

# TubTimes

***Official Newsletter of***

**TYP 356 ne**



## **HALLOWEEN-FOLIAGE TOUR 2022**

See page 6 for details and pictures

**Volume 22, Issue 9, November/December 2022**

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

## TYP356NE OFFICERS

President— Allen Sisson



Vice President/  
Newsletter editor

Ed Tobolski



Secretary—  
Theo Kindermans



Treasurer—  
Georg Becker-Birck



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## KEY MEMBERS-

Director—Immediate Past President

Peter Venuti



Membership Chairman

Carl Luck



Director

Tom Tate



Director

George Kehler



Director

Greg Lane



Director

Diane Mierz



Director

Peter Thompson



Director

Dennis McGurk



## Save the Date for the Holiday Party!!!!

## Sunday, February 5th, 2023

**A week before the Superbowl, a great  
time to get out from your winter  
hide-a-ways!!!**

**Our 2023 Holiday party is going back  
the Tuscan Grill in Burlington, MA  
Look for an email and the next  
TubTimes for full details.**

## New Members, Welcome to the Club

- Gary and Paula Cole, live in West Ossipee, NH and have a 1964 356C
- Bengt Person and Elizabeth Berardi, live in Boston, MA and have a ruby red 1960 356S coupe and a slate gray 1962 356S Notchback coupe.

## **TYP356ne Event Schedule for 2022/3**

See the Club website, [www.TYP356ne.org](http://www.TYP356ne.org), for the full information and latest details.

Events in blue are TYP356ne events.

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

### **December**

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

### **January**

- Tuesday, January, 3rd, 6:00 – 7:00pm, [TYP356ne Board of Directors Video Conference Call Meeting](#).

### **February**

- Sunday, February 5th, 11:00 am - 2:00 pm, [TYP356ne Annual Holiday Party](#) at the Tuscan Grill in Burlington, MA, see the next TubTimes for full details
- Tuesday, February 7th, 6:00 – 7:00pm, [TYP356ne Board of Directors Video Conference Call Meeting](#)



## **Come one, come all, to the 2023 Events Planning Meeting, Saturday, Dec 3rd at 10:00am**

**Now is the time to help plan our events for next year. You can attend in person or virtually by Teams, see details below.**

We have reserved the Sherborn Community Center

<https://sherborncommunitycenter.com/> at 2 Sanger Street, Sherborn, MA.

01770 from 10 AM to 12 PM on Saturday, December 3, 2022, for the Club

planning meeting for 2023 events. They do have Wi-Fi which will allow our Club Secretary, Theo Kindermans, to allow those who want to attend the planning meeting virtually via Microsoft Teams to do so. Anyone interested in attending virtually can email Theo at [tkindermans@typ356ne.org](mailto:tkindermans@typ356ne.org) for the link to join us on December 3rd.

We will be meeting on the second floor. The town library is on the first floor and opens right at 10 AM. So we will not be able to enter the building until 10 AM. If you arrive early, you will have to wait to get in.

Allen will provide coffee and donuts that morning. For those interested we will go to the nearby Noon Hill Grill in Medfield, MA, <https://www.noonhillgrill.com/> for lunch after the meeting.

Please let Allen know (see email address below) sometime before December 3rd if you will attend in person or via Teams. If in person, also let him know if you will be going to Noon Hill for lunch. He needs this to know how much coffee and donuts to bring and for lunch reservations. Noon Hill has a large parking lot.

**Please consider suggesting an event to add to the Calendar for next year. It could be a tech session, drive, lunch or breakfast get together at a local restaurant in your area. If you have an idea for an event but can not attend the meeting, send an email to Allen so your suggestions can be discussed at the meeting.**

[dkwf5700@gmail.com](mailto:dkwf5700@gmail.com)



## PRESIDENTS MESSAGE— NOVEMBER/DECEMBER 2022

I decided to try something different to end the driving season this year. So, from October 25-31, 2022, I drove to the North Carolina/Tennessee border and participated in the four day "RS Xperience Sports Car Rally Series Fall in The Smokies" organized by Andy Papa [Unique Driving Experiences | RS Xperience](#). Typically, 7-12 sports cars participate in these rallies. This was a bit of a stretch for me since I took my newly restored 130 horsepower, 1968, Porsche 911 coupe to this event. The stretch was that all the other cars participating were 21<sup>st</sup> century Porsche 718s, 911 Turbos, Mustangs and McLarens all which were 500 to 600 horsepower cars with power steering, automatic transmissions, traction control and much wider tires. My car was a bit lighter at 2,300 lbs. vs their approximately 3,000 lb. cars. However, despite this weight difference, I was obviously at a significant power and ease of handling disadvantage.

