



TubTimes

Official Newsletter of

TYP 356 ne

Happy
Thanksgiving



A WET DAY FOR FINAL DRIVE OF THE YEAR.

Tom Tate's 911 GT4 and John Nai's 1959 356A coupe in the rain
See page 5 for the details

Volume 23, Issue 9, November 2023

For more Club information visit the Club's website - 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



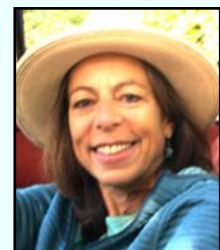
Membership Chairman
Carl Luck



Director
Tom Tate



Director
George Kehler



Director
Greg Lane



Director
Diane Mierz



Director
Peter Thompson



Director
John Consigli

Editorial

I've altered the TubTimes schedule for the next couple months. This issue was delayed from the normal first of the month to the 18th of November. That was done to promote the Dec 2nd planning meeting, see page 4. The next issue will be delivered around Dec. 28th and will be a combined December and January issue to promote the Holiday Party, see page 4, and to announce the calendar for next year. The next issue will then be in early February to announce the results of the officer election and to promote the next events. After that I'll try to keep to a first of the month schedule.

As you can read in Allen's president message, it is time for our next officer election. I was surprised to look back and realize that Allen and I will have been president and vice president for 6 years at the end of this term. That's a long time for positions that normally only run for two years. Below is the list of our presidents (taken from the website). Ed

- Gary Resnick: 1999
- Fran DeLeo: 2000-2001
- Peter Crawford: 2002-2003
- Ron Swenson: 2004-2005
- Bob DiCorpo: 2006-2007
- Bill Collins: 2008-2009
- Tom Gentz: 2010-2011
- Ralph Hadley: 2012-2013
- Tom Tate: 2014-2015
- Peter Venuti: 2016-2017
- Allen Sisson 2018— present

PRESIDENTS MESSAGE— NOVEMBER 2023

Officer Elections

The Club's bylaws require that we have officer elections every two years. Our last election was in 2022, therefore, we will have an election in 2024.

A committee will be formed to nominate the candidates. The current president and vice president have held the offices for 6 years. No one has ever held these positions for more than 2 years in the past. It's time for others to step up and take over.

For more information, contact Allen Sisson -
dkwf5700@gmail.com
or Ed Tobolski - tobolsed@verison.net

The election will be held by email in January and the results will be announced at the Holiday party on Feb 4th.

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



New Board Member-

We're happy to announce that John Consigli has agreed to become a member of our Board of Directors.

John and his wife Betty live in Hopedale, MA and they have a 1964 356C coupe and a 1974 914 1.8L.

John is interested in helping us keep our 356s in good running condition. See his article about fixing his starting problem on page 14.



TYP356ne Event Calendar for 2023/2024

See the Club website for more information. www.TYP356ne.org

December

- Saturday, December 2nd, 10:00am - 12:00pm - [TYP356ne Annual Event Planning/Board Meeting](#)
Sherborn Community Center Foundation, 2 Sanger St, Sherborn, MA 01770, see page 4

January 2024

- Tuesday, January 2, 2024, 6:00 - 7:00pm—[TYP356ne Board of Directors Conference Call Meeting](#)

February 2024

Sunday, February 4, 2024, 11:00am - 3:00pm—[TYP356ne Holiday Party](#)
See page 4



2024 Events Planning Meeting

Saturday, Dec 2nd at 10:00am



You can attend in-person or virtually by Teams, see details below.

This is your opportunity to help plan a great list of events for next year. Your ideas and suggestions are welcome. We are always interested in new ideas or ideas from the past. It could be a tech session, drive, lunch or breakfast get together at a local restaurant. We are interested in having a charity event next year, any suggestions?

If you have an idea for an event but cannot attend the meeting, send an email to Allen (address below) so your suggestions can be discussed at the meeting.

We have reserved the **Sherborn Community Center**—<https://sherborncommunitycenter.com/> at 2 Sanger Street, Sherborn, MA. 01770 from 10:00 AM to 12 PM on Saturday, December 2, 2023, They have Wi-Fi which will allow those who want to attend the planning meeting virtually via Microsoft Teams to do so.

Anyone interested in attending virtually must email Peter Venuti at pvenuti@typ356ne.org to get the link to join us.

