



# ***TubTimes***

***Official newsletter of*** TYP356ne

**VOLUME 16, ISSUE 2 , FEBRUARY 2016**



***Peter Venuti takes over as President from Tom Tate at the Holiday/New Years Party***

**More pictures from the party on page 4**

## PRESIDENTS MESSAGE

### TYP356NE OFFICERS

President— Peter Venuti

Vice President— Allen Sisson

Secretary—Peter French

Treasurer—Dennis McGurk

Membership Chairman—Allen Sisson

Website Coordinator Gordon Nichols

Newsletter Editor —Ed Tobolski

Past President—Tom Tate

Directors at large—

Norman T. Brust

Louis Frate

Ralph Hadley

Jeff Leeds



With the January Holiday Party in the books, the 2016 TYP356ne season is off to a fast start. Like any well run event many people contributed to make this the huge success it was. With that, I want to take a moment and recognize a few of them here. First, Stephanie Yirikian for recommending the restaurant and menu for this event. Also, Lisa Siegel for keeping us organized and adding all the flair with the lovely centerpieces, Por-

sche 356 matchbox cars, and hand wrapped biscotti along with promoting the event. Thank you to Allen Sisson and Mary Grace for helping to registering people and, of course, organizing the grab, no small task I can assure you. For those of you able to attend, I hope you enjoyed it as much as we did. I encourage you all to send me your feedback on the event so we can take that into consideration for future events.

During the party, Tom Tate was presented with a ceremonial plaque recognizing his work over the past two years. Thank you Jeff Leads for masterminding that little gem; featuring two models representing the 356's Tom owns and drives. This reminds me I should probably do something in the next two years to get my 356 off the rotisserie, less someone be tasked with gutting a model 356B coupe for a plaque.

If you haven't heard, we are having a planning meeting this Saturday, February 6<sup>th</sup>, at the Burlington public library. Please come out and join us. This is the annual planning meeting for 2016's events and is everyone's opportunity to be involved. Remember this club is only as strong as our members make it. If anyone wants to host an event, lead a loafers lunch, arrange or suggest ideas for a tour, tech session, or other event, come to the meeting, or if you can't attend, please drop me an email letting me know your ideas etc. Coffee/donuts will be provided. After the meeting, we will gather for lunch at local watering hole.

Hope to see you all soon  
Peter Venuti, President

### WHAT'S IN THIS ISSUE?

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# **Don't Miss Our Next Event!!!!**

## **2016 Event Planning Meeting** **Saturday, Feb 6th, at the Burlington Public Library**

The Planning meeting has been confirmed at Burlington Public Library for Feb 6<sup>th</sup>, 2016 at 10:05. Coffee/donuts will be provided. After the meeting, we will gather for lunch at local watering hole. Probably the Tex/Mex place nearby.

This is the annual planning meeting for 2016's events and is everyone's opportunity to be involved in the process. If anyone wants to host an event, lead a loafers lunch, arrange or suggest ideas for a tour, tech session, or other event, come to the meeting or contact Peter Venuti at - [pvenuti@comcast.net](mailto:pvenuti@comcast.net)

## **Attention All Members!** **Final Notice!**

### **2016 MEMBERSHIP RENEWAL**



**I**t is time to renew your TYP356ne club dues. 2016 club dues are over-due on 2/1/16. Unless you have received an email from Allen Sisson saying your dues are paid or you are one of the few members that have paid several years in advance, or if you joined the club for the first time after September 15th, 2015, it is time to pay your dues for 2016 now.

**The yearly club dues are \$30.00.**

**Checks are to be made out to TYP356ne and mailed to:**

**Allen Sisson  
11 Spruce Way  
Medfield, MA. 02052**

**Allen Sisson, Membership Chairman, TYP356ne**

### **WELCOME NEW MEMBERS**

**We have three new members to welcome-**

**William Andreas, lives in Georgetown, MA., owner of a 1963B.**

**John Consigli from Hopedale, MA. , owner of a 1964 356C coupe and a 914 1.8L.**

**Michael Haley, from New Durham, NH. , owner of a 1965 356SC**

**We look forward to seeing them at an event in 2016**

**See page 5 for more information about these and other new members.**



## 2016 Annual Holiday/New Year's Party



**L**ots of great pics from the Holiday/New Year party to share. It was the official changing of the TYP356ne Presidents from Thomas Tate to incoming President Peter Venuti. It was another wonderful event well attended by 75 club members and their guests who traveled from all parts of the region. Our members from the coastal areas of southern MA got hit the hardest from the winter storm but managed to make the party.

The Tuscan kitchen had a rustic & warm feel and the food and desserts were outstanding. Many of our club sponsors were able to attend and get a chance to meet everyone.

Looking forward to a great 2016 !

