

TYP356ne Event Calendar for 2024

Events in blue are Club organized and sponsored. All other events are not Club sponsored and are included for your interest. See the Club website for the latest complete information. www.TYP356ne.org

July

- Tuesday, July 2nd, 6:00pm-7:00pm, - [TYP356ne Board Meeting](#)
Board meetings are held by video conferencing on the first Tuesday of each month. All Club members are welcome to join. To join the call, email Peter Venuti pvenuti@typ356ne.org to get the link.
- Tuesday, July 9th, 10:00am-1:00pm - [TYP356ne South Coast Drive and Lunch](#)
See page 6 for the details. Tom Coughlin will lead a drive through the country, ocean and river side roads and end our tour with lunch at the Acoaxet Club. The rain date will be 7/11 (not the 10th as I had earlier suggested).
- Saturday, July 13, 10:00am - 1:00pm [TYP356ne North Coast Drive and Lunch](#)
See page 6 for the details-
John Nai will lead a back roads drive around the north shore of MA followed by a group lunch.
- July 19 - 21, [Misselwood Concours d'Elegance](#)
407 Hale St, Beverly, MA 01915. See details here: [Misselwood Concours d'Elegance | Misselwood Events](#)
- Saturday, July 27, 10:00am - 3:00pm [TYP356ne Vermont Two Mountain Gap Drive](#)
See page 7 for the details—Georg Becker-Birck will lead a Vermont outing through the Green Mountains going over two mountain gaps. Meetup is 10am in Bethel VT - easily reachable from exit 3 on I-93. We will drive twisting and scenic roads and mountain gaps over Brandon Gap and Middlebury gap, with a lunch break at Lake Dunmore. The tour will end at the Killington Base station on Route 4, giving you options for a stopover in Woodstock or Quechee in the afternoon.

August

- Friday, August 2, 11:00am - 2:00pm [TYP356ne Northeast CT Drive and Lunch](#)
See page 6 for the details—Greg Lane and Diane Mierz will lead a backroads drive though Northeast CT ending at the Vanilla Bean Cafe in Pomfret, CT for lunch.
- Tuesday, August 6, 6:00pm - 7:00pm [TYP356ne Board Meeting](#)
- August 9 - 18, [Monterey Car Week](#)
Monterey, CA, See this link for details: [Monterey Car Week 2024 | Schedule of Events and Things to Know \(whatsupmonterey.com\)](#)
- Friday, August 16, 2024: 7:00am - 3:00pm [Werks Reunion Monterey](#)
Monterey Pines Golf Club, 1250 Garden Rd, Monterey, CA 93940
See details here: [Werks Reunion | Aug 16, 2024 | Monterey Events Calendar \(whatsupmonterey.com\)](#)
- August 30 - September 2, [Lime Rock Historic Festival 42](#)
Lime Rock Park, 60 White Hollow Rd, Lakeville, CT 06039. See details at: [Event Tickets — TorkHub](#)

September

- Tuesday, September 3, 2024: 6:00 - 7:00pm [TYP356ne Board Meeting](#)
- September 12 - 15, 356 [Catskills Tour](#)
Riedlbauer's Resort, 57 Ravine Dr, Round Top, NY 12473. See our website for full details.
- Saturday, September 14, 10:00am - 1:00pm [TYP356ne Cars and Coffee](#)
114 Larch Road, Wenham, MA. John Nai will host a 356 cars and coffee at his home and garage of Porsches with a brief talk.

- Thursday, September 19, Helen, GA - **Highway 356 Reunion**
Tanglewood Cabins Rentals & Deer Crossing Lodge, 3387 GA-356, Sautee Nacoochee, GA 30571.
See details here: [Helen, GA - Highway 356 Reunion - Events - Porsche 356 Registry, Inc.](#)
- Sunday, September 22, 10:00am - 1:00pm [TYP356ne Drive Your Porsche Day](#)
New London, CT. Georg Becker-Birck and Greg Lane will arrange a 356/912 drive to celebrate Drive Your Porsche Day. Details to be announced.
- Sunday, September 22nd **Drive Your Porsche Day.**
The 356 Registry holds an annual "Drive Your 356 Day" in September.
[Drive Your 356 Day - Porsche 356 Registry, Inc.](#)
- Sunday, September 29, 10:00am - 2:00pm [TYP356ne Club Day](#)
Lake Pearl, 299 Creek St, Wrentham, MA 02093
We will meet at 10 AM on the lawn at Lake Pearl for a couple of hours to talk and view cars. From 12 to 1 PM we will have lunch and at 1 PM there may be a speaker. Look for full details in TubTimes.
- September 29 - October 3, **PCA Treffen Mt. Washington**
Omni Mount Washington Resort, 310 Mount Washington Hotel Rd, Bretton Woods, NH 03575
Find details here: [Treffen Mount Washington - Fall 2024 \(pca.org\)](#)