We will be meeting on the second floor. The building is normally locked on Saturday and they will open the door for us at 10:00 AM. Therefore, we will not be able to enter the building before 10:00 AM.

Note- Those attending online should wait a few minutes after 10:00 before logging in to allow time for us to set up the internet connection.

Coffee and donuts will be available when we get there. For those interested, after the meeting we will do a short tour to the nearby Noon Hill Grill in Medfield, MA , <https://www.noonhillgrill.com/> for lunch .

Please let Allen know (see email address below) sometime before December 2nd 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.

dkwf5700@gmail.com

Save the Date for the Holiday Party!!!!



**Sunday,
February 4th, 2024**

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

**Our 2024 Holiday party is going back the Tuscan Grill in Burlington, MA
Look for an email and the next TubTimes for full details.**

Fall Foliage Drive

We had 5 cars that weathered the rain on Saturday, Oct 21st. One was Alex Finigan's original 59 coup, now owned by John Nai. Tom Tate brought his 911 GT4 with Jeff Leeds as copilot. Bill and Sue Andreas came in their 928 and the rest of us just enjoyed the ride. A nice visit at Legendary Motors with Tom Manetta and his son TC. Then off to lunch at On the Vine for some really good food.

Peter Thompson

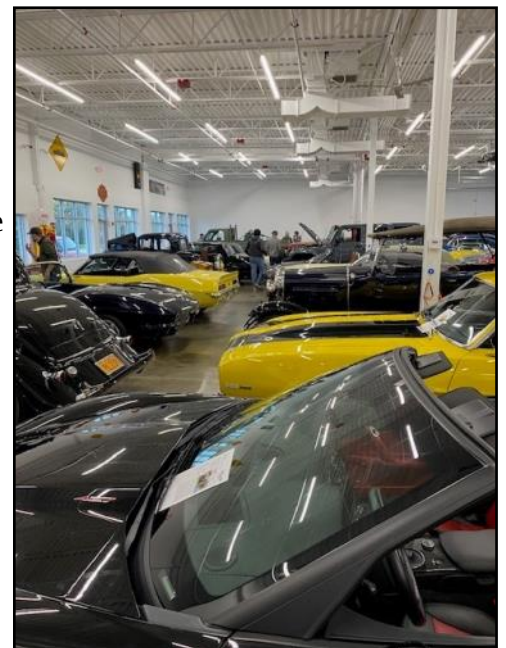
See Tom Tate's comments below.



A hearty group took the rainy Thompson Tour to Legendary Motors in Rowley Mass and enjoyed some terrific empty country roads. Jeff Leeds found an Austin Healey Sprite like he used to race at Lime Rock and other local tracks and the rest of us found lots of interesting cars that we would be happy to take home. Lunch was at a local sandwich shop and made for a great day.

Many thanks to Peter and Joyce who know all the best back roads on the North Shore of Boston

Tom Tate



2023 Lane Yard Party

Seemingly true to form for 2023 Fall weekends, the New England weather forecast for Saturday, 21 October, called for rain all day. Hmm. Thankfully, Sunday looked better and the hosts, Anna Marie and Greg Lane, reserved that as a rain date for their TYP 356ne and other "cars of distinction" yard gathering to celebrate completion of their new, 2-bay garage.

18 members and spouses joined Greg and Anna Marie (Allen Sisson, Ken and Gloria Nykiel, Robin and Scott Sogge, Greg Shook, Diane and Bill Hare, Bridget and Tom Gilchrist, Bob and Fran DiCorpo, Rick Parks, Matt Rosati of SpeedSport Tuning, Paul and Jane Ahnell, Amy and Craig Bush). They brought 10 Porsches, plus several local gearhead friends (and cars) filled the roster out to about 32 folks. Most impressive was the out-of-state representation by 4 club member cars, made by Allen, Gloria and Ken, Bob and Fran, and Bridget and Tom. Wow!

Anna Marie Lane, with the help of many guests, laid out a great food spread, including Honey Baked Ham, mulled cider, German potato salad and ginger-carrot soup. Greg found the troops eager to try and enjoy Koelsch beer direct from Cologne, Germany. Such wonderful beer can only be quaffed from genuine .3ml. Koelsch glasses, which were on hand and required for proper appreciation.

