

TubTimes

VOLUME 19, ISSUE 6, JULY, 2019

Official Newsletter of

TYP356ne



A Gathering of Tubs at the Sisson/Grace BBQ

See page 8 for details and more pictures

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

TYP356NE OFFICERS

President—

Allen Sisson



Vice President/ Newsletter editor

Ed Tobolski



Secretary—

Lisa Siegel



Treasurer—

Dennis McGurk



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Editorial

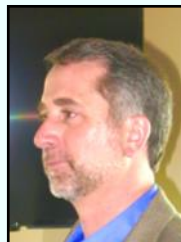
We're getting into the prime months for our club events. There is a wide variety of events scheduled. We have a technical event, social events and driving events coming in the next few months for your enjoyment. In this issue I've added extra promos for several events that are a month or more away. These events, like Club Day, take a lot of organization and planning and it's important that you all are aware of them well in advance. Please read them carefully and note the dates so you can attend as many as possible. You will get more information, either in TubTimes or by email (or both) with all the details to register for the events.

Dennis McGurk wrote a report, for TubTimes, on the book -*"The Art Of Driving in The Rain"*. I just found out that Patrick Dempsey is co-producing a Disney movie of the book. During Sunday's TV coverage of the Austrian Grand Prix they interviewed an actor on the starting grid who is the main character in the movie. The book is about a guy with a passion for driving a race car. He was, as the title suggests, very fast in the rain, always a good quality for a driver. The book chronicles his efforts trying to get into racing while dealing with his significant life problems. The unique part of the book is that the story is narrated by his dog. In the movie, Kevin Costner, provides the voice of the dog. The movie is scheduled for release on August 9th. It should be a good combination of an everyday story framed by some great racing footage. By the way, the dog's name is Enzo. Ed Tobolski, editor

KEY MEMBERS-

Director—Immediate Past President

Peter Venuti



Director/Membership

Chairman

Tom Tate



Director

Jeff Leeds



Director

Greg Lane



Director

Frank Anigbo



Director

Alex Dearborn



PRESIDENTS MESSAGE— JULY 2019

Well the Club event season is in full swing now. This month Tom Tate organized a good showcasing of our Club at the very large Larz Anderson German Car Day on Father's Day, and just over a week ago 37 of us gathered at my home for a nice BBQ together.

Coming up this month on Saturday, June 13th from 10 AM to 12 PM our 356-engineering expert Paul Vincent will show us how to do valve adjustment and how to set timing on a 356-engine displayed on an engine stand to allow everyone to get a good view. This will occur in my garage located at 28 Forest Street, Sherborn, MA 01770. This is the same location of the June BBQ. There is plenty of safe off-street parking. Let me know by email: dkwf5700@gmail.com if you are coming so I can plan for the coffee and donuts before plus the pizza for all afterwards. All food is on the Club this time. No fee for members to attend.

Next up starting at 10:30 AM on Thursday, July 25th our own Tom Coughlin will be taking us on one of his annual, wonderful drives along the South Coast of Massachusetts and Rhode Island. This is just a fantastic drive followed by a fabulous lunch at one of the many private country clubs where Tom has privileges. This is one of the Club's best events of the year. If you have not been to this event before, you should make every effort to go on this year's drive. Details about this drive can be found here in the Tub Times.

Finally, on the first day of August at 11 AM sharp Alex Dearborn has, once again, very graciously agreed to host a group of us to launch from his private boat dock located at 12 Captain's Way, Kittery Point Maine for a nice seaside cruise to a nearby newly opened restaurant that he has found for us. This is another one of the Club's outstanding annual events not to be missed. Details of this



event can be found here in the Tub Times.

For more details about all of our Club events for this year check here in the Tub Times or on our Club website: <http://TYP356ne.org> under the Schedule of Events tab.

I am looking forward to seeing many of you at Tom and Alex's events as well as the Engineer Paul tech. session this month.

