

TubTimes

Official Newsletter of

TYP 356ne



Lake Pearl, site of this years Club Day and Drive Your Porsche Day on Sept 21st.
See page 7 for the details

Volume 25, Issue 8, September 2025

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



Director/Membership
Chairman

Carl Luck



Director
Tom Tate



Director
George Kehler



Director
Greg Lane



Director
Diane Mierz



Director
Peter Thompson



Director
John Consigli



Editorial

Fun with 60 year old cars. There are two articles in this issue that deal with issues found on 60 year old cars. For their age, 356s, are generally reliable long lasting vehicles far better than other cars of the same age. As detailed in this issue, Allen and I both ran into problems with our cars that relate to their old age. The point of these articles is to make you aware that problems can happen and you should be aware of problem areas and how to fix them.

If anyone has run into any similar issues with their 356, please let me know so I can inform the Club members in TubTimes.

Our annual Club Day event is only 3 weeks away. See page 7. This year's event will again be held at the new building at Lake Pearl in Wrentham, MA. We have chosen the same menu as last year with the addition of a novelty ice cream station. We will have plenty to eat. Our speaker this year will be Tom Tate. Tom always puts on an entertaining discussion. Please register for Club Day now.

Ed Tobolski, editor



PRESIDENTS MESSAGE— AUGUST 2025

I plan to attend the 356 Registry West Coast Holiday this year in Colorado Springs, Colorado [West Coast Holiday 2025](#) from September 2-6, 2025. I will be driving my 1963, 356B S-90 coupe to get there. No trailer. I do not own a trailer. This will be the second time I have made this trip in my 356. The first was several years ago to go on Fred Ulmann's, at that time annual, Ultimate Driving Tour. I had no mechanical problems then, but at that time my car had been recently restored. I have put about 25,000 miles on the car since then. The car is now 10 years post restoration with 32,254 miles accumulated during that time. My car is basically running well, but I had recently noticed an unusual pulsation in my brake peddle when stopping and starting the engine from cold was a little more difficult. So, I thought it would be a good idea to have a professional at ACS Racing in Hanover inspect the car before the trip.

It is a good thing I did. A few significant problems were found and corrected. The major problem found was with the brakes. All four brake drums were removed and inspected. The rear axle nuts had to be heated to be removed but then came off well. The rear drums looked good with good life left. The rear brake shoes were readjusted a bit, and they then had good drum lining contact. The rear brakes were cleaned and reassembled. See picture 1 of the passenger rear brake drum lining and picture 2 of the corresponding rear brake shoe.

It was a different story for one of the front brake drums. The driver's side front brake drums and shoes looked good. The passenger side front brake drum lining had a significant crack in one area (see picture 3), and the brake shoes were wearing unevenly. The shoes were only making contact on the sides but not the center of the drum lining where the crack was (see picture 4). So, I needed a minimum of new front shoes for both sides to keep braking even and at least a new passenger side brake drum. This is where things got expensive. Stoddard has new front brake drums for \$3,352.14 for one drum. I thought that was awfully high. Retro Automotive Products did not have any relined ones. Adam Wright says he will not sell used brake drums since everyone complains they are not any good which makes sense unless they are relined before using them. eBay had several single NOS or refurbished front brake drums for sale ranging from \$1,522.79 to \$1,736.00 which was a lot better than the Stoddard price, but still high. Carquip in Boulder, Colorado [Carquip](#) had a very nice, relined set of two front brake drums for \$2,058.50 with shipping for the pair. One big advantage of Carquip is I have dealt with them before and have found them to be very honest doing excellent work. That way you are not dealing with an unknown eBay vendor. Even though I only needed one front drum, I decided to buy the Carquip pair since replacing both, I reasoned, would lead to more even braking. When the drums arrived, they had excellent specs (see pictures 5 and 6). The front drums were installed reusing the wheel bearings from my old drums that were still in good condition after repacking them with grease. New drum wheel bearing seals were installed. The new brake shoes turned out to also be a problem. The first set ordered from NLA/Stoddard did not fit the radius of the new drums or old drums. They would contact the drum on the ends (picture 7) but did not contact the drums in the center (picture 8). These were sent back and a new set from DANSK was sent. The DANSK ones had the proper radius, but the seat of the shoes had to be hand filed to get the adjusters to fit properly. After the filing the adjusters would move freely as they should.