Other highlights included the arrivals of the non-Porsches: A stunning 1929 Rolls-Royce limo, a magnificent 1934 Pierce-Arrow, a gorgeous Volvo P-1800, and a dapper 1912 Model T roadster. Tom and Bridget Gilchrist brought their Beck Spyder all the way from Rhode Island to the delight of many, including Greg L. who determined it was a close fit (Don't touch the windshield!). Rick Parks "introduced" his 1957 356A "survivor" coupe to the group and gladly provided all present with a clutch adjustment workshop. We had the right folks (Matt Rosati and Bill Hare) on board for the job! Rick got the car home and promptly installed a shorter clutch cable and new throttle rod. Ahh, the joys of owning a 356 Porsche!

Member Adam Wright provided a generous supply of newly minted and highly desirable Unobtanium fashion items, including hats and T-shirts. Neat stuff. We are a privileged lot. Thank you, Adam!

Many thanks to all who drove from near and far to enjoy the crisp Fall weather in the friendly confines of Lane's backyard. The new 2-bay garage looked great, too! Greg and Anna Marie



Above left and middle -Left to right- Sisson, Sogge, Ahnell and Shook cars.



Above—Member cars here include the DiCorpo's, Nykiel's, Allen's, Paul Ahnell's and Greg Shook's.



Left and right— The arrival of Tom and Bridget Gilchrist's Beck 550 Spyder drew admiring onlookers as well! People in 550 picture: Fran and Bob DiCorpo, Ken Nykiel and Tom Gilchrist

"If he can get in this thing, I can!" Greg with Tom Gilchrist.



More coveted items from Adam Wright.



Right- Scott Sogge, Greg Lane, Greg Shook and Matt Rosati show off great freebies sent by Adam Wright of, where else (?) Unobtanium.





Above—The arrival of Rick Parks' 57 "survivor" coupe drew much interest.



Above— Boy, that was fun! Rick Parks, Scott Sogge and Bill Hare review the outcome. Below—nice engine

Below- Matt Rosati of SpeedSport Tuning and Bill Hare provide an on-site clutch adjustment clinic on Rick Parks' 57 coupe.



Above- Allen Sisson leaving with his new favorite soup.. Ginger-carrot.



Above—Jane and Paul Ahnell...More happy participants.



Above—1929 Rolls-Royce belonging to Chris Greaves, owner of Yankee Steam Works.



Above- Scott and Robin Sogge are on their way out.

Four Speeds and Drum Brakes by Tom Tate

Sift Happens or Doesn't

My faithful readers will recall the clutch cable problems the Puddle Jumper had last year at the Catskill Drive for our 356 group. The cable was replaced in a parking lot in upstate NY using a borrowed spare from another traveling member (thanks Jeff). It was a little shorter than the correct one and prevented the use of a second locking nut on the transmission end but worked just fine the rest of the year. I thought about replacing after I got home but under the "if it ain't broke, don't fix it" policy I left it alone. A few hundred enjoyable miles in the spring and summer kept it on the list for the 1100 mile run to the 356 Registry East Coast Holiday. The engine in the Speedster was back up and running (boy these old cars break a lot) but didn't have enough miles on it for a long, steady speed, trip. That looked like a great plan when the departure day began with heavy rain. The Speedster would've been awash while the coupe kept me dry.

The plan was to drive the 410 miles to brother Bill's house in Maryland, pick him and Beverly up for the second day drive to meet a bunch of friends in Wythsville, VA for dinner, then another couple of hours to Blowing Rock, NC. I asked WAZE to plot the shortest route and it directed me out the Mass Pike to Rt 84 and to the Merritt Parkway into NY. Not the way I would normally go but I've contested the WAZE instructions before and always been wrong so I went with it. I figured that since it took real time traffic in to account maybe the rain was backing things up on Rt 684. I needed to make a pit stop so when the rain slowed down a bit I ran down a short exit ramp [on the Parkway](#) to bail out. As I depressed the clutch pedal to downshift to third gear it went quickly to the floor and didn't come back. I had lost the clutch cable again.