I arrived one day early, the same day two of the instructors and two previous participants in this rally did. Andy, and the other instructor Alan, were in Andy's McLaren, a 600 hp Mustang, a 500 hp 718 Cayman and me. The four cars left on a drive at 8:30 AM, the arrival day for everyone else, not returning to the base lodge until 4 PM that day. I was to follow Andy in his lead car McLaren followed by the other two. Amazingly, because the roads were so constantly curvy on often steep up and downhill grades, I was able to keep up most of the time by frequently shifting between 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> gears (5 speed transaxle). Only on straightaway sections did Andy in his McLaren pull out of sight since he could accelerate much faster than I could.

The driving was spirited, very challenging but also safe. To give you an idea, we would take curves at about twice the speed most people normally would, and these curves come one right after



My 911 with the lead McLaren car just in front

Except for the arrival and departure day, this event involved two full days from 9 AM to 5 PM of driving some of the most twisty, scenic, and challenging roads in the world. To give you an idea of how challenging these roads were the Tail of the Dragon, which you might have heard of, was the easiest road we drove. In fact, Andy said he would not have even taken us on it except for its fame, and everyone wants to say they did it. After the event I can say he was right. The Tail of the Dragon was relatively easy compared to all the other roads we drove since most of the curves are short and few were decreasing radius curves. On many of the other roads we drove, like the Cheroke Skyway and many off the beaten path unnamed roads, there were a lot of long, seemingly unending curves with many of them abruptly decreasing in radius at the end unexpectedly.

the other almost constantly. This first day was the easiest for me since Andy was almost always right in front of me as we entered a turn; so, I would brake or not brake whenever he did. This allowed me to just brake for the same length of time he did just before entering a turn giving me the confidence that I could probably handle the curve at that speed. I can say I was worried several times that I was at the car's limit, but I never lost control that first day or the two days that followed even when I was following a less experienced, not instructor, driver. I experienced the famous side to side, short wheelbase Porsche rear end dancing on several curves plus there was a lot of tire squealing on some very tight turns. With my car's manual steering it was often quite a challenge to hold the car in control during several tight turns. As everyone is told, I quickly learned how important it was to always keep your foot on the throttle in turns no matter how much you wanted to lift off throttle or even worse tap the brakes. You could easily feel the immediate loss of control if you let up on the throttle just a little bit, which is the thing your

intuition tells you to do. I quickly learned that accelerating even more as soon as you reach what you think is the apex of the curve gives you instantly the feeling of more control. The only problem is when the curve then decreases in radius after you think you passed the apex it can get very hard to maintain control. Yet, even then, maintaining throttle works best. Fortunately, despite my “bicycle tires” as others called them, I never lost control with the rear end coming around, but I certainly feared it would happen more than once.

At the end of each day, I was asked if I had fun. My response was always: “it was very challenging”. I enjoyed the challenge, but fun, at that moment, just did not seem to be the right word. Perhaps with more experience doing this it would be fun. Exhilarating and a bit scary would perhaps describe it best.

I took my short wheelbase, 911. However, I do think my 90 hp, 356B, S90, swing axle coupe would have done about as well with some handling characteristics modifications which I discuss in an article entitled: “Improving the Handling Characteristics of a Porsche 356 for Safer High-Speed Cornering” on Page 10 in this Tub Times.

It is certainly not for everyone, but Andy, who leads these drives, and is an instructor for Porsche Club of America high performance driving events, has many hours of track driving experience at Lowe’s, Barber, Indianapolis, Mid-Ohio, and Watkins Glen. In addition, he has over 15,000 miles of driving experience searching out these challenging Smoky Mountain roads he takes you on. This tour includes all lodging and meals. They give you driving instruction tips and car control techniques with walkie talkies in every car to alert you to road and driving hazards, keeping you constantly informed as to what is going on. There is a lead, middle and following instructor or seasoned previous participant driver car with the group. You get to know all 8 participants and the instructors very well during this four-day period, making new like-minded friends.

So, if you want to try something different to challenge yourself and your car, this might be something you want to participate in next year. However, if you have a more modern sports car, it might be better to take that. If you do bring a 356 to this rally, I would strongly recommend you make some of the changes to address the swing axle positive camber issue that I discussed in my article referenced above.

Allen Sisson, President TYP356ne  
Email: [dkwf5700@gmail.com](mailto:dkwf5700@gmail.com)  
Phone: 617-921-0532

Below are scenic pictures from Allen’s trip.



The picture above left is a view from the my room at the Blue Waters Mountain Lodge where all the event members stayed.

Above right is a view from one of our drive lunch stops.

Left are some Elk we passed grassing in a field on one of the drives.