Allen Sisson, President TYP356ne

Email: dkwf5700@gmail.com



NEW MEMBERS—WELCOME TO THE CLUB

- Ed Grogan - Ed lives in Quincy, MA. and has a 1987 911, a 1977 VW Beetle convertible and a 1975 VW Beetle sunroof.
- Wayne Smith—Wayne lives in Westwood, MA. and has a 1963 356 S90, a 1965 230SL, and a 1961 BMW R50/2

Hope to see you both at an event soon.

2019 CALENDAR OF EVENTS

All TYP356ne club organized events are shown in blue. The events in black are not club organized events but are included since they may be of interest to the membership.

For more details and the most up to date information go to the club website - www.typ356ne.org

July

- No board meeting this month
- Saturday, July 13th, 10:00—12:00 — [TYP356ne Tech Session](#)
[This event is being moved to Allen Sisson's garage at 28 Forest St. Sherborn, MA 01770](#)
[Allen Sisson and Paul Vincent are coordinating. See page 5 For details](#)
- Sunday July 21st.—Porsches in the Park, a Down East Region of PCA charity event with 250 cars at Bug Light Park in Portland ME. See page 6 for more details.
- Thursday, July 25th— [TYP356ne Loafer's Lunch South Coast Drive](#)—by Tom Coughlin. See page 5

August

- Thursday, August 1st— [TYP356ne Lobster Lovers Loafer's Lunch \(LLLL\) on Southern Maine Coast.](#)
[Alex Dearborn coordinating. See page 5 for details.](#)
- Tuesday, August 6th, 6 -7 pm—[TYP356ne Board Meeting Conference call.](#)
- Sunday August 11th— [TYP356ne Essex River Cruise.](#)
[Dennis McGurk is coordinating a morning cruise followed by lunch. See page 6 for full details.](#)
- Friday, August 16– Saturday, August 17th– Owls Head Transportation Museum Automobile Auction.
- Sunday, August 24th– Tuesday, August 27th—[Schooner Landona 3-night cruise Rockland, Maine.](#)
[\\$1,129/person booked before 3/1/19 plus 10% gratuity. 17 Guests total on the ship. Open to the public. Book directly on the Schooner website: <https://www.schoonerladona.com/>](#)
- Thursday, August 29th to Monday, Sept 2nd– Lime Rock Park Historic Festival
- Saturday, August 31st: Unobtanium Open House, 14 W. Shore Street, Ravena, NY 12143

September

- Saturday, Sept 7th: Porsche Day at Larz Anderson Auto Museum Lawn Event.
- Tuesday, Sept 10th, 6 -7 pm—[TYP356ne Board Meeting Conference call.](#)
- Sunday, Sept 15th—[TYP356ne Club Day—Collings institute, Hudson, MA.](#) See page 7 For details
- Thursday, Sept 19th to Tuesday Sept 23rd— Helen, Georgia V Meet and Driving tours.
- Sunday, Sept 29th - [TYP356ne Cape Drive and Lunch](#) led by Frank Anigbo.

October

- Tuesday, Oct 1st, 6 -7 pm—[TYP356ne Board Meeting Conference call.](#)
- Wednesday, Oct 2nd to Sunday, Oct 6th— 356 Registry West Coast Holliday in Flagstaff Arizona.
- Friday, Oct 11th to Sunday Oct 13th— [TYP356ne Greg Lane's Rhode Island Tour:](#)

Greg has “run out of roads” in SE Connecticut and so has moved further east with also the hope of getting more Boston area participants to join this year.

We will start about noon on Friday, the 11th, with lunch and a leisurely time touring the Newport Car Museum in Portsmouth, RI. This is followed by free time (for harbor tours, mansion visits, etc.) or a casual drive through the mansion district and coastal roads of Newport. Supper at nice venue near our hotel (both TBD).