After you drive these old cars long enough, when something mechanical fails you tend to know exactly what failed. Throwing the gearbox into neutral I rolled to a stop to decide what to do. There was no doubt in my mind that the nut on the transmission end of the cable had fallen off and so the cable could no longer move the release bearing to operate the clutch pressure plate (TMI). I looked at the odometer to see that I was 212 miles from home and WAZE said I was 198 miles from Bills house. I was clearly out of AAA tow range. [And it was still raining.](#)

I have driven standard shift cars without a clutch before and even did a drive from Cape May, NJ to Boston with two kids in the car back in the '80's. That was in a BMW 535i when the hydraulic slave cylinder failed. Since I figured that all I needed for a fix was another 8mm nut and the ability to install it, a drive to Maryland was the answer.

Old guys in old cars all know how to drive a standard shift without a clutch. It does depend upon a good strong battery and a well running engine. I will share the secret but know that this trick will not work with a modern car. They are wired so that the starter will not engage unless the clutch pedal is down which will disconnect the engine from the transmission and they need to be connected for this to work.

The engine needs to be warmed up before attempting this procedure so with the car in neutral, just start the car and bring it up to operating temperature [first](#). [Then shut it off and secure everything in the car including passengers.](#) [With the ignition and hand brake off](#) put the car in first gear. Turn the key on,

[release the hand brake](#), depress the gas pedal down half way, wait a moment and then engage the starter. The car will act like it was hit in the rear as it hops off and begins to move [off](#) in first gear. Now you have it moving in first gear how do you go to second gear? Lift off the throttle and pull gently and it will "fall" into neutral. As the engine speed slows a little pressure on the gearshift lever will drop it into second gear. If it doesn't drop in just raise the engine speed a little and try again. Light pressure is all that is needed so don't force it into gear. It gets [better](#) with practice and higher gears are easier. Downshifts are the same but with a higher, not lower, engine speed. Remember that if you stop the car you'll have to start over so don't stop.



On the remaining miles I only had to stop three times, once for gas, once in a traffic jam and once to go to first gear to drive into Bills garage. Don't try to downshift into first while moving, it's too hard to match the engine to transmission speed while moving. You will be surprised how slow you can go in second gear and still keep moving. It was a bit tense a few times but EZ Pass really helped on the Delaware bridge and the Baltimore tunnel.

Bill was waiting with garage space and tools so I pulled up the floor boards to see if my diagnosis was correct, it was. The nut on the front was in place, the one on the rear was missing.

We pulled the right rear wheel to allow access to that side of the transmission where the cable was mounted to measure the size of the nut we needed. Off to dinner and Ace Hardware and back to the garage. We bought a threaded sleeve (metric of course) to extend the cable length thinking that would let us use an additional lock nut for a permanent fix. When it was all back in place it appeared that the cable was way too long so it came apart again. That time I couldn't get any resistance on the pedal and the cable [still](#) seemed way too long. What was going on here? With a

spacer on the cable I finally got some resistance but it didn't seem right. With the car up on jack stands and in neutral, I started it up to test the fix. It made terrible noises. Sounded like metal scraping on metal in the area of the clutch. Our night and my ride to NC was over. We deduced that somehow the release bearing, with no pressure from a connected cable, had dropped off the yoke that held it and the shortened cable had pushed that yoke into the pressure plate. Ouch.

It was midnight and Bill suggested that we pull the engine out to find the problem. No chance, I suggested we go to bed but before we did we needed to push the car out to put Beverly's car back inside. With the wheel back on and the Tub on the ground we started to push it out of the garage. As I walked over the spot the transmission covered I looked down to see a small C shaped clip laying on the ground. It was one of



two clips that hold the release bearing onto to the yoke. The only clip like that used in the entire car. I had new clips at home waiting but that was a long way away.

That find told us that our conclusion was correct but left three questions unanswered:

1. How did the clip get out of the transmission housing
2. Why didn't the clip fall out somewhere in the last 198 miles
3. Why did it wait until it was in Bills garage to drop the clip

These cars never cease to amaze me, I swear they are alive. See last months column.

It turned out to be a great weekend as I took Bill's Acura (2006 – 147k miles) and followed his Speedster to NC and had a great time. There were lots of Tubs from the eastern states and the weather was clear and sunny all week. The Puddle Jumper missed a great Holiday but I didn't.