October

- Tuesday, October 1, 6:00pm - 7:00pm [TYP356ne Board Meeting](#)
- October 3 - 6. **Audrain Motor Week**
Newport, RI. Find details here: [Audrain Newport Concours and Motor Week \(audrainconcours.com\)](#)
- October 8 - 11, **Hershey AACA Eastern Fall Car Meet and Sale**
Find details here: [2024 Eastern Fall \(Hershey\) - AACA - Antique Automobile Club of America](#)
- Thursday, October 10, 10:00am - 1:00pm [TYP356ne Drive and Lunch](#)
Bolton Bean, 626 Main St, Bolton, MA 01740, USA
Theo Kindermans will lead a back roads drive from Bolton Bean [Home | Bolton Bean](#) in Bolton, MA (just off Route 495) via Wachusett Mountain State Reservation [Wachusett Mountain State Reservation | Mass.gov](#) (for a rest stop) to the Harvard General Store [Harvard General Store](#) 1 Still River Road, Harvard, MA for lunch. The drive will be approximately 42 miles.
- Saturday, October 19, 2024, **5th Annual Boardwalk Reunion, Ocean City, NJ**
The Flanders Hotel, 719 E 11th St, Ocean City, NJ 08226, USA
PCA Zones 1 & 2, supported by the 356 Registry, <https://boardwalkreunion.org/>

November

- Tuesday, November 5, 6:00pm - 7:00pm [TYP356ne Board Meeting](#)

December

- Saturday, December 7, 10:00am - 12:00pm [TYP356ne Annual 2025 Event Planning Meeting](#)
Sherborn Community Center, 3 Sanger St, Sherborn, MA 01770.

January

- Tuesday, January 7, 2025 6:00pm - 7:00pm [TYP356ne Board Meeting](#)

February

- Sunday, February 2, 2025 11:00am - 3:00pm [TYP356ne Annual Holiday Party](#)

Upcoming Driving Events

South Coast Drive and Lunch



The Tuesday, July 9th tour of the Southcoast will gather at Partners Village Store at 865 Main Road, Westport, MA at 10 a.m. for a 10:30 departure.

We'll drive the country, ocean and river side roads and end our tour with lunch at the Acoaxet Club. The rain date will be 7/11 (not the 10th as I had earlier suggested).

Please let me know if you'll attend and send me your cell phone number.

Tom Coughlin, tlc356@verizon.net

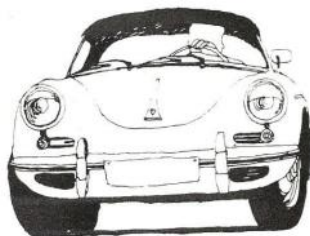


North Coast Drive and Lunch

The Saturday, July 13th tour of the Northshore will meet along Route 128 northbound at the rest stop just north of Brimbal Ave, Beverly, MA.

Arrival time is 10:00AM with a planned departure at 10:30. We'll drive along the coastal route and backroads up the coast from Beverly to Gloucester then gather for lunch at True North Ale Brewery in Ipswich.

John Nai



[True North Ale Company \(truenorthales.com\)](http://truenorthales.com)



2024 Vanilla Bean Drive, NE Connecticut Friday, August 2nd, 2024



Greg Lane and Diane Mierz will lead a backroads day drive though Northeast CT ending at the Vanilla Bean Cafe in Pomfret, CT for lunch. While the acclaimed Vanilla Bean Cafe has previously been the endpoint for TYP356ne drives, this time we will actually explore the beautiful and historic roads of northeast Connecticut.

The Details:

- Start time: 11:00am
- Meeting point: Dunkin Donuts at Webster MA, to the right off exit #1, I-395. 170 Thompson Road, (just north of MA-CT state line). Park to the rear of the building. NOTE! There are two Dunkin's on Thompson Road! Don't go to #144.
- Tour drive time: Approximately 2 hours.
- Endpoint: Vanilla Bean, Pomfret CT, 450 Deerfield Road.
<https://thevanillabeancafe.com/>



Registration, more details, Q&A:

Contact Greg Lane at gkamlane@comcast.net, or text/call on his cell: 475-201-5378

[Vermont Two Mountain Gap Drive](#)

Saturday July 27, – from 10am to 3pm

(Rain date - Sunday July 28, – same time)

My family and I spend part of summers in the green mountains of Vermont. The drive there is one of my favorite parts of it and I would like to share the fun of great views and twisty roads with you. The curves are really enjoyable in our cars (unless you have a slow Vermonter in front of you..).

We will meet at 10am at Mc Cullough's Quik Stop in Royalton VT – just off of exit 3 of I89 near Bethel VT. The address is 2069 VT-107, Royalton, VT 05063 - <https://maps.app.goo.gl/KLtSgKXiqYU67J1Z8> This is the Irving gas station and truck stop on the south side going into Bethel. There is plenty of room for us to gather.