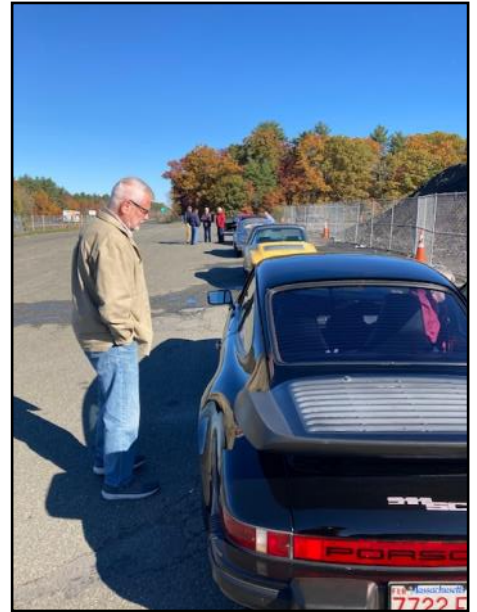


# Thompson's 2nd Annual Halloween/Foliage Tour

On Saturday, Oct 29th, seven Porsches gathered at the truck stop weight station on Interstate I 95 Northbound, between RT 97 and Rt 133, at 10:45am. Peter and Joyce Thompson then led us on an hour long tour over some scenic back roads of Georgetown, Boxford, Groveland and West Newbury MA, ending up at the Cafe Sarina in Georgetown for lunch.

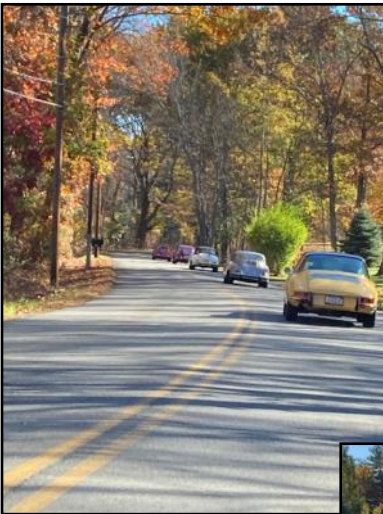
The weather was perfect for our last drive of the year and Café Sarina was outstanding place to sit and connect with our Porsche friends. Thanks to Peter & Joyce Thompson for organizing a fun day. Next year they are thinking to have it a little earlier for even better foliage possibilities. Can't wait!!!

Ed T



Above and below— gathering at the truck stop.

On the tour



Above—Peter Thompson chatting with Ed Tobolski



Above—Ray Ashenhurst's cab next to Ed Tobolski's black 911SC

Geoffery Richon's silver coupe next to Don Ruzecki's white cab. Don had to do some minor repairs to the license plate holder.





## Halloween/Foliage Tour



Sandy Osborne and Chris Hammond drove their beautiful red 356 coupes.



Below– Right to Left– Don Ruzecki's white cab, Geoffrey Richon's silver coupe and Len Cannizzaro's 912.



An enjoyable lunch at the Café Sarina



Peter and Joyce Thompson organized the event and led the tour in their 911SC.



# **Four Speeds and Drum Brakes** by Tom Tate

## Triple Action

Sometimes the stars align and things just work out fine, sometimes they don't. This is one of the times that the alignment was right on track. Actually three tracks.

Porsche owners seem to always be looking for places to exercise their cars whether it's running errands, going to a Cars and Coffee gathering or a real Road Trip, the key to enjoyment is doing it with other owners. I found a few events that were fun and bunched together in late Sept before the days started getting short and put the word out.

I haven't been up to the Drag races in Epping NH for years and had thought about trying the Launch Control on the, new to me, Turbo S along with one of Rob's friends who had the same car. Bill Sweeney was sure that he had the faster car and this would be a good way to find out. It was mid week in the evening.

the PDK transmission assisting. Bill outran me every time with better starts but both cars were under 11 seconds, which is what they call a 10 second car. That means that the elapsed time was less than 11 sec. Mine seemed to be faster at the end, 136 mph vs 132 mph but he still got there first. I red lighted twice, meaning I released the Launch Control before that bottom light went green. Like I said, it isn't as easy as it looked on TV.

Bill and I had been to SCCA Track Night back in July and were familiar with the program. Three classes, novice, intermediate and advanced with each given three 20 minute sessions. Like a PCA driver education but no instructors and no passengers. Cars were self teched (take all the loose stuff out), put on your helmet and no passing without a point by. That event was run after a day of heavy rain and while we were cautioned about water running across the track it still caught a few by surprise.



The following day was SCCA Track Night at the Thompson CT track and PCA NCR had an Autocross at Ft Devens two days later. A perfect week. Perfect enough to convince Rob that he should fly in from Arizona and join us.

New England Dragway allowed anyone to run a car down the 1/4 mile strip as long as it looked like it could make it. Helmets were required but nobody checked to see who's car you were driving. There were some cars there that looked like their owners might be away on vacation and the keys were left on the kitchen counter. The Track opened at 3 pm, closed at 8pm and for \$30 you could make all the passes you wanted to by just getting back in line.

I haven't run a drag race since I beat a pickup truck with my 356SC with a 17.8 second pass at 75-80 Dragway in Monrovia, MD in 1969. My first and only 1/4 mile test. They didn't know what to do with a small foreign car so I got put in with 6 cylinder pickups. I still have the trophy. I have certainly watched them on cable but it never seemed to me that it took a lot of skill to go straight with the pedal down. Boy, was I wrong.