A good friend who attended the Holiday was heading to Boston from NC with an empty trailer to pick up a 356 so for the cost of a dinner he scooped up the Puddle Jumper in Maryland and brought it back to Mass for me. Aren't car friends great? Repair report to follow.

KTF



Rennsport Reunion 2023 by John Nai

Rennsport Reunion returned in the Fall of 2023 to the Monterey Peninsula after a five-year absence. This marks the fourth consecutive time that the event has been held at Laguna Seca in Monterey California (2011, 2015, 2018, and 2023). The event is the largest gathering of Porsche enthusiasts in the world with an estimated 100,000 attendees over the four day event.

Rennsport Reunion provides sensory overload for all Porsche enthusiasts fortunate to attend. Cars ranged from the 356/2 SL Gmund Type 514 to the newly revealed GT3 R Rennsport and everything in between. As with past events, the Porsche coral parking is in high demand with an estimate 1,800 being parked daily and always where you'll find some of the most interesting Porsches! John

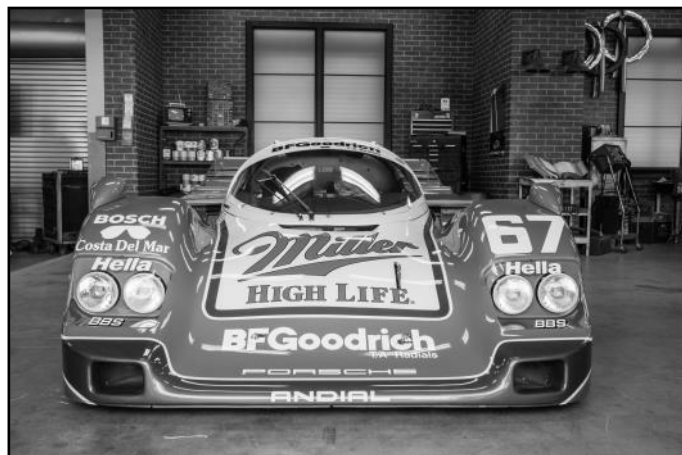


Porsche No. 1

Note- John likes black and white pictures. They certainly give the feeling of the past, which is what reunions are all about. Ed



A bunch of Porsche tractors



One of Bruce Jennings' legendary No. 77 Carrera Speedsters





1949 356/2 SL Gmund Type 514 Chassis 063



John's 92 Carrera Cup USA, 1 of 45, was part of the PCA display.



IMPROMPTU MINI TOUR, NOV 4TH

by Diane Mierz

Greg Lane's text came through when I was literally knee deep in yard work.

"I just installed a new condenser and the car runs well. Are you interested in putting some miles on our cars tomorrow?"

I took in the scene around me. A thick coating of leaves as far as the eye could see. Multiple gardens in need to long overdue maintenance. Days rapidly getting colder and shorter, the worry of snow always on the horizon.

It was a no-brainer, really.

"Absolutely! Let me see if Steve is interested"

The last time I had seen Greg's 356 it was stranded on the side of I-91 in Hartford in a pretty dangerous location to have broken down. Our September Fall tour had just ended and there was little else Greg could do but to send it home on a flatbed where it was unceremoniously rolled into his garage. He started polling people for likely causes for it to just sputter and die and nearly everyone suggested it was the condenser. It's *always* the condenser, isn't it? In this case, apparently it *was* the condenser because once switched out Greg's notchback was raring to go.

The day dawned with temps in the high 50s and sunny. Foliage in southern Connecticut had probably peaked the weekend before but there were still some glorious iridescent colors to be enjoyed. Since this was Greg's idea he got to choose the route and the first portion coincidentally was the exact same route we had taken the previous weekend on another car tour

made up of another club with various makes and models of cars. We affectionately call that tour "The Fouled Plugs Tour" because of the glacial pace the group drives at - generally 10-15 miles **below** the posted speed limit. I took our 356 on that tour once and painful doesn't begin to describe it.

Anyway, to drive the same road 5 -10 miles *over* the speed limit was an entirely different experience and a glorious one at that. We pressed on, enjoying some really great windy roads and spectacular scenery and stopped at The Griswold Inn in Essex for a cup of their famous chowder, potato pancakes, and ice cold IPAs straight from the tap. We took a short walking tour of Essex and then got back in the cars and headed south to the Old Saybrook shoreline and back home again. We parted ways near Greg's house in Madison but invigorated, Steve and I decided to do a little more back road driving and by the time we got home late afternoon our odometer showed an additional 100 miles added to it. Top down all day, we were a little cold but it was well worth it.