The rubber boots on the wheel cylinders were replaced since the old ones were dry rotted. After test driving the shoes had to be readjusted three more times as the shoes seated.

All the front-end grease fittings were lubricated.

After that it was just straight forward tuning to improve the engine starting and idle. All the spark plugs were somewhat dirty and were replaced. The points were cleaned and re-gaped. The distributor cap and rotor were cleaned. The carburetors were readjusted and synchronized. The fuel screws were adjusted to get a consistent 900 to 1000 rpm idle.

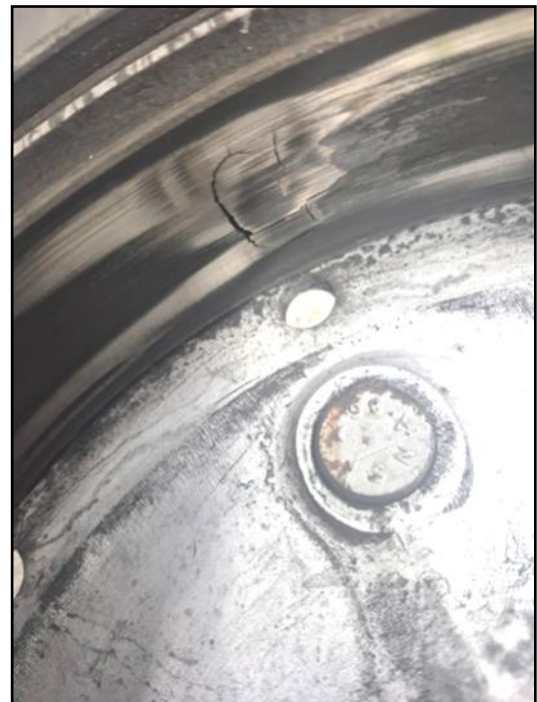
Driving the car now, starting is immediate with very smooth acceleration in all rpm ranges. Braking is sooth, straight and quick. I personally installed a new alternator belt. Years ago, I replaced my generator with an alternator. I also have a backup electric fuel pump installed along with my mechanical fuel pump. I will carry a wet rag in a thermos bottle to deal with any vapor lock problems at Colorado altitude.

I carry lots of spare 356B parts and tools plus an emergency jump starter pack with an electric air pump. Hopefully I will not need any of this, but it is always best to be prepared.

Allen Sisson, President TYP356ne

Email: dkwf5700@gmail.com

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Above— Picture 3 Cracked drum



Above- Picture 1 Front drum
Right- Picture 2 Rear shoes



Above- Picture 4 Bad front lining



Left- Picture 8
Lining/drum gap in the center



Right- Picture 7
Lining in contact with drum
on the ends



Above—Picture 5 new drum



Left—
Picture 6 new drum lining surface

TYP356ne Event Calendar for 2025

Events in bold, underlined letters are Club organized and sponsored. All other events are not Club sponsored and are included for your interest. See the Club website for the latest complete information.

www.TYP356ne.org

September

- Tuesday, September 2nd, 6:00 – 7:00pm: **TYP356ne Board Meeting Video Conference Call.**
Board meetings are held by video conferencing on the first Tuesday of each month. All Club members are welcome to join. To join the call, email Peter Venuti pvenuti@typ356ne.org to get the link.
- Saturday, September 13th, 9:00am – 11:00pm, **TYP356ne Cars and Coffee,**
114 Larch Row, Wenham, MA 01984, USA
John Nai will host a cars and coffee at his home and garage. See page 6
- Saturday, September 13th. Vintage Swap Meet. At Ski Roundtop, near Lewisberry, PA, 17339
For more information see– info@aircooledswapmeet.club
- Sunday, September 21st, 10:00am – 2:00pm: **TYP356ne Club Day & Drive Your Porsche Day,**
Lake Pearl, 299 Creek St, Wrentham, MA 02093, USA
Club Day falls on Drive Your Porsche Day this Year; so be sure to drive your Porsche to Lake Pearl. We will meet at 10 am on the lawn at Lake Pearl for a couple of hours to talk and view cars. From 12 to 1 pm we will have lunch and at 1 pm, Tom Tate will be the speak about his 356A coupe. See page 7 For the details.