After driving and safety briefing we will continue through Rochester and Hancock over Middlebury gap and continue to Lake Dunmore – ca. 1hr drive/ 40miles.

At Lake Dunmore we enjoy scenic lake views and will stop for lunch at Branbury State park <https://vtstateparks.com/branbury.html>. This gives us and our cars time to rest, have lunch and go for a quick swim in the Lake – so please pack your bathing suit if you are interested!

After lunch we will continue south along the lake and over Brandon gap – passing the Long Trail a second time, continue through Pittsfield and beautiful route 100 down to Killington. We will end our guided tour at the Killington Skyeship Base lodge. <https://maps.app.goo.gl/e1gmUNtF69qwpHGFA>

This is another 1hr / 44mile drive. While I will leave you there as your tour guide – you have multiple options from here – make it a weekend trip to explore or head back. Some ideas you could explore further are:

- Killington gondola ride: <https://www.killington.com/things-to-do/activities/scenic-gondola-ride>
- Long trail brewery to bring some home (please don't drink and drive) <https://longtrail.com/>
- Woodstock on Route 4 is very scenic
- Quechee gorge <https://maps.app.goo.gl/RsJ88RSYUwTE5ofp6> and antique market <https://maps.app.goo.gl/23d9BTt6yZrv14Xm9>
- Cabot cheese Factory Store: <https://www.quecheegeneralstore.com/>
- Worthy Kitchen Burgers: <https://maps.app.goo.gl/MRRwEHgNMietw9M9A>

If you need a hotel – there are plenty of lodges or smaller hotels around Killington, Woodstock or in Lebanon NH. I do not have a specific recommendation, please pick one that works for you. Prices vary between \$130 to \$300 a night depending on what you pick.

Some more organizational items:

Driving times: Boston to Bethel: 2hrs 20min ;Killington to Boston: 2hrs 30 min

All roads we will drive are paved roads. I plan to organize some walkie-talkies so I can narrate about the sights along the way. Branbury State park has a \$5 entrance fee.

If you are Interested – Please sign up here on this link: <https://forms.gle/wR5pCSacCUYRzvuk9>

This allows me to get your names, email addresses and Cell phone numbers for coordination:

Questions? – please contact Georg under

gbeckerbirck@typ356ne.org





Steve and I had been looking forward to Allen's tour to Basin Harbor at Lake Champlain for some time. We knew from past experience that the venue would be cool, the events planned interesting and the food and company great. The one detail we were certain about was the weather over a 4 day period and predictions have to be near perfect for me to want to drive the 356 over 500 miles round trip with windshield wipers that are sketchy at best.

Long range predictions looked favorable and Matt at Speedsport did a last minute adjustment of my carbs and distributor ensuring it ran like a top. We checked the forecast one last time and made the decision to drive it. Since Greg and Anna Marie Lane live a couple towns away we decided to caravan up together, taking as many scenic roads as possible - MA 112 to VT 100 and then west to Vergennes, home of Basin Harbor. The goal was to make it in time for a 4:30 historical lecture to be given by one of the owners of the resort.

The ride up Sunday was absolutely fantastic; lots of twists and turns with very few cars on the roads but it took longer than anticipated. We missed the lecture completely and just checked into our cottages.

Basin Harbor is a 700 acre resort and boat club owned and operated by 4th generation innkeepers. It's 130 years old and features 74 cottages, most with lake views. Many sport decorative wooden cut out doors from a by-gone era. We found it quite charming.

Steve and I somehow wound up in a cottage on the north side while everyone else was housed in the south- not sure how that happened but our cottage, named "Afterglow" was absolutely fantastic, built in the 1950s and directly overlooking the lake with a western view making for spectacular sunsets. There was plenty of room to safely park the car too.

As in past tours, Allen had spent a great deal of time working out the details of the itinerary. The restaurants he chose on the advice of locals were outstanding featuring cuisine sourced from regional farmers. Truly delicious fare and welcome after the action packed days he planned for us.

On Monday, most of us opted to participate on a narrated tour of Lake Champlain given by Basin Harbor's owner Bob Beach on the resort's boat the EEscape. Bob's family has owned Basin Harbor for more than 100 years and his knowledge of the history of the lake was impressive; we even got the chance to see a bald eagle in its nest! Later on the same day a group of us drove to nearby Peter Markowski's RPM Motorcars where one of his employees gave us a facility tour. RPM works on a variety of marques - we saw Ferraris next to Corvairs and Citroens next to BMWs but we also got the chance to see a spectacular 4 cam speedster and convertible D in their storage building. After dinner Allen awarded long time member Paul Vincent the "Maestro Award" - well deserved!