Going straight with the Turbo S was easy enough although there was some wiggle when 533hp hit the pavement even with four wheel drive. It was the launch that made all the difference and that was tough to get it right even with

Including a novice at the end of the front straight in a Mustang. He found a tire wall that was protecting the flag station with a NJ barrier behind it. He cleared the tires, going end over end,



but not the concrete barrier. He must've ducked because he wasn't hurt.

Rob had spun off in the same spot in my car too but missed anything stationary. We looked at the video later (I have a forward looking camera in the Turbo that runs all the time) and he was surprised how close he was to the path the Mustang took. Rob, with wiggles at almost every turn, struggled to stay ahead of Bills car but I was in Pearl, the Audi RS4,





with new turbos installed, Bridgestone R-71's and outran them both. We snagged garage space which made the conditions easier to take but boy did it rain. I always contend that everyone learns more in the rain and that was certainly the case on this day at Thompson.



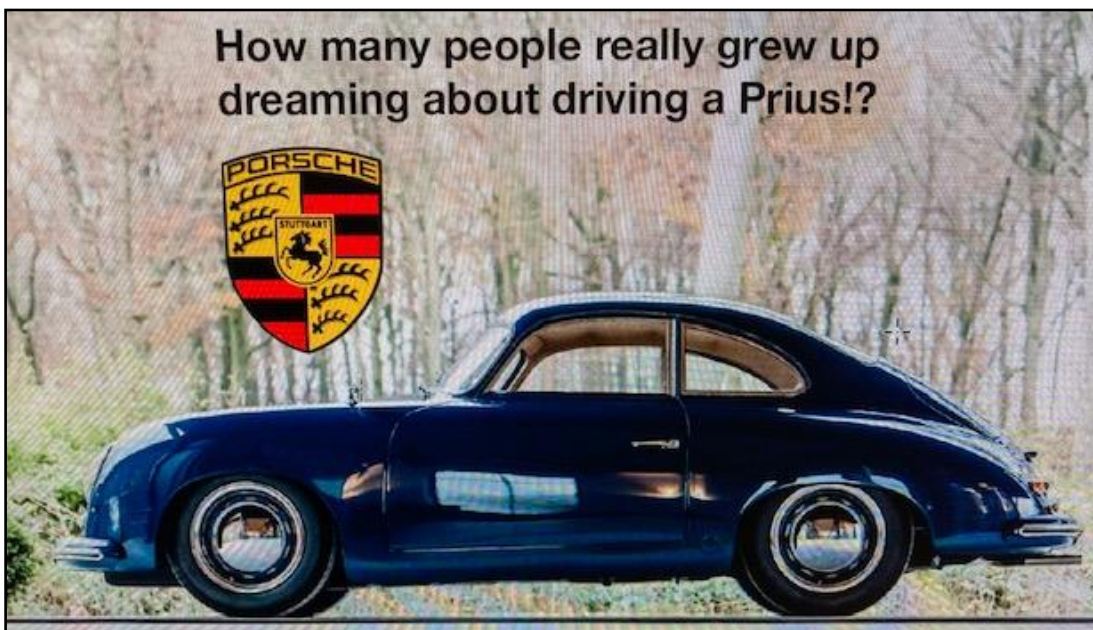
Two days later we were at Ft Devens with all three cars again for a PCA North Country Region Autocross. Clear, sunny day, the very best conditions for standing on a runway all day. A quick course with a decent straight that both Turbos enjoyed. The four door sedan I was driving, not so much due to a lot of body roll, but it was fun.

Rob complained about the tires on my car (they were 7 years old), but I wasn't going to replace them until next Spring. Since Bill was on new tires he tossed Rob the keys to his blue bomb (big mistake) and promptly got beat by 2 seconds. Good thing they're friends.

All in all a terrific week where everyone won, we should do it again next year. If anyone wants to join us just give me a shout at -

[PDQ356@gmail.com](mailto:PDQ356@gmail.com).