Lisa Siegel, Chairman



# NEW MEMBERS AND THEIR CARS!!

## Tom Frisardi, Convertible D

I wanted a 356 for many years. I set out to buy a 356C coupe in 1990, but discovered that the floor was too badly rusted to use the car. Actually, that floor barely kept the seats in the car. So, I bought a not-so-rusty 1966 911 that the seller had for sale, instead, and became a 911 owner (addict?) for the next 25 years. The itch for a 356 became incurable, however, after I helped a friend to restore his T-5 Roadster and drove the car when the job was done, around 15 years ago. While the desire to own a 356 was fierce, so was my fear of rust. It's nice having a 911SC that can go out in any weather.

This summer, a couple of planets aligned in my 356 horoscope. Alex Finigan gave me a tutorial on 356s, teaching me several things, most importantly the value of a car with original longitudinals, floor pan and battery box. (Thank you, Alex!) Alex is one of the great preachers of the 356 faith, and made me even more of a believer. Soon after talking to Alex, my Roadster owning friend called me from Monterey, to tell me about a nice Convertible D Super that he came upon in the parking area at Werks Reunion. My friend located and spoke to the owner, who was simply attending Werks Reunion, not showing his car. He was interested in selling, however. I quickly followed up with phone calls, text messages and emails. The owner sent me excellent photos of the car. We struck a deal over the phone, and I traveled to San Luis Obispo, California a few days later to meet the owner, drive the car, and transact the deal.

The prior owner has an independent foreign car shop near SLO, so I could easily arrange to inspect the car on a lift before the test drive. The car was just what I wanted, an original California car, with all original metal and the kind of clean underside that boys from the East Coast dream of. I took the car for a one-hour drive in the state park east of SLO, and fell in love with it.

A remarkable coincidence is that my daughter's boyfriend, who grew up near SLO, went to high school with the son of the seller. I would never have known this, except that I mentioned the seller's last name to the boyfriend when I stopped to visit my



daughter in San Francisco on my way to SLO. The boyfriend said that he knew some people by the seller's name when he was in high school. When I arrived at the seller's shop the next day, I mentioned my daughter's boyfriend and the kids whom he had known in high school. A voice piped up from behind the seller, which turned out to be that of the seller's son, who works in the shop with his father and who remembered the connection from high school fondly. A personal connection was made, what a great way to get to know the seller better.

I have my information about the car's history orally from the seller, with one significant exception.

According to the seller, the car was in his family since the early 60s. An uncle bought the car from a man in Santa Barbara, and brought the car to the SLO area where it has been ever since. The seller's older brother, a lifelong surfer who owns a surfboard company today, bought the car from the uncle in the early 1970s. The seller's father, an electronics teacher at an area trade school, bought the car from the brother in 1975, when the engine was gasping and smoking. The seller was, at the time, a VW dealer mechanic. He overhauled the engine for his father (the seller told me that all parts were purchased at JC Whitney, including new Schmidt pistons and cylinders). The father drove the car sparingly for the next twenty five years. The seller acquired it from his dad around 2000, and hardly ever drove the car. The only major repair since the engine overhaul in 1975 was a complete rebuild of the brake system, last year. The only changes since the uncle bought the car in the early 60s, has been a new convertible top





(JC Whitney, again!), a swap for reclining seats from a 61 coupe, and a redye of the original red interior to brown. (Why the change of color? I guess that it was to match the gray coupe seats to the red Convertible D interior.) The seller told me that the unnumbered engine case in the car had always been with the car, at least as far back as when the uncle bought the car in the early 60s.

And now that bit of the car's history that the seller did not tell me or know. The seller did not have any records, except for a Certificate of Authenticity. As many know, the COA is long on style, but short on content. According to the Kardex, which I obtained and which has more information, the car was owned by a man from Santa Barbara in 1962. The car had a repair at "P.C. Distrib." on May 4, 1962, when the odometer read 27,048. From information that I gleaned on the 356 Registry website, it seems that this was a (warranty?) repair at Competition Motors in Culver City. Was this to exchange the original engine case? I cannot tell from the Kardex, but I have read that the external oil thermostat engines, which this car likely had new, were problematic. Maybe someone in TYP356NE can tell me more about what the

Kardex means. Regardless, the record of a Santa Barbara owner in 1962 neatly corroborates the seller's account of the car's history.

I drove the car around 1200 miles this fall, and enjoyed every minute of it. My long wait to own a 356 was worth it. My car is not a preservation class car, by any means, but if PCA creates a concours class for nice original cars that ought to be restored but drive perfectly well as they are, then my car would be a contender. Among the pleasant surprises was finding the stubby Jorg buried in one of the pockets of the toolkit. Also the Sapphire radio (a dealer installed VW bit, thoughtfully installed underneath the dash) actually gets good reception, so long as I'm satisfied with AM talk radio. Tom



### *John Consigli, 64C Coupe*



I Live in Hopedale MA, with wife Betty and son Steven. I've been into Porsches since 1971 when I got my first 912. Since that time, I've owned a couple of 356's, several 912's and couple of 914's. I also had an early 1966 911 and a 1953 356 sunroof coupe years ago. The 356C that I currently own has been a work in progress since 1995 when I bought it from a friend. It is now complete and registered. The 914 I've owned since 1993.