The next day we journeyed to the Shelbourne Museum. I had never heard of this museum but was absolutely awed by it. It was founded by Electra Havemeyer Webb to house her collection of over 150,000 items which are exhibited in 39 exhibition buildings, 25 of which are historic and moved to the museum's 45 acre campus. Electra's collections are as varied as the buildings that house them- there's a house filled with duck decoys, one with weathervanes, another with American impressionist paintings, one with quilts, horse drawn carriages, a building which houses items connected with the circus, a print shop, 1840 general store, round barn, covered bridge, and a 220 foot steamboat Ticonderoga moved 2 miles overland from the lake to the museum in 1955. It was impossible to see everything, so we will just have to return!

Wednesday was our last day at the resort and it was very difficult locking the door to Afterglow for the last time. We said our good-byes and pointed our cars south on a more direct route than we had driven up. As soon as we hit I-91 in Connecticut the traffic increased exponentially and we knew our fun had come to an end.

Hats off to Allen for the amazing job he did planning this tour! I know first hand how much effort he put into making it a enjoyable experience from start to finish. We had a great time and it's hard to describe how much fun it is to drive a 356 on back roads in beautiful Vermont- It was great fun to spend time with everyone - hopefully we will get the chance to see everyone again soon!

Diane

Spring Tour Pictures by Diane Mierz, Lise Merrifield and Danna Dearborn



Above left and right, group dinner at the Starry Night Restaurant



Above—the Vincents and Thompsons at Basin Harbor breakfast



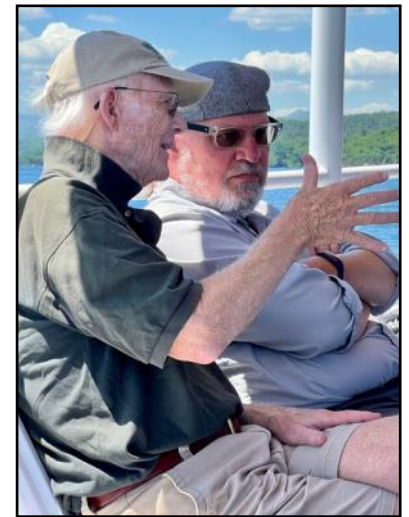
Above— the Nykels and the Lanes on the boat tour



Allen presenting Paul Vincent with the coveted Maestro (Best Geezer) award



Above— the Vincents with Allen and Mary



Above— Alex Dearborn and Steve Mierz on boat tour

Below— Lise Merrifield and John Amarante



Below –Jeff Leeds with a new friend



Below— Mary Grace and Allen Sisson

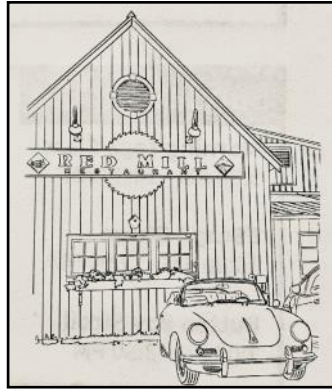
More Spring Tour Pictures



Left— Adirondack chairs overlooking Basin Harbor



Right— Basin Harbor



Above— Cool cover of Basin Harbor Newsletter



Above— Ticonderoga at the Shelburne museum



Above— Afterglow Cabin and Diane's 356SC



Below— View of lake Champlain from cabin



Above— Main Lodge entrance at Basin Harbor



Above— Weathervane collection at the Shelburne museum

More Spring Tour Pictures



Tour group to RPM Motorcars



Above— Convertible D at RPM Motorcars



Above— Carrera Speedster at RPM Motorcars

Below—Group at RPM Motorcars



Left— Allen and Diane's 356s

Recent Events

TYP356ne Connecticut Lunch, Shop Tour and Drive by Bill Silvestri

A handful of club members convened in South Windsor, CT and enjoyed a beautiful mid-June afternoon of Barbecue, Ice Cream, Porsche shop tour and a great cruise night at a local brewery focused on the Porsche marque. It was a beautiful day. Warm but not humid with partly sunny skies.



We started our afternoon meeting at Bear's BBQ express where we enjoyed some of the finest BBQ in the area eating alfresco. Following lunch we took a short ride to a local ice cream shop for tasty cool desserts. I had a soft serve swirl, one of my favorites!



Afterwards we headed up the road a bit to tour Chris Musante's Porsche Specialty shop, Musante Motorsports where we met up with additional club members. It's a state of the art facility with knowledgeable techs servicing everything Porsche from street to race cars. They have everything needed to keep old (and new) Porsches in tip top running order.



After the shop tour we drove our cars a short distance to Connecticut Valley Brewing Company which was holding its weekly Monday Cruise night with this night focused on Porsches. And there were many Porsches to see as well as other interesting makes! We enjoyed socializing, trying out some local brews and more food!