October

- Wednesday, October 1st, 11:00am – 1:00pm: **TYP356ne Southeast CT Drive and Lunch,**
The starting point is a commuter lot called 580 Extension 184 parking North Stonington CT.
It is just off exit 93 on Route 95 in CT
Craig Amerigian and Greg Lane will lead us on a nice drive through southeastern CT. See page 8 for the details.
- Sunday, October 5th. Porsche on the Mountain at Palmer Motorsports Club., Palmer, MA.
For more info visit– www.porscheonthemountain.com
- October 5 – 9: **PCA Treffen Jackson Hole, WY,**
Four Seasons Resort and Residences Jackson Hole, 7680 Granite Loop Rd, Teton Village, WY 83025, USA
Find details at this link: <https://treffen.pca.org/treffen-jackson-hole-fall-2025>
- Tuesday, October 7th, 6:00 – 7:00pm: **TYP356ne Board Meeting Video Conference Call.**
- October 7 – 10: **Antique Automobile Club of America Eastern Fall Meet,**
Hershey, PA, USA
See this link for details: <https://aaca.org/event/2025-eastern-fall-meet-hershey-pa/>
- Saturday, October 18th: **PCA Boardwalk Reunion, Ocean City, NJ.**
See this link for details- www.boardwalkreunion.org

November

- Tuesday, November 4th, 6:00 – 7:00pm: **TYP356ne Board Meeting Video Conference Call.**

December

- Saturday, December 6th, 10:00am – 1:00pm: **TYP356ne Annual Event Planning meeting**

January 2026

- Tuesday, January 6h, 6:00 – 7:00pm: **TYP356ne Board Meeting Video Conference Call.**

TYP356ne Event Calendar for 2026

February 2026

- Sunday, February 1st, 11:00am– 2:00pm: TYP356ne Holiday Party, at the Tuscan kitchen
- Tuesday, February 3rd, 6:00 – 7:00pm: TYP356ne Board Meeting Video Conference Call.

Upcoming Events

TYP356ne Northshore Cars and Coffee Saturday September 13th, 9:00am—11:00pm

John Nai will host a Porsche 356 Cars and Coffee gathering at his home in Wenham, MA, on the Northshore on September 13th. Coffee, Donuts, Pastries, and other beverages will be available to attendees.

Non-356's Porsches and other interesting non-Porsches are also welcome. For equine lovers, we also have two mini-donkeys that always appreciate attention and treats

When: Saturday, September 13, 9:00am – 11:00pm

Where: 114 Larch Row, Wenham, MA

Contact Info: 925-588-3218; johnanai@gmail.com



Pictures from last years event



TYP356NE - CLUB DAY 2025

Sunday, September 21st

Lake Pearl in Wrentham MA.

10:00am to 2:00pm

It's only 3 weeks until till our **Club Day** event at Lake Pearl in Wrentham.
This years **Club Day** will be on **Sunday, Sept 21st** and will combine with **Drive Your Porsche Day 2025**.
The event opens at 10:00am and ends 2:00pm.

We will again go the beautiful Lake Pearl facility (see pictures below) at 299 Creek Street, in Wrentham, MA. 02093
The menu for the event will be the Southern BBQ Buffet. This year we have added a selection of ice cream novelties, see the full menu below.

This years speaker is Tom Tate who will give us a presentation about the history of his 356A sunroof coupe. We will find out why he calls it the "Puddle Jumper". This is the same presentation that Tom recently give at a Museum of Transportation event.

This is an adult event that is open to all current members. Members are allowed to bring one guest. No pets.
The cost this year will be \$40 per person. You must register for the event in advance, see the details below.