On Saturday (12th) the driving tour will leave from the (TBD) hotel at about 10:00am, to follow coastal roads in RI to Sakonnet Point and nearby Massachusetts. Lunch on the road or near Bristol, R.I. followed by a mid-afternoon visit to the Herreshoff Maritime Museum (makers of America's Cup boats, among others) in Bristol. Free time late Saturday afternoon to visit Newport attractions, including the mansions, the Cliff Walk, Tennis Hall of Fame and other points of interest. A banquet will take place Saturday evening at or near the recommended hotel.

Sunday: Breakfast and head home.

This tour will be open to “day trippers” for the Saturday tour, but the full benefits of joining the two-day event should not be missed. Full details in the next issue—Save The Dates.

November

- Tuesday, Nov 5th, 6 -7 pm—[TYP356ne Board Meeting Conference call](#).

December

- Tuesday, Dec 3rd, 6 -7 pm—[TYP356ne Board Meeting Conference call](#).
- Saturday, Dec 7th—[TYP356ne 2020 Planning meeting Burlington Public Library](#)

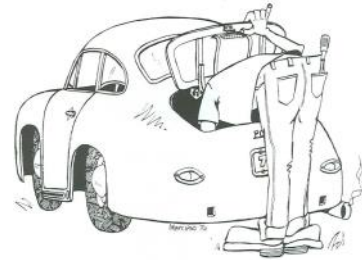
UPCOMING EVENTS

Saturday, July 13th, 10:00—12:00 — [TYP356ne Tech Session](#)

This event is being moved to Allen Sisson's garage at 28 Forest St. Sherborn, MA 01770
Allen Sisson and Paul Vincent are coordinating. Paul is bringing an engine and will be discussing and demonstrating valve and timing adjustments on a 356 engine.

Suggestions for additional topics are welcome

There is plenty of safe off-street parking. Let Allen know by email: dkwf5700@gmail.com if you are coming so Allen can plan for the coffee and donuts before plus the pizza for all afterwards. All food is on the Club this time. No fee for members to attend.



Thursday, July 25th - [TYP356ne Loafer's Lunch South Coast Drive](#)—lead by Tom Coughlin

We will tour the South Coast starting at 10:30 in the village of Padanaram (02748) which is part of Dartmouth, MA. We will meet in front of the Black Bass Grille at 3 Water Street just off Bridge Street. From there we will take some of the wonderful seaside and farm roads on our way to lunch at the Acoaxet Club in Westport, MA.

Thursday, August 1st—[TYP356ne Lobster Lovers Loafer's Lunch on the Southern Maine Coast](#).

Members, we will meet again for the latest version of Lobster Lovers' Loafers Lunch.

As before we'll meet at Danna's and my house, where parking is plentiful, and transit by boat from our dock to the newly-opened Frisbee's Wharf at Pepperrell Cove, Kittery Point.

If you prefer to skip the boat ride you can meet us at the restaurant.

I hope you can stand the upgrade in cuisine! The menu accommodates pescatarians, vegetarians, carnivores and tipplers. Here are the details-

When: Thursday, August 1, meet 10:00 - 11:00, launch at 11:00 sharp.

Where: Alex's driveway, 12 Captains Way, Kittery Point, ME



There is a limit of 24 diners. Please let me know if you'd like to come, how many, and name of guest/spouse and if you wish to go by boat or not.

See you in August!

Alex Dearborn
12 Captains Way
Kittery Point, ME
978 590 5079

alex@dearbornauto.com



MORE UPCOMING EVENTS

Sunday August 11th— [TYP356ne Essex River Cruise](#)

Sign up for a beautiful cruise that will take us up the Essex River to the Essex Bay at the foot of Crane Beach. Essex Cruises will give us a 1 1/2 hour guided tour and provide coffee and muffins for our morning excursion. There is plenty of good parking in the lot.