It was a great day and it looks like everyone had a good time! Bill

Pictures by Bill Silvestri



Recent Events

2024 Sisson/Grace BBQ

Sunday, June 23,

Allen Sisson and Mary Grace have been doing their BBQ for several years and they have gotten very good at serving up an excellent event. This years event was challenging with the ever changing weather situation. High temps and humidity along with some significant storms were in the area in the days before the event and the day of the event. Allen did a great job keeping everyone aware of the storm situation and as it turned out, we were able to have a fun day and get back home safely. Given the uncertainty several members elected to not bring their Porsches, however we did have big turnout with a nice collection of 356s and other model Porsches, see the pictures. Allen opened up his large garage to members with open cars, but we never got any rain.

Thank you Allen and Mary for another great BBQ day.

Thanks to Bill Silvestri for sending some pictures. Ed. T



Sisson/Grace BBQ Pictures



Four Speeds and Drum Brakes by Tom Tate



An Insurance Tale

Like most drivers, I was surprised by my insurance bills this Spring and it was a negative surprise. Both auto and homeowners went up by nearly 50% but through the magic of the internet I was able to shop around and get both auto and homeowner coverage back to below 2023 prices. I don't know why I have allowed both policies to come due on the same month because the single payment for each (to get the discount) is a real budget buster. When I called to find out if the bills were a mistake (no claims in the last 10 years) I was told that the company had mispriced the auto policies in Mass that last two years and floods and fires around the nation took out more homes than they expected. There was also inflation that everybody (?) knows is off the chart. Excuses, excuses.

That business about bundling both home and auto to get a better rate is a myth. Auto insurance companies just place the home coverage with some company that you never heard of anyway. If you go direct you can find that no name company and eliminate the markup. Turns out that the arena for vintage car coverage now has a lot of players and some don't support races or car shows or spend a lot of your premium on advertising. That translates into lower costs.

Two of the cars in my garage are not vintage, they're just old. The Audi RS4 that sits at the train station all day is now 23 years old and the BMW 6 series is 38 years old. Two others are modern (2014 & 2015) and I've discovered that the big guys compete with each other for those cars so the premiums are reasonable. The two really old cars (1957 & 1958) go into the collector category and they're actually reasonable too. Of course those companies know that you can only drive one at a time and you're not going to drive them very far. They won't get left at the train station or the Mall. Lower risk means more profit for them. There is a reason why the stock in Progressive Insurance has doubled in the last 1 1/2 years. Doubled. The reason is greater profits than ever so don't feel bad for the insurance industry. They do face some head winds doing business and I encountered one last month.

The Macan in the garage got tapped in a parking lot in Medfield back in May. The driver of a Hyundai cut the turn too short coming out of the parking spot and while the Porsche only had a scuff on the bumper cover, the both doors and both quarter panels were kicked in on the Kona (is that really a car?). The driver didn't stop but drove to the other side of the lot and went into a store. Someone in the coffee shop called the Police, the driver came out and said she was going into Marshalls to get some paper to

leave a note on the Porsche. Yea, right.

It was the kind of scuff that I would've waxed off and touched up if the offender was not found but since the other driver was at fault their insurance company was going to get a claim. It looked to me like the bumper cover was going to need some paint but at least it wasn't cracked or broken. Everything had popped back into place before we ever saw it.

I have been cautioned by my legal team not to mention the names of the actors in this drama since they would probably not want to see their name in print. The offenders insurance company couldn't have been nicer. They are a national company with a good reputation. They sent an independent appraiser to my driveway to write up the estimate and like I suspected, figured repairs at something just under \$1,000. He left a three page list of approved body shops in Mass but noted that I could take it to the shop of my choice. I have had many cars restored over the years but I have never had collision damage repaired so I really don't "have a guy". The craftsmen that I use paint cars that go into Museums and collections and I wouldn't take up time and space for a bumper scuff. Wanting a shop that deals with high line cars, I started calling Porsche dealers and asked who they used for body repairs. Two of them gave me the same answer so I knew where to go. As a plus, it was only two towns away from home.

I made an appointment that was two weeks away and that told me that they were a busy shop, always a good sign. They asked if I wanted a rental car waiting and the claim number got me a free ride. This was looking like great service and it was.

Arriving at the appointed time to drop off the car, I saw one of the largest body shops in memory. There were Porsches (mostly SUV & sedan versions), Mercedes and BMW's in various states of repair. There was a friendly dog in the waiting area, I assume he was there to calm the customers who were leaving their pride and joy behind. I had forwarded the estimate ahead but the manager wanted to review it with me and commented about hidden damage and explained how supplementary estimates work. More great service.



An Insurance Tale continued

We were told to inform the rental car company that we would need the car for three days which sounded about right to me. One day to take it apart, one day to paint it and one day to put it back together. The rental was a Nissan, nothing to write about but they did call to find out when it was going to be returned after the 5th day. I called the shop to find out when the Macan was going to be ready. Turns out they were waiting on parts. Parts? What parts? It was scuffed and needed paint, not parts.