I guess the take home here is that it's never too late in the season to enjoy our wonderful little cars. And putting them through their paces on back roads beats yard work by a long shot. Why not take yours out for a spin this weekend before the snow flies? It's kind of a no-brainer, right?

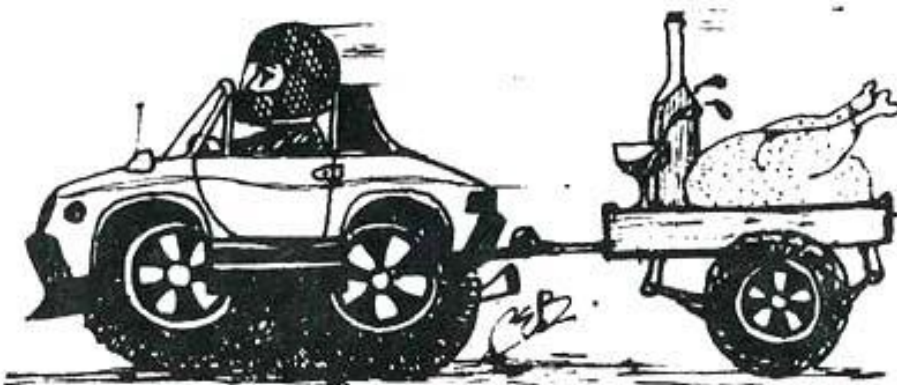
Diane



Odds and Ends!!!!

Past President, Ralph Hadley, did a short drive in his 356 and took these great pictures

Took my little red Porsche out for a spin recently, stopping at local cemetery for a photo shoot. This is my 1965 356SC in Ruby Red. The cemetery was established in 1790 and the entrance was built in the early 1900's. West Parish church.



On the Typ356NE tour around Westport and parts of Rhode Island this past summer, it became obvious that I was having starting issues with my 356. After several rolling jump starts on our road trip, I got the car home. I started by checking the various connections. Even though I had a new Red Top Gel battery, I checked that too. Eventually, I tried a spare ignition switch and presto, the car started every time. Reaching out to various members of the club, along with several threads on the 356 Registry Forum that Neil recommended, I learned that the metal contacts in the ignition switch were worn and not making contact. In order to get my original ignition switch working again, with the key that fit my door locks, I would have to rebuild the switch. It was first suggested by Ed, that I also install a starter relay to prevent this from happening again.