Confirm your space to Dennis McGurk at denmcg99@gmail.com and he will reserve a seat for you. You can then pay the \$30 per person on arrival. Be sure to arrive no later than 10:15 for the 10:30 cruise. Check their website



www.essecruises.com for more details and directions. As of now we have tentatively reserved 25 seats but do need to confirm by Monday, August 5, so please let us know by then.

After the cruise we strongly recommend having lunch on the other side of the parking lot at the Riversbend Restaurant (<http://riversbendessex.com/>). There is great outdoor seating overlooking the marsh and our cars! If this is your choice, let Dennis know and we can reserve tables. If you prefer, Woodman's, famous for their fried seafood, is just down the street.



Porsches in the Park

A charity event organized by the Down East Region PCA

Come and join us on Sunday, July 21st at Bug Light Park in South Portland, Maine from 11 AM to 2 PM as we gather again along the magnificent rocky coast of Maine in an **ALL PORSCHE** car show to benefit the Dempsey Center. The Dempsey Center provides free support services to anyone impacted by cancer. You can make an additional donation to the Dempsey Center through the "Option" selection. This year one t-shirt is included in your registration fee. All money raised will go to the Dempsey Center. There will be food for purchase from a variety of food trucks. Set up begins at 9:30 AM. All funds raised go to the Dempsey Center.

You will want to get your registration in early this year because we are limiting registration to the first 250 cars. After that, it will be wait list only. We are expecting to max out our parking capacity this year. This year's pre-registration fee is \$50, and it includes one commemorative t-shirt. If available, day of the event registration fee will be \$50 also, but a t-shirt is not included. You can register a second car and even a third car -- just look for the option that lets you do that.

Registration closes July 14th

For details see- <https://clubregistration.net/events/signUp.cfm/event/9799>

Save The Date Announcement!

SUNDAY SEPT 15TH

Our 2019 Club Day is right around the corner & here is what the Club members have to look forward to this year....

5th Annual TYP356ne Club Day 2019 & Drive your Porsche Day

When: Sunday, September 15, 2019

Time: 10:00 AM – 5 PM

Where: American Heritage Museum & Collings Foundation



<https://www.collingsfoundation.org>

Automotive
COLLECTION

**Address: 568 Main Street Hudson MA,
Access road to drive into the air field to park all TYPE356 Club members cars together.**

What they do: The Museum and Foundation are dedicated to the preservation and public display of transportation – for automobile, aviation & WW II History.

This year's Club Day includes a guided museum tour and catered lunch in the private airport hangar.

Club Day Hosts & Event Chairmen: Board Member, Jeff Leeds and Member, Bob Siegel

Schedule for the day-

Arrival time at 10:00 AM

10:30 – 12:00 AM we will have a Private Guided Tour of the Vintage Airplane Hanger where the vintage aircraft are kept, along with a private tour of the classic cars building.

**12PM -1:30 PM We will have a Catered Lunch in private area in the airplane hangar building.
A great backdrop for our Club Lunch!**

1:30 PM – to as late as 5 PM – members can join the general public and enjoy their own self- guided tour of the New Heritage Museum Building of war time tanks, planes and memorabilia.

There will be additional details to follow on the catered lunch menu, how to sign up and RSVP and what the member costs will be. Please look for the additional information to come out in the next Tub Times. We look forward to seeing everyone this year!



RECENT EVENT

Sisson/Grace BBQ

This years Sisson/Grace BBQ was again blessed with great weather- sunny, warm and not too hot. Approx. 37 members enjoyed the great weather and the grounds of Allen and Mary's home. In Sherborn MA. We filled the driveway up with Porsches, and a pickup truck or two!!!

As usual the food was great and this year Adam Wright from Unobtainium sent some door prizes for Allen to give out. Thank you Adam. This event normally draws a range of members and this year was no exception. We had some of the very longest members and our newest member. A good time was held by all.

Thanks to Allen and Mary for opening their home to the Club members and organizing this outstanding event.



Connecticut Valley Region of PCA 2019 Concourse

Greg Lane attended the CVR/PCA concourse event held on June 15th. at the Farmington Polo Club. The following is his report on the event.