Registration is open now and closes on Sept 7th. To secure a spot at the event you need to do two things-

- 1 – Send Ed Tobolski an email (tobolsed@verizon.net) informing him that you will be attending the event and if you are bringing a guest. Note- please inform him if there are any dietary restrictions or allergies.
- 2 - Send a check for \$40 per person made out to **TYP356ne** to –

Ed Tobolski
55 Hayden Woods Street
Wrentham, MA. 02093



SOUTHERN BBQ BUFFET MENU

Memphis BBQ Chicken
Carolina BBQ Pulled Pork
Marinated Beef Tips
Fresh Rolls Southern Cornbread with Honey Butter
Macaroni N Cheese
Sweet Corn on the Cob with Butter
Southern Potato Salad with Boiled Egg, Onion, Pickle Relish in a Yellow Mustard
Mayo Creamy All-American Cole Slaw
Baked Beans with Bacon
Strawberry Shortcake
Iced Tea, coffee, Lemonade & Water Station
Ice Cream Novelties
Ice Cold Dove Ice Cream Bars,
Snickers Ice Cream Cones,
Chocolate Chip Ice Cream Sandwiches and
Assorted Italian Ices



SOUTHEAST CONNECTICUT DRIVE AND LUNCH

Our Southeast Connecticut drive and lunch at the Cafe Flo at the Florence Griswold Museum, scheduled for

Wednesday Oct. 1. starting at 11:00am

The starting point is a commuter lot officially called 580 Extension 184 parking North Stonington CT. It is just off exit 93 on Route 95 in CT. We will drive inland to Voluntown, CT, eventually cross the Thames river near the casinos and then proceed westward to the Lyme area. We will finish at the Florence Griswold Art Museum in Old Lyme, CT. We will be arranging a separate parking area for our cars. They have a wonderful cafe with tables overlooking the very scenic Lieutenant River, and the broad field of marsh grass beyond. One of their signature specialties is a lobster BLT.

After lunch you can tour the museum (<https://florencegriswoldmuseum.org>) and the adjacent home of Florence Griswold which also has many paintings on display. She opened her home as a summer boarding house for artists in the early 20th century and the site is considered the nucleus of the Old Lyme School of American Impressionism, a significant art colony of that time period. Admission to the museum on that date is \$23 but they have a number of different discounts including AAA, and NARM. If we have 10 or more people interested in the museum there is a \$4 discount off the price.

If you are planning on attending please respond with the following: the car you are bringing, backup car in case of rain, cell phone number, and the number and names of participants. craig@ascscientific.com

Any questions can be addressed to Craig (401-423-1653 or 760-809-3215) or Greg (475-201-5378)

If anyone needs overnight accommodations, there are many hotels in Mystic, CT which is near the start point. The Griswold Inn in Essex, CT and the Old Lyme Inn are near the museum.

Craig Amerigian & Greg Lane



Griswold Museum
and Café Flo



Misselwood Concours d'Elegance Winners.

The Misselwood Concours was another great event this year. Two TYP356ne members won awards at the event. Congratulations.

Class VII – Vintage Sport & GT (From 1968–1976)

Best in Class: 1971 Porsche 914-6 — *Thomas & Kristen Zarrella*

Distinguished Patron Award Trophy is awarded to the most deserving vehicle within the concours field as selected by the Misselwood Concours Distinguished Patron Award recipient.

1963 Porsche 356B Cabriolet — *Ann & Ray Ashenhurst*

To see the full list of winners, go to the link below -

<https://www.misselwood.com/concours-delegance/winners>

Recent Events

TYP356ne Central Connecticut Tour August 1st, 2025

The weather gods drove tour planners Diane Mierz and Greg Lane crazy all week. Forecasts kept changing from OK, to bad, to worse and then finally the night before, not so bad, starting at 8am on Friday. Let's go with it!! Glad we did. While it was cool and overcast most of the day, the large group (15 Porsches, 23 people) experienced good driving weather coupled with some fantastic roads.