I, along with some close friends, have done all the usual things on the 356C which was a car that needed to be resurrected. A local guy did the body work, painted it and I am quite happy with the job. The 914 has been restored by me



and repainted by a local Trade School. It was a West Virginia car, so it was in pretty good shape to start with. It only needed mechanical repairs mostly. I like all kinds of cars, trucks, motorcycles and airplanes. Anything with wheels and wings will do. John



### *Mike Haley, 65 SC Coupe*

**I** bought the car in late 2000 or early 2001 in Salisbury CT. I drove it home, repaired a few items like brake lines pads calipers to get it safe and drove it one summer. I then built a barn around it and it has been waiting patiently for me to finish a bunch of other projects to get to her. She was pushed out of the barn in November and I am happily immersed in this project.



Since November I have wrestled the engine and transaxle out for rebuild. I sent (Photo on truck) the Transaxle to Vic Skirmants to get a rebuild and higher ratio 4th. The engine looks like the case has been opened but has original Mahle jugs but non original Dellorto carbs. I will swap over to the engine work when the body work gets to me.



The car has an interesting history. I bought it from an author and Merrill Lynch heir, who bought it from a literary agent in Brooklyn, who got it from The Stable in San Francisco in the early 90's. I got all this from bill

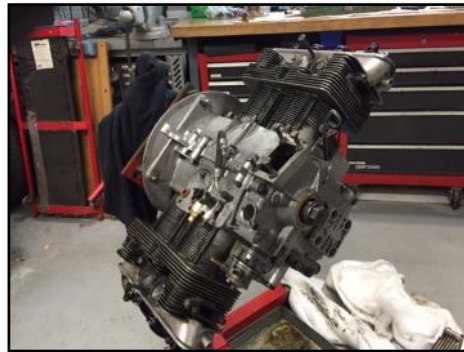
of sales and registrations in the glove box.

This is the second complete nut and bolt rebuild I have done on a car. I also have the 61 Bugeye that I did in the late 90's. I mostly play with motorcycles but stay with old German (BMW) and English (Triumph) bikes too.



The back seat tree was just holiday spirit, nothing more.

Mike



### *Bill Andreas, 65 SC Coupe*

**I** bought my 356 late this past summer from Bill Vitale of Gloucester. It's a '63B, sunroof coupe.





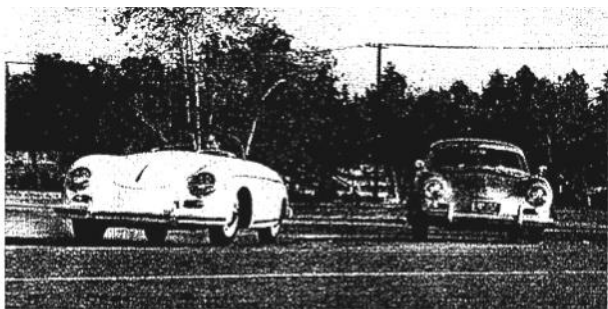
## Sixty Years Ago

by Peter French

As you may recall, the source for my column comes from a certain well-known car magazine alive and well even before the 1950's. As 1955 drew to a close, there certainly was the Porsche name in their news. Porsche continued to dominate racing, in their class. And don't forget these were the days when the 550 was out and about - as well as the speedster. For instance, in the Seafair Road Race report November, 1955 Terry Hall's Porsche Speedster took 1st, and Pete Lovely's Porsche Continental took third (Prod. cars under 1500 cc). In a following race, the Bremerian Cup Race, Pete Lovely's Cooper-Porsche took 1st, closely followed by the 550's of John von Neumann and John Porter, Jr.

In that same issue (to which I make no comment)... For Sale: *ATTENTION PORSCHE LOVERS* 1953 America Coupe cheap. I have been waiting for two months for parts and I need a car for transportation. Anything that runs. R.S. Kelly, Eureka, California. (I wonder what he wound up with?)

In the January, 1956 issue are reports of Porsche racing wins, including the impressive Tourist Trophy (Ireland's Golden Jubilee) win by Masten Gregory and Carroll Shelby in the Porsche Spyder. But I thought you might like to read the following article: *A Tale of Two Continentals*.



Cornering ability was about equal in spite of the Coupe's greater weight.



The Continental engines of both cars were identical, but the Speedster had slightly lower 3rd and 4th gear ratios.

### *A Tale of Two Continentals* Porsche Coupe vs. Speedster

Below, a comparison of rear contours: the "fast-back" coupe body style, though popular in U.S. cars only briefly during the early '40s, is particularly appropriate for a rear-engined vehicle.



Now, I'd like to bring your attention to two wonderful pages of pictures from the Frankfurt Auto Show...

Not just the picture of the millionth Volkswagen... and not just the wonderful new Carrera (with an amazing engine picture) but... the picture of the new Porsche Jeep which will "float like a duck in the water." (Seems to me I remember a V.W. Schwimmerwagen from WWII??) But I especially like the picture of the VW boss Nordhoff standing before a stylized map of the world... the caption says *more and more, these days, his world*. Given recent events, and VW's problems in the late 1970's, makes you wonder how V.W. could have squandered their brand to the extent they have.