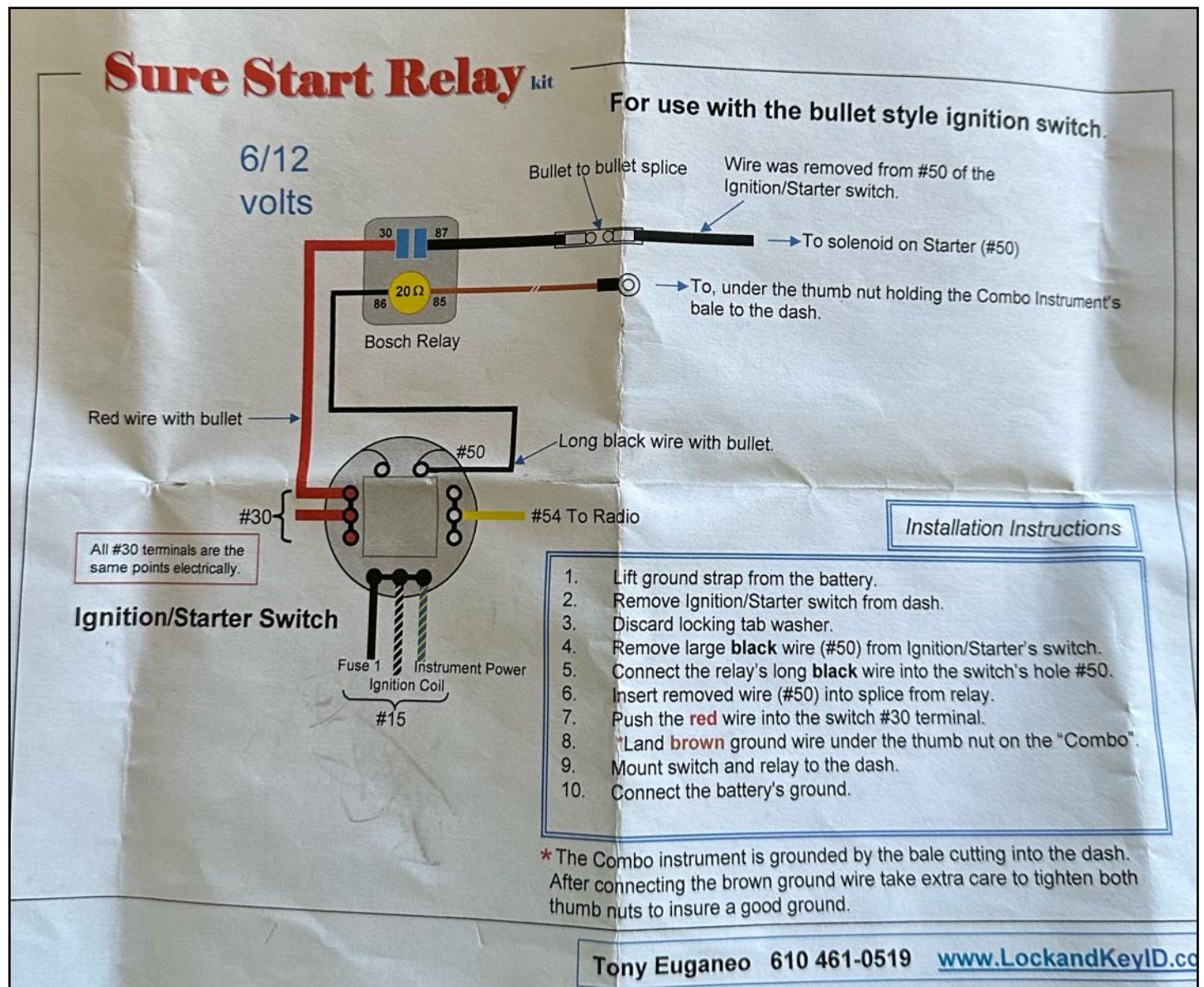
Some of you might remember my posting a comment asking who around could rebuild the switch and asking for information regarding the relay. Several members responded with good information for companies that could rebuild my igni-

tion. I sent emails and received responses from a couple of the names suggested. One source first said no, that he just had knee surgery and he would consider doing the job, but call him back in several weeks. One problem he mentioned was the parts aren't available. The other source sent me a quote. I thought about taking the switch apart and trying to do the job myself, but had been advised against it for a number of reasons, the main one being the parts aren't available.

Most of the relay kits that I had been finding on EBay were ones that mounted next to the starter. I believe that Ed & Neil used that style relay on their cars with success.

Reading the Registry Forum, I spotted a set of instructions someone posted relative to Tony Eugeneo & his "Sure Start Relay" which was designed to fit under the dash next to the ignition switch. Reading the instructions over, I noticed Tony Eugeneo's phone number and email address. I had been chasing leads on a course of action for my switch and relay for a couple of

continued on page 15



days. It was getting late one night. The information that a few had posted and that others verbally told me, was that Tony was no longer in business. I decided to give it a try. I dialed Tony's number, once and after waiting a while, I dialed the number twice. I decided to try one more time, I was about to give up. The phone rang, and to my surprise, Tony answered the phone. I explain to him that I had met him approximately 20 years ago at the Porsche Hershey Swap Meet, that he had done some work for a 356 friend. I asked him about his "Sure Start Relay, if it was possible to purchase one and if he could rebuild my switch. I described the problem that I was having and the starter switch was the suspect. His first question was is the black phenolic sphere at the back of the ignition loose or has anyone tried to take it apart? I assured him no one had tinkered with the switch. He said that he would not work on it if it had been fiddled with. He quoted a price and said that he had to check on the availability of relay. He then confided that he thought that my call was from someone else and that was basically why he had answered at that time of night. It was 9:00 PM. Before he hung up, he asked if I had his address and he asked for my phone number. He said he'd call me the next day before noon. I waited for the call. When I realized that he probably was not going to call, around 1:00 PM, I called him. I

tried twice before he answered. I identified myself. I had searched the internet for his address beforehand and I thought that I had the right place. I asked him if he still lived at a certain address and he answered yes. He went on to say, "after a little research", the repair would be \$50. more, which I agreed to. Luckily, he said that he had found one remaining Sure Start under dash relay, with harness and under dash mounting bracket. We agreed on the total price. He said mail him a check, with the part & key, and he'd rebuild it within two weeks.