Gorgeous day with 90 Porsches present, including 10 356s. TYP356ne members present included Bill and Diane Hare as well as me.

Right- This car is a 1955 (pre-A) coupe. Spectacular, except I think he had 15" (incorrect) wheels

Below left - Greg's hardtop and a line of 356s.

Below center—a very nice 1959 A coupe in a special order color.

Below right- 1955 (pre-A) Continental Cabriolet with period correct tool collection.



MORE PICTURES FROM LAST MONTH'S VERMONT TOUR

A "Barn Find". During the Vermont Tour weekend, three members drove the Mohawk Trail loop, stopped for ice cream and met Dorothy Buxbaum who owns the barn below. She was the chief driving instructor for PCA-Manhattan region (her car is the guards red 911 cab). Small world.
Michael Pahl



Barns are always seem bigger and redder in Vermont!!!

Four Speeds and Drum Brakes by Tom Tate

The best part about old cars is the fact that they are so simple. A little gas, a little spark and off you go. There are no computers or fancy electronics. If something doesn't work you just take it apart and clean it or replace it and problem is solved.

The engine in the Speedster has been giving steady



service since 1999 and has only been out once in twenty years to replace a clutch disc. There seemed to be enough power but there were some oil leaks in the engine compartment and a fresh engine would solve all those problems. With a Helen, GA trip planned for Sept I figured I'd plug in another engine that my friend George Nelson had put his hand on. With no drips or leaks and a little more grunt it might even keep up with my brother's 1884 cc rocket engine that he installed in his Speedster last year.

The only problem I encountered was pulling the old one out. It just didn't want to come out, I wonder why? I really do think these cars get attached to their parts and pieces and don't want to give them up. Usually I just unhook the wires, take off four nuts and it falls on the floor. Not this time. After a bit of pulling and pushing it gave up and came out.

The new engine dropped right in and looked at home except for a couple of things. The coil was blue and for that year (1958) should be black. I pulled the coil out, taped it off and rattle canned it with some Ace Hardware paint. Easy fix. Done.

The oil filter should have been orange and the new engine had the later silver canister. Rather than take it all apart and paint it I just swapped it with the correct colored version that was on the engine I pulled out. Easy fix.

I started it up and everything sounded great but I noticed oil dripping from the bottom of the filter canister. I hadn't seen that when the silver canister was in place, maybe I didn't look close

enough. No problem, I just tightened the fitting but it still dripped. I took the oil line off and put on a new one but it still

dripped. I took the orange filter out to inspect and discovered that there was a crack in the small connector where the oil line attached. In all these years I have never seen one crack but there it was and needed replacing. I went to the other engine, pulled the fitting off the silver canister, installed it and problem solved. Easy fix.



I do have an electric tachometer in the '72 911 and it had started to give bad readings last Fall. Sometimes it would be pretty steady but many times it was just waving at me.

I have located a new gauge repair shop in Virginia so that I don't have to send broken gauges to the left coast. His repair and restoration prices are good and his turnaround time is only two weeks. I was going to pull it out last winter and send it down but never got to it.

The car was running well but every now and then would hiccup. Sort of like an ignition short where someone just turned off the key and turned it back on immediately. It took less than a second and couldn't be predicted and I



.....continued

thought it might be related to the tach problem. I just unplugged the wire that went to the tach thinking that the if it had a short inside, that would stop power to the points (remember those?) and that would cause a hiccup. That wasn't it. Going to a Cars and Coffee last month the hiccups got worse so I pulled the distributor cap off when I got home determined to find the problem. Turned out that the points were not opening at all. I'm not sure how the car ran as well as it did. They are the same as a 356 so I had a set handy. All I needed to do was set the gap on the points to the thickness of a match book cover (remember match-books?) and the hiccup was gone. I thought about where the tach signal came from and decided to plug the tach lead back into the distributor wire the next day (I had to think about it overnight) and now the tach works perfectly. Easy fix.