And, finally, on that sort of "down note" I thought I might buoy your wintertime spirits with this "should-da/Could-da" thought... in that very same first edition of 1956 is listed: Porsche 550 Spyder. Excellent condition. Fastest in the country. Won Mexican road race, completely reconditioned, ready to win, \$5,900 will trade. Bill Thomas, 1410 Sunset Hill Drive, West Covina, Calif. To those financial gurus in the audience... what is the ROI given the current value of a 550 with Mexican Road Race provenance? (Certainly better than my 401K just now.)

can road race, completely reconditioned, ready to win, \$5,900 will trade. Bill Thomas, 1410 Sunset Hill Drive, West Covina, Calif. To those financial gurus in the audience... what is the ROI given the current value of a 550 with Mexican Road Race provenance? (Certainly better than my 401K just now.)

Peter French

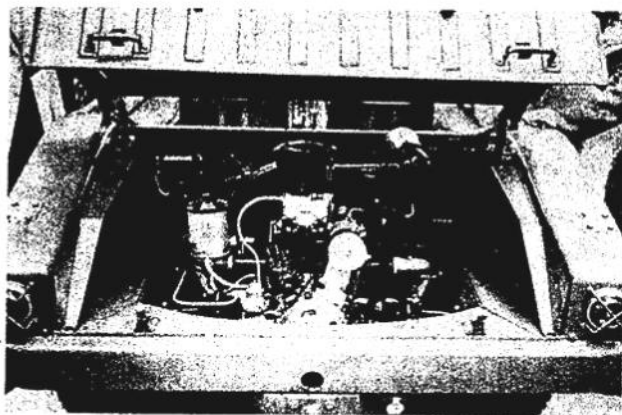
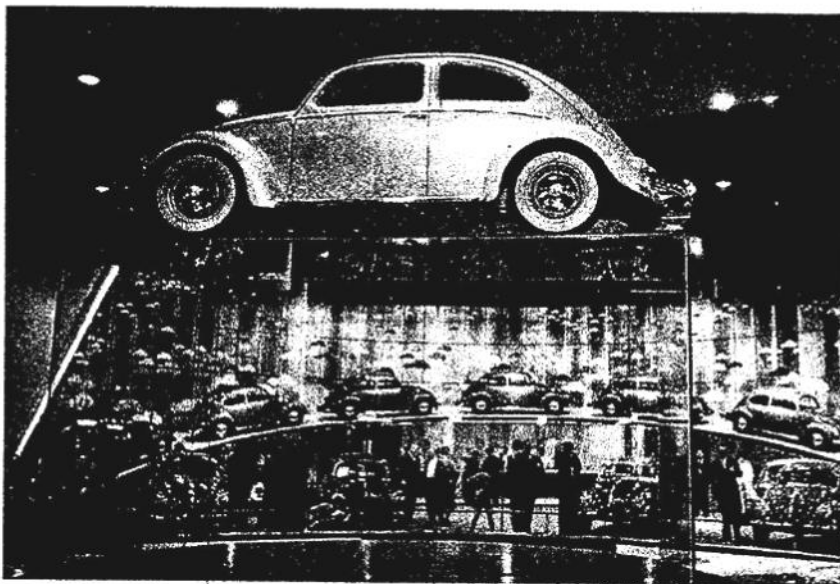




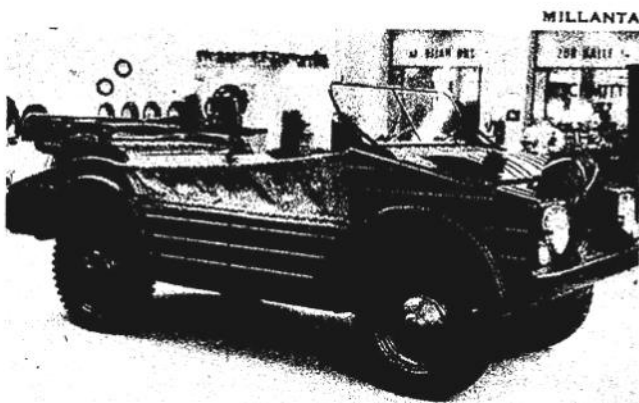
The 37th Frankfurt show, a biennial affair, was notable as much for sumptuous settings as for new cars. Volkswagen boss Nordhoff (at left, facing camera) stands before a stylized map of the world—more and more, these days, his world.