I calmed down, It wasn't my money and I had a replacement ride although there were some complaints that it wasn't a Porsche. Two weeks later the parts were "still on the water". By now the Nissan was so much at home it even got a trip to the carwash. I was getting ready to pause the insurance when the body shop called to say the Macan would be done in two days, get ready. Two days later a call to say the Detail Guy was out and it would be another day. You don't want it dirty do you? Of course not.

After 5 ½ weeks we picked up the car but had to wait for a copy of the repair bill. "You don't need that, the insurance company will take care of it". The total bill to the insurance company was \$8,143.00, plus the cost of a 5 ½ week rental car. I did notice that the labor rate charged was only \$50/hour which is about ¼ of what shops charge people off the street. Seems that there are other ways to keep the lights on in a shop besides a high labor rate.

First off I must say the front of the car was like brand new. The bumper cover was new, as was the lower spoiler and all the front grill pieces. The left front headlight (like the right one, not a mark in it) was replaced at a cost of \$2889. I should've asked for the parts, Ebay would've earned me a weeks pay.

I have come to the conclusion that auto body shops can't pay experienced workers or provide great service doing \$1000 jobs painting bumpers. There must be a business school that can show the break even point for repair work and my guess is that it is somewhere north of \$8k.

So if you're wondering if the insurance companies are taking us for a ride and I got you worked up with the first two paragraphs, think again. I did call the guy who did the original estimate(\$998) and he wasn't the least bit surprised. He said that he has been accused of underestimating damages because he's being paid by the insurance company but that is not where the imbalance starts. I thought that he would be concerned that his estimate was so far off the final costs (by a factor of 8) but he's apparently used to it. That's why his form has contact info on it to ask for a "supplement request". I guess that is just the way the auto repair industry works. I'm just real glad I don't have much contact with that part of the business.

Like me, try to stay out of those places unless it's on someone else's dime.

KTF

Porsche Miles Driven in 2024

	<u>Porsche</u>	<u>2024 Miles</u>
Phil Brzezinski	2006 Carrera	746
Ed Fanning	356A Mel	546
Randy Robinson	356B	136
Bill Slinko	912	250
Theo Kindermans	356B Sunroof	427
Ed Tobolski	356A Coupe	218
Ed Tobolski	911SC Coupe	344
Al Hanmer	68 912	45
Tod Beaty	356C Cab	42
Greg Lane	356B	396
Greg Lane	Boxster S	1652
Carl Luck	356A Coupe	333
Tom Gentz	1967 911	74
Weld Morse	356B Cab	249
Ray Ashenhurst	356B Cab	319
John Henry	356C Coupe	410
Steve Turino	356B Coupe	460
Steve Turino	Boxster S	816
Peter Thompson	911	600
Peter Thompson	Boxster S	570
Diane Mierz	356SC Cab	1468
Allen Sisson	356B S90 Coupe	1059
George Kehler	Pre A 356 Coupe	105
John Consigli	356C Coupe	120
John Consigli	914	90
Georg Becker-Birck	912	314
Neil Fennessey	O'I Blue 912	1590
	Total	13379



TubTech— Axle Boot Replacement

This article is printed with the permission of the Florida Owners Group (FOG) from their newsletter **Fog Light**
Steve Hoffman is the owner of 356 Unlimited in Melbourne, Florida

Tech Tip - Axle Boot Replacement

Article & Photos by Steve Hoffman, 356 Unlimited

Axle boots on any 356 that tend to degrade over time. The only way to install solid axle boots is to take the tranny out of the car and pull each axle from the gear box. Usually not an option unless you are rebuilding your tranny. So, the only other viable option are split axle boots. Just about any 356 owner can change their tired axle boots using split axle boots. The boots you can get today are pretty good and should last several years. You will need to jack up the car to access them, so I recommend a good jack and jack stands.

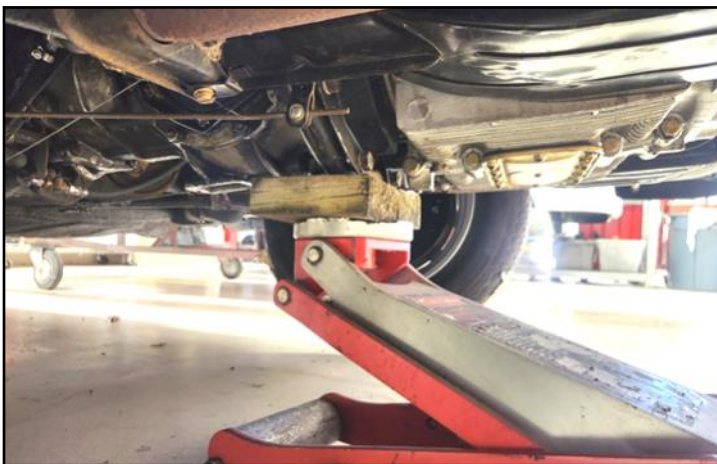
Tools required:

Medium Screwdriver to remove clamps and install bolts/screws on split boots
Box cutter or some cutting device to remove old boots
Jack with jack stands
Catch pan for gear oil that is in the old boots
Gear oil plunger/squirt to top of gear oil

Parts Required:

Split Axle Boots (Usually kit comes with all bolts, nuts and clamps)
Gear oil, recommend 80W-90

First off, make sure the car is cool. It is no fun crawling under a hot car. You need to jack up the rear of the car. Everyone may have their favorite way of doing this. We usually put a 6" or so section of 2x4 on the jack and lift under the hoop that holds the drive train to the firewall of the car.