KTF



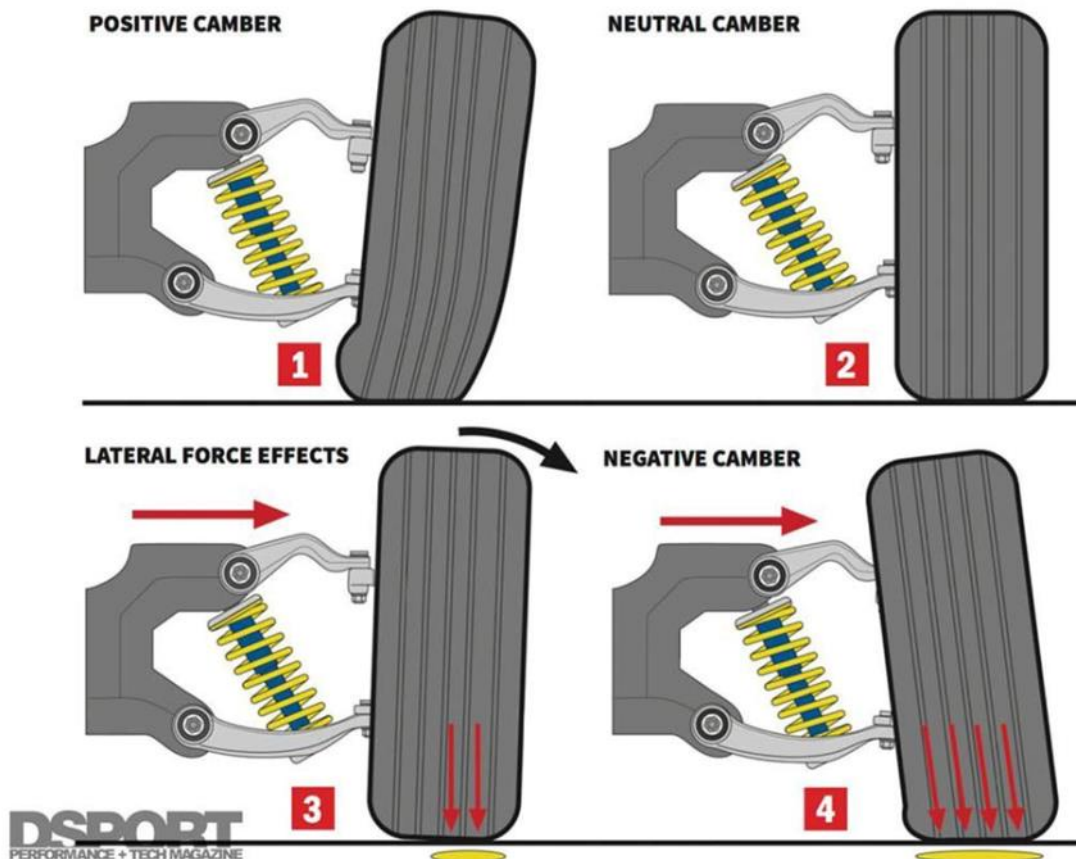
## Improving the Handling Characteristics of a Porsche 356 for Safer High-Speed Cornering

By Allen Sisson

I recently restored a 1968, 130 horsepower, short wheelbase, 911 coupe with standard 165 mm wide radial tires, front suspension MacPherson struts with a 19 mm diameter longitudinal torsion bar and an independent rear suspension with semi-trailing arms and transverse torsion bars. I also have it set for negative 2.1 degrees of camber on both sides in the rear which is more aggressive than the more common negative 1.0 degrees. I have noticed that it handles somewhat better in high-speed cornering than my 1963, 90 hp, 356B, S90, swing axle coupe does even though my Super 90 (and optional on C and SCs) has a factory-installed camber compensator which is a transverse leaf spring connected to the outer ends of the axle half shafts and below the suspension assembly. This supposedly resists the positive camber changes that result from cornering forces and rebound after going over a bump which are common with the 356-swing axle rear suspension not used on 911s. 356s, other than the S90, and some C and SCs, do not have this camber compensator.