## FRANKFURT

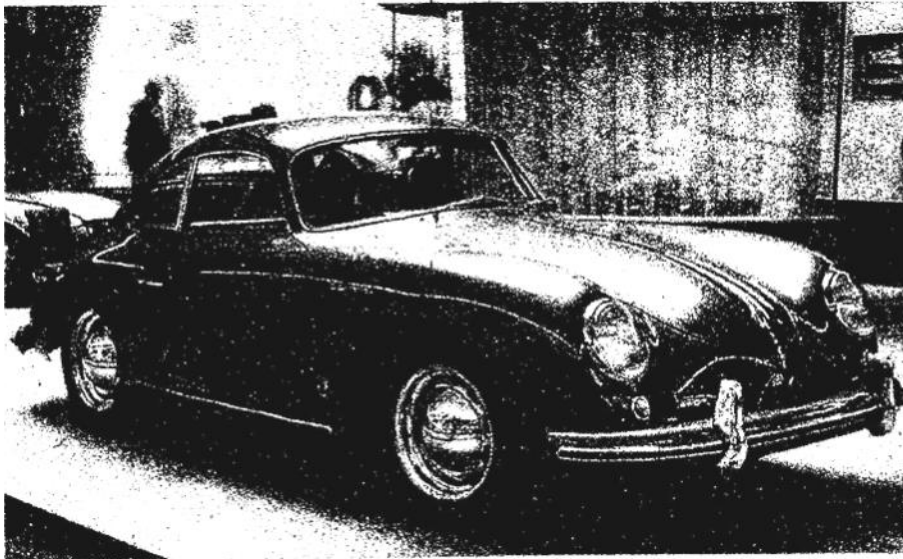
On a tall glass pedestal stands the millionth Volkswagen, while beyond, the "people" gape at their "car" exhibited in profusion on a kind of vehicular Rainbow Bridge to a rear-engined Valhalla—presumably somewhere near Wolfsburg.



Looking a little lost in such utilitarian surroundings, the new 1582 cc Porsche engine nestles comfortably in the rear of a rugged Porsche Jeep.



First showing of the Porsche Jeep. With a 5-speed gearbox, 4-wheel drive, and a weight of only 1900 lbs., it will top 75 mph on the road and float like a duck in the water.



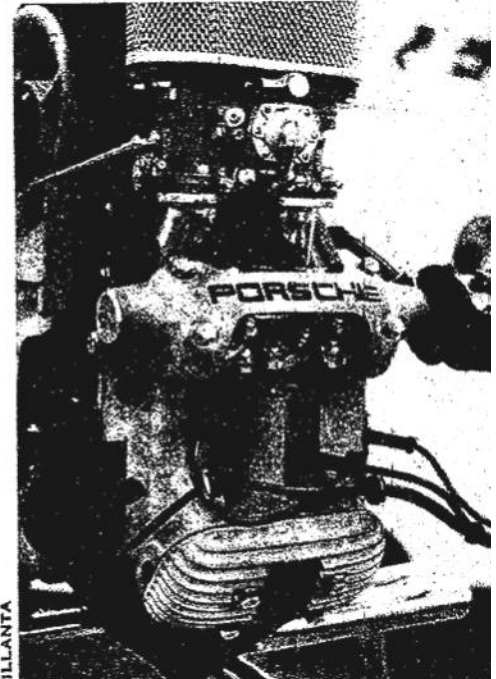
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In their new "Carrera" model, available in coupe, convertible or speedster, Porsche fits the 4 ohc Spyder engine, which develops 110 bhp (SAE). Cost will be about \$1000 above corresponding Super model.

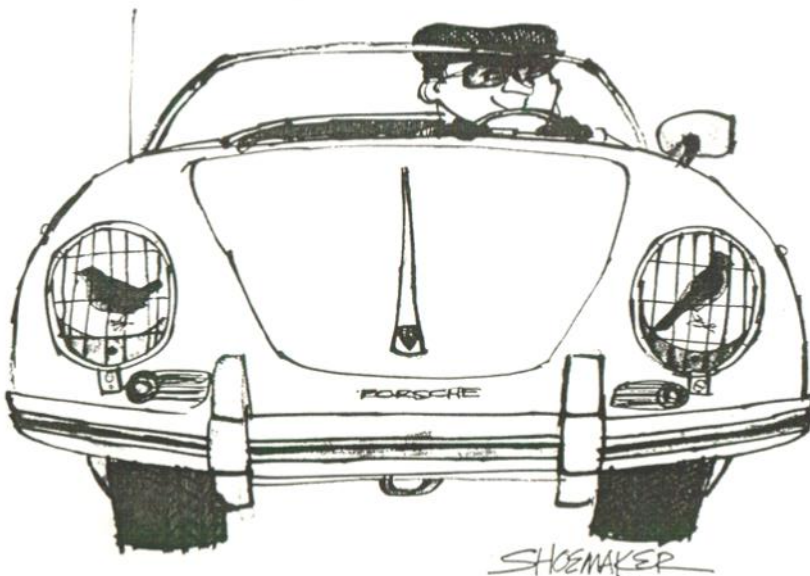
Side view of the "Carrera" engine, below. With the increased displacement, Continental gives 70 bhp and Super, 88 bhp.



Bodies appear unchanged, but there is a new single-radius windshield, new dash layout and lowered floor. Other improvements include detail changes in suspension, shocks, anti-roll bar and steering to give even better handling characteristics.



MILLANTA





## *We Can Save Them All* by PJ Bernard

### *Saving 013*



**P**rior to straightening the mangled steel that is 58013 we've started on getting a passenger door ready to test fit and measure as needed while straightening. Adam Wright set us up with an appropriate door, pricy but clean doors of that vintage are obviously limited and he did provide a very good part. The original door can be saved but having a spare now while the work is being done is better than looking for one that fits after the fact. The spare also provides us with an early example that is a reasonably accurate fit plus or minus some lead. Besides, it's not as if there's such a thing as having too many good 356 parts on the shelf.