With the Autocross season close it was time to do an oil change on the 911. I also needed to find the source of an oil leak that was coming from the side mounted oil tank. It had been dripping for a number of years but oil is cheap and it was only a few drips. Besides I had a small pizza pan that I put under the tank when I parked it that caught the drips. I had only run over the pan a few times when I forgot to remove it. To check the drain plug gasket I had to drain the tank and with only a few thousand miles on it I didn't want to throw away good Mobil 1. Sure enough, the copper gasket had a ding in it and a new one (\$.28) solved the problem. I should've done that two years ago. Easy fix.

A few years ago a '64 356C coupe that had followed me home was becoming hard to shift and the gears were hard to find. Third gear in these Tubs has always been a long throw but the reach was up under the glove compartment. The transmissions in these old cars are strong but the linkage has plastic bushings that eventually fall apart. Pulling out the gear shift base found the first plastic ball socket in three pieces and the second bushing that goes around the rod missing entirely. Actually there were pieces laying on the center tunnel floor.

A quick call to one of the many 356 vendors and both bushings were on their way for less than \$20. I popped them in after dinner one night and the shifting was as good as new. Easy fix.



These little four cylinder engines are pretty sturdy but because of tolerances, they need to be put together carefully. A good friend rebuilt the original engine for the Puddle Jumper ('59 356A sunroof coupe) out in AZ and shipped it back East last year. I finally got around to installing it but there was a lot of pressure in the crankcase that didn't get better as the piston rings seated so I pulled it out to take a look. Pressure in the crankcase causes oil vapor to be

pushed out of the breather pipe and makes a mess on the back of the car while driving. That engine came out easily and after pulling the heads off the problem was found.

Turned out that the clips that hold the wrist pins in place (I think I just lost half of my readers - let me know) either didn't get installed or dropped out. In fairness, I did find clip pieces inside the pin.



That allowed the pins to move back and forth putting a really nice groove inside the barrel. The groove let the pressure from the chamber above to escape and instead of providing power to move the



car it pressurized the crankcase forcing oil vapor out the breather. The poor car looked like it was panting at idle. A new barrel and new clips solved the problem. That was a bigger job than most but still an easy fix.

Another 356 owner called to say that his newly rebuilt transmission was giving him trouble. Seemed that first gear wasn't always in the same place and it was hard to find second gear at times. That sounded like the linkage was moving around on him so I suggested that he take the cover plate off behind the back seat and see if the locking pin was firmly in place. A quick look found that the pin had not been tightened when he put the transmission back in and with a wrench and a little Lock-tight it was good as new. Easy fix.

It's too bad that other automotive problems aren't as easy to fix but with more complicated cars come more complicated repairs. I suppose that it's worth it but knowing how simple things used to be sure looks good now. Trouble is that when you start that "back in my day..." sentence the younger generations stop listening. We'll just keep it as our little secret.

KTF

WE CAN SAVE THEM ALL by P J Bernard (The continuing story of the resurrection of PJ's 356A coupe SN 58013)



What next?

When Ed sent me a note last week asking if I could offer up something for this issue of Tub Times I immediately said no problem. And as usual I had no idea in mind or where to start.

This past Sunday began with opening a box containing two lights for my boat which really should be in the water by now. Hella, so they're decent quality and white/red so they don't mess with night vision. It didn't take opening the box to know I'd be adding length and soldering on a set of connectors, so the bench was set up with iron, a wire assortment, heat gun and

sundry supplies to knock it out. Open the box, pull out the schematics and it's red for positive (white light), brown for red light, (ok), and blue for ground (or neutral really). Wait, Blue?? Never saw that before. Yep, the second site offered up by Google shows blue as neutral for the EU.