The original plan called for a true "Central Connecticut" drive plan based on a Miata club plan, but that just was not working for Diane and Greg....nice destinations, but too long, too many stoplights and too much road construction. So, while Greg and Anna Marie were vacationing in Michigan, Diane and Steve pieced together a much better drive plan, but not as advertised for "Central CT." Great roads, beautiful and historic homes and barns dotted the landscape. Upon his return, Greg enhanced that plan by offering to lead the second driving leg to his back yard for wine and cheese.

Aside from the twisty roads and scenery, highlights included an enjoyable lunch at the Gelston House, perched overlooking the Connecticut River in East Haddam. Following that, we barely squeezed onto the historic ferry at East Haddam to cross the lovely Connecticut River. Capping the day, the group assembled in Greg's back yard, where Anna Marie (with some participant help) had put together a nice assortment of wine, cheese and other snacks, perfect accompaniments for chatting over our little cars.

How can one sum the day up? Well, as PCA always puts it, "It's not just the cars, it's the people." Greg's nephew Bob said it all when he commented, "You have a really great group of car friends. I hope that I can find so nice a group, once my Alfa Spyder has been restored and back on the road again." Greg



Above— Complete group at the Gelston house



Above - Greg McManus's 63 Cab

Below— Rob Keller's just restored B Coupe



Above— Rich Romandetta's 356A Speedster



Above— Bill Silvestri's picture from the Haddam Ferry



Above —Allen Sisson and Bill Silvestri on the ferry



Above and below—lunch at the Gelston House.



Below—gathering at Greg's house



One afternoon, I decided to lubricate the front suspension on my 356 in anticipation of getting the annual MV inspection sticker. If anything out of the ordinary came up, such as a worn ball joint or tie rod end, there would be time to repair it, without the pressure of a looming inspection sticker. To lubricate your front suspension, it will be necessary to have the following items:

- a drop light,
- a 17mm open end wrench,
- a 1/2" ratchet and extension, a 17mm socket,
- a grease gun. The grease used, was a good quality, jet black, automotive grease selected from my local auto parts store, although axle grease is a matter of preference.
- A floor jack is needed, along with two jack stands and a wheel chock placed at the rear wheel, for safety.

If you decide to check your wheel bearings, at this time, you'll also need an allen wrench, a medium sized flat blade screwdriver, and a small hammer.

Loosen the wheel lugs on the front wheels so that once the car is jacked up and placed on jack stands, you will be able to easily remove the front wheels. There is an alternate option on how you could proceed with this initial step. It should be pointed out, if your grease gun has a flexible hose, and the tie rod ends don't have grease fittings, the car can be greased with the wheels left in place.

The suspension should be hanging all the way down when you do this job. It doesn't matter if you start on the left side, or the right side suspension. There are two grease fittings on the top and bottom of the left and right steering knuckles to lubricate the king & link pins. You have two parallel torsion tubes containing your torsion bars in the front of your vehicle, one top and one bottom. On the driver's side, there are grease fittings located on each torsion tube, and a grease fittings for each torsion tube on the passenger side of your vehicle. There are grease fittings on the left and right tie rod ends. The two ball joints have grease fittings, which also need lubrication. You will be able to locate a total of 12 grease fittings, in all, which you will need to lubricate on the front suspension of a 356. Note 1— if the tie rod ends have been updated, they may not have grease fittings and therefore don't need to be greased.

Someone told me years ago that they never undo the top and bottom cinch bolts located on the steering knuckles to free the king pins, and would never loosen the link pins to do a grease job. They just grease everything in place, without loosening these parts. However, if you have the original link & king pins on a 61+ year old car, they should be lubricated properly and periodically. You need to loosen those parts to get grease into all the tight areas of the suspension that could be a potential for wear and tear. Both the king pins and the grooved link pins need proper lubricant. You should loos-

en the cinch bolts, top and bottom located on the steering knuckles for the left and right king pins using a 17 mm socket, with 1/2" ratchet and extension. Then, using a 17mm open end wrench, loosen the two link pins on each side about 1/4 turn. Use a grease gun to lubricate the top and bottom grease fittings on both steering knuckles to reach the king pins. Do this until you see a trace of grease seep out of the steering knuckle assemblies at the top and bottom of the knuckle. You will want to wipe off any extra grease from your suspension with a clean shop cloth. Using a 17mm wrench, tighten the link pins all the way tight, then back off about 1/8th of a turn. Once both link pins are set in position, use a 17mm socket and ratchet to tighten up the cinch bolts, on the steering knuckle assembly. Repeat this process on the opposite side suspension.