Removing the mechanical parts on the door was a pleasure. Everything is in good working order but for the door latch mechanism, a good cleaning and fresh lube should suffice. The small foot of the latch was bent when the door popped free during the accident but I do have a set of rusty doors I can pull that one bit from.

This part of the project was done carefully as I've never pulled a 356 apart before. Some bolts were rusted tight but most came loose quickly and with no damage. Patience was required while pulling the window regu-

lator and door mechanism, as well as the window frame since I don't have much in the way of literature but it's pretty straightforward. Not as complicated as it easily could have been. The door itself is pretty beat up, folded back on the leading edge with the inner front section ripped along the weld line.



A short two hours were spent drilling out spot welds and cutting out the bottom panel which was rusty enough to deem not worth working with. The replacement bottom part is ok but a note to vendors, this is a 356, have you seen the current pricing for quality cars? Labor will be most of the cost so I'd rather pay more and get something reproduced and sold with pride. Offer a better quality part and see which sells and to whom.

My next step is to remove the lead filler and clean up the edges so it can be stretched out with the door skin still intact in order to keep some semblance of shape prior to taking more measurements, drilling out the remaining welds and removing the skin itself.

The bottom four inches of the inner vertical panel will need to be fabricated as well as most of the rear edge of the front panel. The rear section is excellent and due to the lack of rust I've got high hopes for the door skin itself.

Having the unobtainium sourced spare door while rebuilding this one should be a real plus, it's quite clean and reasonably close in build number. Measurements are fantastic but two doors provide a bit of feedback that include the human element present at the factory. "It fit in the drawing" isn't much help to the person with the wrench and expands the work load when actually having to work with the part. PJ



## Anatomy of a Scam by Lee Payne

Reprinted with permission from the Florida Owners Group newsletter *The Fog Light*

As we all know, scams come in many different colors. Why, just the other day a Nigerian princess wanted to give me half her fortune if I would help her get it out of the country before her husband, a very powerful man, discovered her deception. I went back and said send me a picture of you naked and we'll talk. Never heard another word.

Usually, you can pick up on these things quickly. Take the latest car scam that piqued my interest. Since I recently sold my Roadster, I have been looking for a driver. I know that shocks everyone. Frank Hood told me I better buy a driver, as he is tired of seeing me at all the events without a 356. Not as tired as I am.

I was searching online for 356s for sale, and came up with a 1965 356 SC Coupe on Hemmings for \$35,100 in Massachusetts. It was a private seller, with many very detailed pictures and a great write-up. I immediately sent the site to Buster Venable and asked his opinion. He said it was either gone or a scam. That was my take as well, and we let it drop.

A week or so later, the exact car appeared on a website in Chattanooga, TN with the same price, the same pictures, and the same write-up. But it was at a dealership called M&M Imports at 720 Airport Road in Chattanooga. They had an inventory of many high-end exotics as well, and showed a beautiful large dealership, with a spacious sitting area in the lobby. Again, Buster and I both agreed it was a scam but we thought we would at least do some due diligence. We both called the number on the website. It was disconnected. Buster found another number on the site that no one answered but you could leave a message for a gentleman who sounded decidedly British. Buster left a message asking various questions about the car. He never heard back from anyone at the dealership. I emailed them at the email address on the website, and got this response:

Hi, My name is Julian, I am the Sales Manger here at M & M Imports in Chattanooga. Thank you for your e-mail regarding our 1965 Porsche 356SC. We are happy to let you know that it is still available for \$35,100. The car is in perfect condition, mechanically, as well as aesthetically, with no accident damage nor any other problems. It currently has 90,094 miles and it comes with a clean title. The vehicle is located at our lot in Chattanooga, TN. If you can't find it on our website,

please contact us for pictures and details. I hope to hear from you soon.

Now before you say, "What an idiot", let me explain why I thought the car might not have sold—it was in my opinion, freakin' butt ugly. It was Togo Brown, which is bad enough (you know what that would look like in the snow), but it also had a red interior (*who would do that!*). I know the price was great but it would need a paint job and quick. There was great detail provided on the rebuilt engine, new chrome, matching numbers—even the wheels.....it actually had pictures of the Certificate of Authenticity and of the corresponding numbers on the car. Yeah, I know the price was less than half what it should go for, but dude, it was ugly. If the guy couldn't sell it in Massachusetts, maybe he sent it to a dealer he knew in Tennessee to sell where perhaps people weren't so discerning.

I called the good number again and left a message, saying I was very interested in the car, it was the exact driver I was looking for, please call me back, blah, blah, blah. "Julian" did call. He had a very broken accent of some sort—decidedly NOT British. This was Wednesday night, December 2nd. I asked him if the title was clear and he said it was. I asked him if he had driven the car; he said he had and it drove wonderfully. I told him I wanted the car, could I send him a deposit. He said "No—it was first come, first served"—they had other people interested. I told him I could be there by Friday noon. He said that would be fine, he doubted anyone would buy it before then. I asked if a Region's Bank Cashier's Check would be acceptable. He said yes, they do business with Region's all of the time.