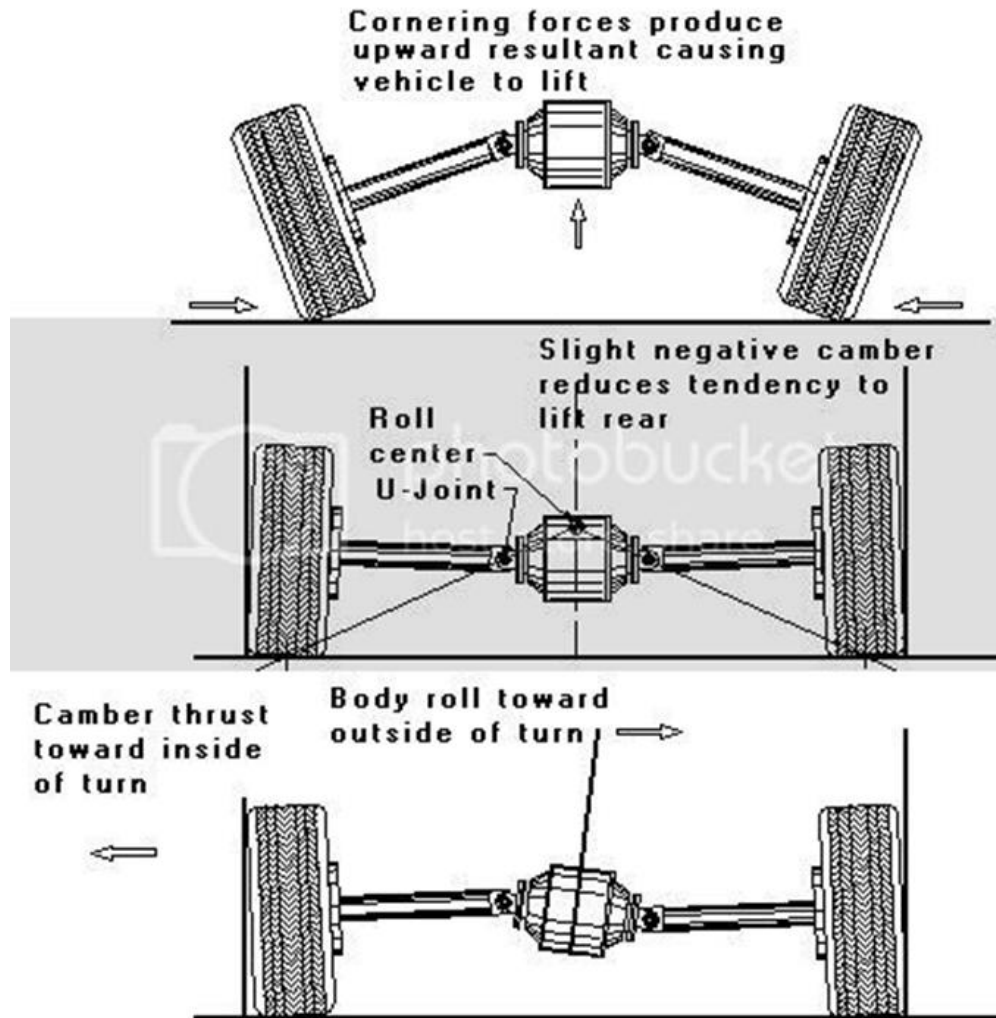
However, Vic Skirmants feels this stock version S90 camber compensator is not effective and sells a replacement that he says actually does work [Suspension and Brake Parts for Porsche 356 | 356 Enterprises](#). As a result, most 356s due to their swing axle rear suspension, are very prone to significant positive wheel and tire camber changes when going around a corner with speed or on rebound after going over a bump. On high-speed cornering you want at least neutral, or better, some negative camber of your tires to increase the size of the tire patch contacting the road. Positive camber decreases the tire contact patch causing a loss of rear-wheel adhesion leading to oversteer (see the first picture below taken from [\(3\) DSPORT Magazine - Posts | Facebook](#)). If this unstable oversteer is severe enough, it can lead to vehicle spin. This is a well know problem when a swing axle design is used in a rear engine car, because greater lateral g forces on the rear wheels due to the weight of the engine add to the positive camber problem created by the swing axle (See the second picture below taken from [Taming the Swing Axle - Shoptalkforums.com](#)).

- (1) A WHEEL WITH POSITIVE CAMBER STRUGGLES TO GRIP THE ROAD WITH THE FULL WIDTH OF THE TIRE, AND FIGHTS THE LATERAL FORCE OF THE ROAD PULLING IT SIDeways-AGAINST THE BOTTOM OF THE TIRE.
- (2) A WHEEL ALIGNED STRAIGHT UP AND DOWN MAY APPEAR IDEAL, HOWEVER, LATERAL FORCES WILL STILL PULL IT TOWARD POSITIVE CAMBER AND UTILIZE ONLY A SMALL PORTION OF THE TIRES AVAILABLE SURFACE (3).
- (4) A PROPER, NON-EXCESSIVE AMOUNT OF NEGATIVE CAMBER UTILIZES THE FULL TIRE WIDTH AND AIDS IN EXERTING DOWNWARD FORCE TO MAXIMIZE GRIP.





**FIGURE 17: SWING-AXLE REAR SUSPENSION**



There are other things that you can do to your 356, besides installing the 356 Enterprises camber regulator on your car, that will reduce this positive camber problem created by the swing axles from simple to more difficult:

1. Always maintain a front to rear tire pressure differential to reduce oversteer. Maintaining low front tire pressure compared to rear tire pressure induces some understeer.
2. Set your 356 to some degree of negative camber when alignment is done. My 356 is currently only set with 0.5 degrees of negative camber in the rear. You might want to consider at least 1 degree of negative camber in the rear for aggressive cornering.
3. Use as stiff shocks as possible to decrease body roll.
4. Add a front anti-roll bar which shifts weight transfer to the front outboard tire which will help reduce rear angle slip.
5. Change from the standard 4.5-inch rims using 165 mm (6.5 inch) wide tires to 5.5-inch rims allowing you to use a wider 195 mm (7.7 inch) tires increasing pavement patch contact. On a disc brake car this change may require the use of wheel spacers and longer studs to prevent some chassis rubbing as described in the 356 Enterprises link above.