After it is lifted enough, slide in the jack stands so the car is secure. We usually put them under the rear torsion housing where the metal is reinforced and somewhat flat. Again, we put a small block of wood or a hockey puck between the jack stand and the car.

Once the jack stands are in position, you can either



leave the jack in place as a secondary assist or remove it if you need the room to maneuver under the car. Next remove the clamps at either side of the axle boot. Once removed the boot should move around a bit. If they are solid boots, you will need to cut them off. If they are split boots, you can either cut them off, easiest option, or take out the 6 or so screws holding them together. As you remove them, gear oil will most likely start to leak out of them. Rags or a good catch pan will take care of it. Don't worry, we will top the gear oil after we are done. Now that the boot is free, clean up the axle really well with brake cleaner or your cleaner of choice. Once they are nice and clean, you can install the split boot. Make sure the larger diameter end clears the hub on the rear differential and position the clamp on that end as well on the other end. Leave them loose for now until we put the screws in for the split rubber section. Position the boots so the open end faces horizontally towards the front of the car, opposite the engine. That keeps the split part free of any other parts and keeps the seam off the bottom. Some folks put the seam up, but that makes the screws really hard to start and tighten.

Go ahead and install the 6 or so screws that hold the two halves together. Don't over tighten them. You want



them very snug, but don't distort the rubber or they may leak. Now you can tighten both clamps. Same logic, nice and snug so no gear oil gets by, but don't rip them through the rubber. Once complete on both sides, you have nice new axle boots. Well done! Now, remove the tranny fill port about 2/3 up the tranny and top off the tranny gear oil. Once it is at the top of the fill port, you are done. Tighten the fill port back up, climb out from under the car, lift it back up a bit to remove the jack stands and the jack. Quick check for no leaks but the real test is to take her for a short spin and check to make sure everything is nice and dry. If it all checks out, it is time for another cold one to celebrate your accomplishment. Steve

TubTech— A Mystery Solved by Tod Beaty

Note—Tod is a Club member, owner of a 64 356C Cab, and a part time mechanic at the Little Foreign Car Garage

You'd think, given how beautifully simple and elegantly German a 356 is that our cars would be easy to diagnose and fix. But that isn't always the case, especially when an owner has bought the car recently on BAT and doesn't really know its true mechanical provenance, or the owner is new to our garage and we don't know the car's history. In those cases we're starting with an open mind. But what about the situations where we do know the car, or the owner knows the car well, and there is a mystery to solve. Those are challenging. Here is a puzzle for you to consider.

A knowledgeable 356 owner has his car towed in. He reported that he "heard a noise" and then "lost his clutch driving only 1/4 mile after picking up his car from a body shop" where he'd taken the car to have some holes in his floorboards welded. We first checked to see that the clutch pedal moved freely, and if the cable moved at the clevis end. It did, but the clutch still wouldn't work. The cable had been adjusted fully at both ends. But the owner had driven the car to the body shop without a problem. So, what could it be? Was the clutch cable frayed and binding inside the Bowden tube? Was there a problem with the clutch, clutch plate, or throw out bearing? It seemed the best thing to do was to pull the engine and inspect everything...which we did.

What we found: No visual problems with the clutch or pressure plate; they looked great. With the engine out it seemed prudent to replace the clutch cable and the Bowden tube, the clevis and the throw out bearing. At least with these parts all new and properly adjusted, we

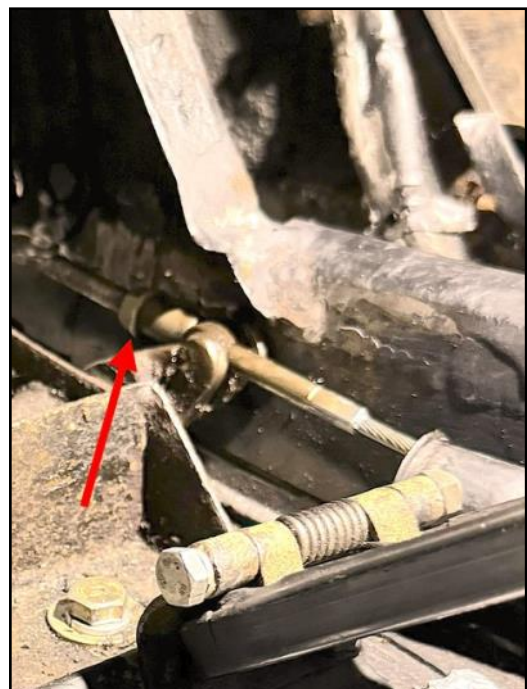
will have eliminated everything mechanical. Right, the problem was fixed.