Now, before you say, "What an idiot", let me explain why I went to Chattanooga to buy a car I figured wasn't there or was not as represented, or some other BS. There were four basic reasons. First, I really wanted to see how this played out. Second, we have friends in Waynesville, NC on the way, with whom we could stay and visit with up and back. Third, we have property in Waynesville that we haven't checked on in over two years. And fourth, Coupe, our 80-pound mutt has never been on a road-trip with us before. This would be a great opportunity to see how he did.

So, Thursday morning, we are up early, to the bank when it opened for a check and on the road. Coupe discovered early on that sticking your nose out of the window at 75 mph, isn't the same as at 35 mph. Who knew a dog's nostrils could turn inside out? I left a message for "Julian" that we were on the road



with the check and to let me know if anything changes. No response.

We stayed with our friend Thursday night and left for Chattanooga promptly at 8:00AM Friday morning. I called "Julian" at 8:15AM to tell him we were on our way. No response. It was about a three-hour drive. We loaded the M&M Imports address in the GPS and followed it to the site. Only the address 720 Airport Road did not exist. Surprise! There was a 700 Airport Road and across the street was a 713 Airport Road. It was a towing yard, and beside it was a huge vacant lot. All other numbers were in the 800s.

Now, before you again say, "What an idiot", let me explain what happened next. I went into a couple of businesses to see if they knew of an M&M Imports. The one across the street did not. But at 713 Airport Road, the towing company, there were a couple of dingy looking trailers and a shack with an "Office" sign on the side. There were many wrecked vehicles dotting the area. I told Kathy to lock the doors and reminded her where the gun was. I slowly pulled the plywood door with a swinging padlock open and stepped into a stale tobacco stench you wouldn't believe. Through the tears in my eyes, I saw this gentleman sitting at a desk of clutter that matched the rest of the room. I choked out, "Hi, I'm looking for an M&M Imports. Have you ever heard of them?" "Sure", he said, "They used to be right here at this location, but they moved some time ago." I proceeded to tell him I had been scammed and asked him if he knew where they were now. "Sure", he said. "They are just over yonder on Shepard Road", and he proceeded to point and give me directions. He also told me they had changed their name since they moved away to "Airport Auto Brokers". But he assured me that they were "good people" and he had known them for years. They wouldn't do anything "like what happened to me."



to be M&M Imports, but was now Airport Auto Brokers.

Now indeed, there were quite a few vehicles sitting around the lot, even BMWs, etc., but they were older models and not in the greatest of shape. Again, I told Kathy to lock the doors and reminded her

where the gun was. I walked around the side of the building to an office door near an "Open" sign displayed in the window. Shockingly it was locked. But there were two names and phone numbers posted, with the names "Manny" and "James". I called "James" first, but he didn't answer, and his mailbox was full. Then I called "Manny". He didn't answer either, but I could leave a message. I gave him a synopsis of my situation not expecting a return call, and prepared to drive the 800 miles back to Florida.



But hallelujah brother, the phone rang and "Manny" was on the other end. I asked him if he knew of an M&M Imports. He said yes, that he used to own it, but shut it down six or seven

years ago and opened up Airport Auto Brokers. I told him then someone was using his old business name and website to scam potential buyers. He said he never had a website. He said he had received another call not long before about M&M Imports and he told them the same thing. It was obvious "Manny" was a local and had neither a British accent nor any other one unless "country" is an accent. Dead end. We headed home.

While we were on the trip, Buster said the Hemmings ad was taken down. When we got home and now you can say, "What an idiot", let me further explain that "Julian" had sent me an email on Thursday, when we were about half way to Waynesville, NC saying sorry the car was sold. I found it on my computer, and then on my cell phone, even though I checked my cell phone off and on. It may have been backdated or I missed it on the road. But I'm glad we continued on. I am going to expose this scam everywhere possible. I have been in contact with Hemmings' fraud department, and the Better Business Bureau of Chattanooga. Hemmings was able to get the site suspended for one day, but then it was up again showing only one car in inventory.

M & M Imports.

This newsletter will help spread the word. Talk it up. I know of many people who have bought cars sight unseen by wiring money or sending a check to a seller for the car to be picked up later. Not so sure that is a good idea anymore. My motto is now, "If it's too good to be true, have some fun with it."