Allen Sisson



## Odds and Ends

Geoffrey Richon sends this story about his unforgettable encounter with Spyder No. 3

*I look at the picture of me sitting in my stepfather Jim Graham's racecar, at age eleven and I can almost remember how excited I was. It was race day at Thompson Speedway and we had driven up from Long Island. The car was the third 550 Porsche Spyder made. Jim bought the 550 in California and raced on the east coast. As an adult I was also inflicted by the Porsche bug owning several 356's over the years but I never forgot 550-03.*

*Forty-three years later, after months of searching, I found it in a barn in Ohio looking a little worse for wear. In 2008 I wrote an article for the 356 Registry (Vol. 32 #1) about my search and Jerry Seinfeld sent me an email telling me that the 550 was now his and he was going to restore it in California. He invited me to come and see it when it was done.*



*In 2012, fifty-seven years after that day at Thompson, my son Brooks and I were at Joe Cavaglieri's restoration shop in Van Nuys California and I was sitting in the 550 trying to turn my neck at the same angle as when I was eleven.*

*It is wonderful to see the care and craftsmanship that brought this significant part of Porsche history back to its original condition.*

### **Geoffrey Richon**

Pictures of Spyder No. 3

Right –  
Geoffrey in the Spyder in 1955

Below right– Geoffrey in the Spyder in  
2012

Below– Brooks in the Spyder in 2012



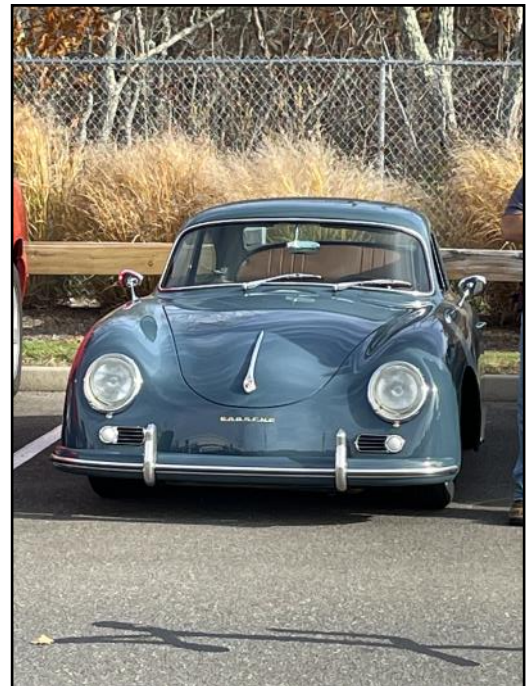


## More Odds and Ends



Gregory Shook sent these pictures from the final cars and coffee event at the Guilford, CT. Commons.

Left is Greg's red speedster replica and right is Scott Sogge's sunroof coupe. The other 356s pictured are not club members.



## Editorial Comment

Sorry for the delay getting TubTimes out this month. I like to keep TubTimes on a regular schedule, but there are times during the year when there is not much to report on. My thanks to everyone who sent me items for this issue. If anyone has any suggestions on how TubTimes can improve, let me know, new ideas are always welcome.

I'm planning to send the January issue out a few days early, i.e. the last week of December, to promote the Holiday party and making everyone aware that the 2023 dues will be required starting January 1st. As usual you will be able to pay the dues and the Holiday party cost at the same time. You will also be getting an email from Carl Luck in early Dec. with full details about these events and payments. Enjoy the winter months.

Ed Tobolski, editor



# Porsche Miles Driven in 2022

Below are the miles members have driven their Porsches this year,  
as of November 19th.



<u>Owner</u>	<u>Porsche</u>	<u>2022 Miles</u>	<u>Total miles</u>
Allen Sisson	356B	3440	
Greg Lane	356B	1161	142267
	Boxter S	663	37384
Ed Tobolski	356A	723	168359
	911SC	836	106121
John Henry	356C	366	
Diane Mierz	356SC	2008	
Tom Tate	Speedster/Coupe	2091	
Carl Luck	356A	2027	
Neil Fennessey	912	507	
Georg Becker-Birck	912	770	
Ray Ashenhurst	356B	928	145879
David Lawrence	356C	1226	
Peter Thompson	356S	955	
	911	375	
	Boxster	1757	
Phil Brzezinski	911 Carrera	3216	50276
George Kehler	356 Continental	70	
Ken Nykiel	Boxster	784	
Craig Amerigian	912	151	
Ellen Beck	54 Speedster	40	
	356C Coupe	150	
	911	540	
Bill Slinko	912	275	
Theo Kindermans	356B	972	
	911 Targa	875	
Tom Clark	356A Patina Queen	243	
Randy Robinson	356B	574	200000KM
Ed Fanning	356A	346	
John Consigli	356C	325	
	914	100	
Rudy Zimmerman	356C	207	
Bob Gilbert	Speedster	110	
Doug Barry	Speedster	2000	60000
Michael Boland	356C	270	150280
Steve Turino	356B	833	92941
	Boxster	<u>1637</u>	38701
	Total	33551	



### ***356 Winter Storage Tips***

The winter weather is almost here and it's time to think about storing our cars during the cold months. The following is a list of suggestions selected from various sources along with some of my own. ET