Yet, the mystery still remained: The owner drove it to the body shop but lost his clutch 1/4 mile after leaving? What had happened?

Here's what we discovered. It turned out that the body shop decided to do a lot more than just repair the holes in the floor! They installed a *whole new floor pan* (to the owner's surprise and empty pocketbook)! The floor was entirely new from below the rear seats all the way to the front just beyond where the floor turns up to meet the pedal assembly. Upon inspection, there was even new metal in front of the pedals (where the brake cylinder mounts). They had cut around the pedal mounts and also around where the brake cylinder meets the front floor wall and had welded new metal around it and in front of it. Clearly, everything related to the pedal cluster had been removed and re-installed.

At that point, two surprises met our eye: Surprise one: the pedal assembly had been re-mounted crookedly which left too much slack in the cable and, Surprise two, a non-metric nut had been re-installed on the end of the original cable so when the owner went to apply pressure on the cable the nut slid backward a little bit, creating too much freeplay.. Eventually, the nut gave way entirely and that was the noise the owner must have heard just before he lost his clutch! We replaced the nut with the proper one and our new cable held! And, with some effort we were able to straighten the pedals so the clutch now aligns with the brake.

What I learned: Listen to the driver's explanation. Keep an open mind. And then, inspect, inspect, inspect. Tod, KTF



356 Market Place

There are a large number of Porsche 356 sales transactions on Bring-A-Trailer (BaT). Check them out.
[Porsche 356 For Sale - BaT Auctions \(bringatrailer.com\)](https://bringatrailer.com)

Below are a few recent auction results of 356s



1961 Porsche 356B 1600S Notchback
Sold for **\$69,000** on 6/5/24



1959 Porsche 356A Convertible D
Sold for **\$250,000** on 6/12/24



1965 Porsche 356 Emory Special Cabriolet
Sold for **\$755,000** on 6/14/24



1962 Porsche 356B Super 90 Twin Grille Roadster
Sold for **\$345,000** on 6/9/24



22-Years-Owned 1964 Porsche 356C Coupe
Sold for **\$78,000** on 6/22/24



49-Years-Owned 1964 Porsche 356C
Bid to **\$82,000** on 6/14/24

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For Sale

This is the best-looking and best performing driver, Pre-A 1955 bent windshield coupe you can buy for \$165,000.

This Pre-A has OEM color driver quality Turkish Red paint with red seats and cord inserts all per COA. It has the really neat pneumatic gas gauge which works, and all the other bits work too (except the light on the end of the turn signal arm and the trip odometer-the odometer and speedo both work fine). She is a wonderful driver that comes with it's OEM engine but with a powerful twin-plug 912 engine installed, is a well-sorted car, and solid underneath. Included but not installed are the original tachometer (electric is installed for full flow oil filter), Telefunken radio, 16" wheels and pre-A brake drums. Installed tires are 165-15" Firestones dated 9/21.

The installed twin plug, full flow oil filter 912 engine, totally rebuilt at 46,700 miles on car speedometer (now 52,500 miles) was built by Jack Morris (was Morris Bros., now in Wash. state). The original engine (yes the number agrees with COA) was completely rebuilt by Rainer Cooney, is hand turned monthly and the dual mount 519 tranny was built in 2018 by Vic Skirmants. The seats were done by Autos International in 2013.

Car's 1950's history is well documented in 356 Registry article in the magazine (May/June. 2019, 43-1 page 34). To read it, click on the link below:

[43-1-content_2095491967.pdf](#)

If the link doesn't work, go to "Media center" (above) and find the May/June. 2019 edition and go to page 34.

This is a clearly a driver and not a concours car. It was first sold in Germany so it is not a Continental originally (of course the badge is the only difference). If you are interested in this great looking, great driver come drive it and you'll love it.

Tom Lamar Coughlin, 617-875-3975, tlc356@verizon.net



CLUB ITEMS AVAILABLE

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

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

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



Name Tags - We have found a new vendor at nametagwizard.com who can make you a personalized TYP356ne name tag. All name tags come with a magnetic attachment which means you do not have to put pin holes in your TYP356ne polo shirt to wear your name tag. They are \$11.48 each plus fees and shipping. Payment can be made by credit card or PayPal.

ED TOBOLSKI

TYP356NE

Email Ed Tobolski, tobolsed@verizon.net, and he will send you the detailed directions you need to order the name tags online. Follow the directions and within a few days you will have your personalized TYP356ne name tag delivered right to your door.

New Club Grille Badge

Club members can purchase the "Official Club Badge" for a cost of \$36.00. 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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