Just like clockwork, I received the switch within two weeks. It took me about 10 minutes to wire the starter relay from the instruction pamphlet and about 10 minutes to install it under the dash with my rebuilt ignition switch. The car now starts right up and seems to turn over less times before starting than before. Tony said that I'll never have another problem with my totally rebuilt ignition using the starter relay. As an added bonus, he took my generic Porsche key and he cut me a second key, using NOS Porsche stock. Dealing with Tony Euganeo was a great experience and I believe well worth the expenditure.

John



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.
- Change the oil 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.
- 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 gas tank 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 or in gear and use wheel chocks.
- 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 or Rat-X 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.
 - ◇ ticky 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 you own risk!! Send all for sale and wanted items to Ed Tobolski at tobolsed@verizon.net. Items will be run once unless renewed

Available

CAR STORAGE: I have one extra space available in my garages in Rocky Hill and Old Saybrook, CT for fellow Porsche owners. They are climate controlled and alarmed.

Contact rickparks@203.450.2240 or rickparks450@gmail.com

For Sale

A 1961 S engine, number P86917. Engine was removed from my 1963 coupe (replaced with a freshly rebuild 912 prime mover). Engine was running well when it was taken out; but it could be your winter project if you decided to rebuild it! Special pricing of \$2900 for club members only, but open to offers.

tkindermans@yahoo.com



<u>Owner</u>	<u>Porsche</u>	<u>Miles</u>
Greg Lane	356B Notchback	1265
Greg Lane	Boxster S	499
Sandy Gilmore	356B	70
Weld Morse	356B Cab	864
Carl Luck	356A Coupe	667
Ellen Beck	356C Coupe	340
Ellen Beck	912E SR Coupe	420
Ellen Beck	Pre A Speedster	195
Ellen Beck	94 964	370
Randy Robinson	356B	370
Ed Fanning	356A Mel	1278
Toby Anderson	356C Roadster	2900
Phil Brzezinski	911 Carrera	2291
Phil Brzezinski	911	23
Allen Sisson	356B Coupe	2807
Allen Sisson	68 911	6212
Allen Sisson	88 911	1101
Ray Ashenhurst	356B Cab	929
Bill Hare	356 Coupe	25
Georg Becker-Birck	912 Coupe	1247
John Henry	356C Coupe	369
Neil Fennessey	912 Ol' Blue	3939
Diane Mierz	356SC Cab	2253
Theo Kindermans	356B Coupe	318
Bob Gilbert	Speedster	3
Steve Turino	356B Coupe	144
Steve Turino	Boxster	726
Peter Thompson	356	340
Peter Thompson	911	319
Peter Thompson	Boxster	3116
Jeff Leeds	356B Coupe	595
Tom Clark	356A Patina Queen	86
Tom Tate	356A	1382
John Consigli	356C Coupe	325
John Consigli	914	200
George Kehler	Pre A 356 Coupe	155
Paul Ahnell	356B Coupe	1967
Dennis McGurk	62 Roadster	480
Dennis McGurk	62 Coupe	210
Dennis McGurk	88 Carrera	1152
Dennis McGurk	Boxster	2492
Rick Parks	356A Coupe	200
Tom Gentz	68 911	167
Ed Tobolski	356A Coupe	648
Ed Tobolski	911SC Coupe	376
	Total	45835

Porsche Miles Driven in 2023

Left are the miles driven this year,
as of November 18th.



CLUB ITEMS AVAILABLE

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

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

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



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

ED TOBOLSKI

TYP356NE

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

New Club Grille Badge

Club members can purchase the "Official Club Badge" for a cost of \$36.00. It is a beautiful badge complete with mounting hardware.

To order a badge, first contact Peter Venuti at - pvenuti@typ356ne.org and give him your mailing information. Payment can then be made by PayPal on the club website.



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