- Don't put it away dirty. Wash and clean your Porsche inside and out.
- This would be a good time to go over the paint with one of the clay bar paint cleaning products.
- I crack open the windows a little bit to allow air circulation.
- Cover the car to keep dust off of the paint.
- Don't leave dirty oil in the engine, change it and the filter. Note—the experts are split on when to change the oil. Some say to do it when you store the car others say when you open it up next spring and some say to do both. Take your pick, just be sure to change the oil and filter.
- Don't let water infiltrate your gas. Top off the tank and include a fuel additive like STA-BIL or Star-Tron.
- Turn your on-off-res valve to the off position.
- Don't let your tires develop flat spots. Inflate your tires to over 40 psi or, consider using tire cradles that are shaped to the tire and prevent flat spots without over inflating.
- Don't let your battery die. Attach a battery tender to maintain voltage or disconnect the battery.
- Don't apply the parking brake. Leave it in neutral and use wheel chocks, but leaving it in gear is fine.
- Don't neglect your windshield wipers. Prop your wiper arms to protect the wiper blade edges. I use a block of Styrofoam under each arm to raise the rubber blade slightly off of the glass.
- If your 356 is in a damp area you may want to use reusable desiccant containers in the car. You may need a number of these as the interior of your Porsche is a large space. You can easily check them once a month or so and reactivate them per the instructions.
- Rodents can be a problem if they get into your car. Here's a couple tips on how to deal with them
  - ⇒ Decon works well, but don't use it if you have pets in the garage
  - ⇒ Dryer sheets work but buy the good ones....The cheap ones don't last.
  - ⇒ Sticky traps in the car work also, just to catch any mice with sinus issues.
  - ⇒ **Do not use Moth Balls inside your car, you will never get the smell out.**
  - ⇒ Use an old tennis ball to plug the end of your exhaust pipe to keep them out.



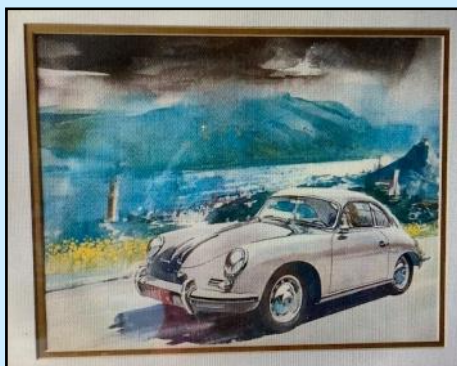
## **CLASSIFIED**

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](mailto:tobolsed@verizon.net). Items will be run once unless renewed.

### **For Sale**

Porsche book library- lots out of print- mint condition- to much to list- mainly 356- some 911 stuff — email me what your looking for-thanks -

Contact— [Garyr356@aol.com](mailto:Garyr356@aol.com)



### **For Sale**

An old, 14/11, watercolor painting of a 356  
Best offer over \$135

Contact— [Garyr356@aol.com](mailto:Garyr356@aol.com)

### **For Sale**

A new rubber door mat- great in garage -\$23

Contact— [Garyr356@aol.com](mailto:Garyr356@aol.com)



### **For Sale**

Still in original boxes- car emblems of 356 registry  
1 is 35 other is 50 years — best offer \$\$

Contact— [Garyr356@aol.com](mailto:Garyr356@aol.com)



### **For Sale**

Hydraulic jack- for 356- new- \$35

Contact— [Garyr356@aol.com](mailto:Garyr356@aol.com)



### **For Sale**

6/12V battery charger- used \$35

Contact— [Garyr356@aol.com](mailto:Garyr356@aol.com)





## CLASSIFIED

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### Wanted

I'm looking to buy a 356. I'd like a nice honest driver, mechanically & structurally sound, with a real-life patina. A coupe is preferred, but will consider any 356. It is for my own use, I am not a reseller. Please feel free to text me at 504-473-4041 or email [aahyman@gmail.com](mailto:aahyman@gmail.com) Al Hyman, Brookline, MA.



### For Sale/Wanted

- Tan seats from 1958A coupe. \$300, located in Rocky Hill CT
- I'm also looking for original tan dash cover and black vinyl floor for 57-59 A coupe

Contact Rick @ [rickparks450@gmail.com](mailto:rickparks450@gmail.com)



### For Sale

356 engine, serial number P86917, works out to be a 1961 1600S, pretty complete, no carbs though. Everything that comes with it is in the pictures. Came out of my car, was running well, just a little wet. Miles unknown. I'd like to get \$4500 for it, but flexible.

Contact- [tkindermans@yahoo.com](mailto:tkindermans@yahoo.com)



## CLUB ITEMS AVAILABLE

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

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

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



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

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

### ***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](mailto:pvenuti@typ356ne.org) and give him your mailing information. Payment can then be made by paypal on the club website.



# TYP 356 ne

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