Then my Monday began with an urgent request for wiring diagrams (line drawings) for a 20' workshop we load aboard research vessels. It's a basic affair providing a comfortable climate-controlled environment for our sonar crew to work from while at sea. This is the first time the Coast Guard has required drawings before the container was loaded aboard the vessel we have on charter.

Until 2003 my entire career has been spent working on one sort of boat or another and I'm still supporting marine operations. During that time, I've always wanted to take a short seminar on basic electrical work and it never happened. I have however spent a lot of time at the bench with a soldering iron and wire, and a multimeter is never more than 50 feet away. So as far as a work task goes I've always enjoyed wiring equipment.

OK, subject matter in place. And appropriate since the first thing I'll be doing after 58013 comes back from paint will be to sort, fix and run the wiring loom. I have two and the original from the car is in reasonable shape apart from the headlight and fog light sections although they are intact enough that hiding repairs will be easy. To that end I had already gone thru the electrical components that came off the car and I've a huge group of photos taken while pulling the dash apart which will help make the runs easier. The colored wiring diagram ordered from a known supplier is both a quick reference and great wall art. PJ



A Source for new Windshields

I have had recent occasion to source a replacement windshield for a Porsche 550 replica. My search led me to the Pilkington Glass Company. They make factory spec replacement windshields for modern cars. It happens that they also have a Classic Car department.

When asked if they stock a windshield for this car, the reply was that they don't do replica car glass -- only for factory production cars. However, further checking revealed that all the Speedster and 550 replica makers use the factory spec glass. The Pilkington part number for windshield glass for both these models is FW045.

The further good news is that they stock windshield (only) glass for most all 'real' 356 models -- as well as most other classic sports cars. In Massachusetts, at least, you could order the Pilkington replacement windshields through your local auto glass company and it will be covered by your insurance company. The only negative is that the glass will not have original factory brand logos. (Ed Note- their website says you can order the glass complete with the original sandblasted logo and date coding. However, you should expect an additional charge for this service that may not be covered by your insurance.)

You should first contact the Pilkington Classic department -- 800-848-1351 -- to make sure they stock your glass and then have your local auto glass company order it for you. They may also install it for you. Hope this helps. Len Cannizzaro

<https://www.pilkington.com/en/us/automotive/pilkington-classics>



CLASSIFIED

For Sale

1961 Porsche 356B S90 Coupe. Signal red, black leather. All matching numbers, original floors. Superb panel fit. A great car with lots of documentation. COA in hand. Original owner's manual, tools, original radio. Comprehensive service just done by Auto Associates of Canton. Please call or email for complete details. Price is firm at \$110,000. Matt deGarmo 203.852.1670.



For Sale

A set of 2 soft cushions for lap or shoulder harnesses. With Porsche name and logo. Mint. \$40 with shipping included Contact Garyr356@aol.com



For Sale

1965. -356C near mint condition papers from Porsche factory, numbers & gaps fine. No rust Contact Garyr356@aol.com



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

For Sale

One—356A front brake drum in very good condition. Has wheel bearings, seal and driver's side bearing cap installed for protection/corrosion control. No scores on braking surface. Quality ruler measures 279 mm inner diameter. Max spec is 282 mm per the Porsche Little Spec Book. \$175 as-is, \$200 nice and clean or \$175 you wash it in the solvent tank when you come to pick it up!

Email Neil Fennessey at nfennessey@umassd.edu



For Sale

One- 356B front brake drum in very good condition. Has wheel bearings, seal and passenger's side bearing cap installed for protection/corrosion control. No scores on braking surface. Quality ruler measures 281 mm inner diameter. Max spec is 282 mm per the Porsche Little Spec Book. \$125 as-is, \$150 nice and clean or \$125 you wash it in the solvent tank when you come to pick it up!

Email Neil Fennessey at nfennessey@umassd.edu



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.

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 for further information.



TYP 356 ne

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

TYP356NE – CLUB SPONSORS

**Sales
Service
Bodywork**



Owner: Richard MacKoul
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