Lee

## **CLASSIFIED - FOR SALE/WANTED**

### ***For Sale -***

1965 356C Coupe  
9 1/2 out of 10, will send info & pics -if interested  
asking \$85000-  
contact garyr356@aol.com



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



Enjoying the winter in your 356. From Chip Bechtold



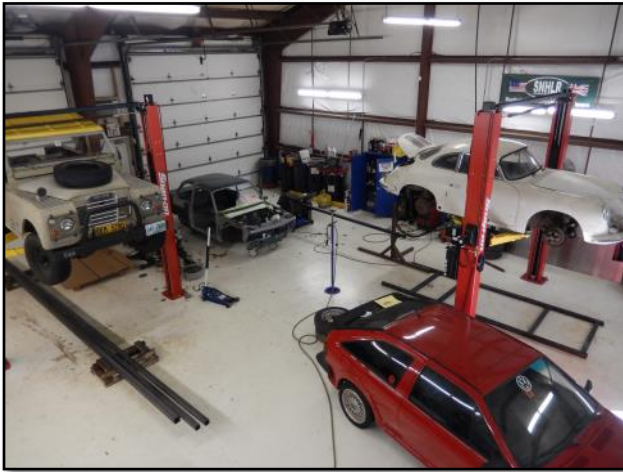
## FEATURED SPONSOR— **The Carrera Gruppe**



The Carrera Gruppe is owned by John Hannan, Jordan Angers, and Elijah Hannan. We opened up for business here in Hampstead NH in late April 2015. To pay the bills, we repair modern cars daily. Our specialties are Porsches and Land Rovers, but have experience with almost any

manufacturer.

We have complete metal shaping capabilities (sheers, brakes, bead rollers, English wheel, etc.) as well as full welding capabilities MIG, TIG (aluminum, magnesium, steel, Inconel). Hampstead won't allow any additional paint booths so we have a permanent set-up in Merrimack MA. We are working on producing aluminum body panels for Porsche 356, and 911s. We are also getting our machining equipment moved here to increase our capabilities.



As far as modern cars, we have all up to date Snap-On scan tool programs, full service with only OEM or better parts, and try to take the same care with those vehicles as we do the ones we are passionate about.





**Repair • Restoration**  
**Customization • Fabrication**

**V 603 489 5060**  
**F 603 489 5062**

**3 Owens Ct Unit 7**  
**Hampstead NH 03841**

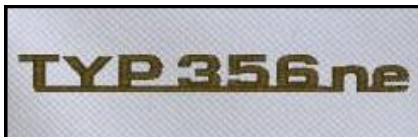
[WWW.THECARRERAGRUPPE.COM](http://WWW.THECARRERAGRUPPE.COM)

## CLUB ITEMS AVAILABLE

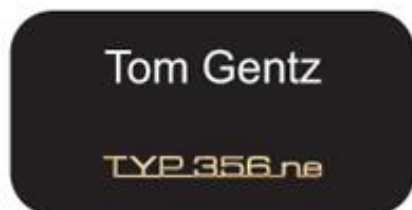
***Clothing-*** TYP356ne has an online store where you can order hats, polo shirts, canvas bags, and any other item that Land's End Business Outfitters carry in their inventory. The store address is:

<http://ces.landsend.com/TYP356ne>

You know it is our store because TYP356ne will appear in the upper left hand corner of the website. You can customize any of the items you purchase with the black oval patch and/or the gold TYP356ne script.



***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 <http://www.holmesstamp.com/category.aspx?categoryid=207> 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](mailto:tgentz@typ356ne.org).

### ***Club Grille Badge***

Club members can purchase the "Official Club Badge" for a cost of \$35.00. It is a beautiful badge. Contact Peter Venuti at [pvenuti@typ356ne.org](mailto:pvenuti@typ356ne.org) for further information.



# TYP 356ne

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



## TYP356NE – CLUB SPONSORS

### Meister Restorations

Owners: Rainer Cooney and Jerry Dascoli  
 Location: Rt. 28, North Barnstead, NH  
 Shipping (UPS etc) Address: 1414 Suncook Valley Rd  
 Center Barnstead, NH. 03225  
 Mailing Address: P.O. Box 846  
 Alton, NH. 03809  
 Tel: 603-776-3561

Sales  
 Service  
 Bodywork

**MACKOUL'S  
 CARS**

Owner: Richard MacKoul Foreign Car Repairs  
 220 Worcester St - Rt 122 Paint and Collision Experts  
 North Grafton, MA Used Car Inventory  
 Shop: (508) 839-2324 [mackoulscars.com](http://mackoulscars.com)

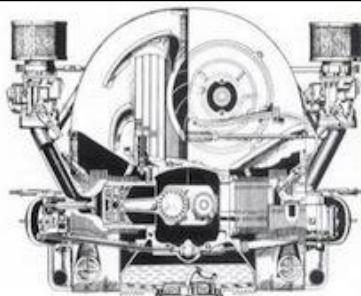
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 978-777-3077

Owner: Jim Mallette  
 Toll Free: (877) 218-2195  
 Fax: (978) 777-9985  
 Email: [stuttgartne@comcast.net](mailto:stuttgartne@comcast.net)  
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Owner: George Nelson  
 Tel: 617-333-0275  
 E-Mail: [ggn356@comcast.net](mailto:ggn356@comcast.net)



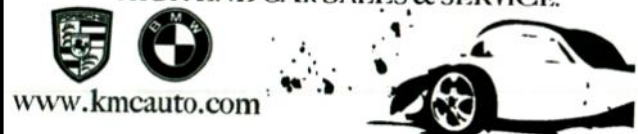
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