When the above process is complete, you should focus on the two torsion tubes. You will want to grease the top and bottom tube, on the left side and on the right side. They take quite a bit of grease, so be patient. You will know when they are full, when you see a trace of grease seep out of the rubber sleeves that cover the ends of the torsion bars exiting each tube, which connect to the suspension arms in front.

The next step (if necessary, see note 1) is to lubricate the fittings on the two tie rods. Two of the ball joints are attached to the spindles and two are attached to the steering gear pitman arm. I learned that, if you remove the small access cover inside the hood compartment and look down, the two ball joints attached to the pitman arm are much easier to see, reach, and lubricate, from the top side, down, rather than from underneath the car.

Once all the fittings have been lubricated, keep everything clean by wiping off any excess grease residue with a clean shop cloth.

The next step in this process, would be to remount the wheels. You will need to turn each wheel outward, one at a time. Holding each wheel at 12 & 6 o'clock, shake the wheels, and visually inspect the suspension at each steering knuckle and king pin, to make sure that there isn't any excessive play in the king & link pins. Other than the knuckles turning from side to side, as when you turn your steering wheel to take a corner, you should not observe any movement in the steering knuckles and king pins, which could indicate the assembly is not tightened properly. If everything is adjusted properly, and there is still movement in the steering knuckles, you could potentially have worn king & link pins. Further investigation would be warranted.

It is recommended that you drive the car for a few miles, put the car up on jack stands, and repeat shaking the wheels to see if there is any play in the steering knuckles. Sometimes, grease gets squeezed out, causing excessive play after you

John's Adventures with Porsches!, continued

have driven the car. If you observe excess play, you'll have re-adjust the king and link pins, as mentioned previously.

It's been my habit to check and adjust the wheel bearings at this time. Removing the dust cap using a small hammer and a screw driver, loosen the allen set screw in the locking nut and tighten the locking nut by turning it right towards the thrust washer. The goal is to be able to move the thrust washer around, with some friction, against the locking nut with a screwdriver. It might take a couple of tries to get the feel of how it should be, but make sure the wheel spins freely with no binding, as well as, no shaking.

You could repack the wheel bearings at the this time by completely disassembling the brakes in order to access the inner and outer wheel bearings on both the right and left wheels. To grease the wheel bearings, it is more involved, but is not difficult.

I have read in shop manuals and have seen online videos that suggest that your suspension should be lubricated every 1500 miles. A more practical approach would be to check and lubricate the suspension every oil change. With the above process complete, your front suspension will last longer and you'll be good to go. You'll pass that MV inspection station with flying colors.

John

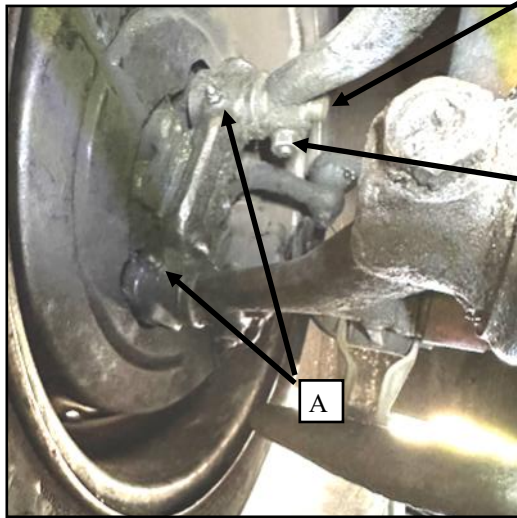
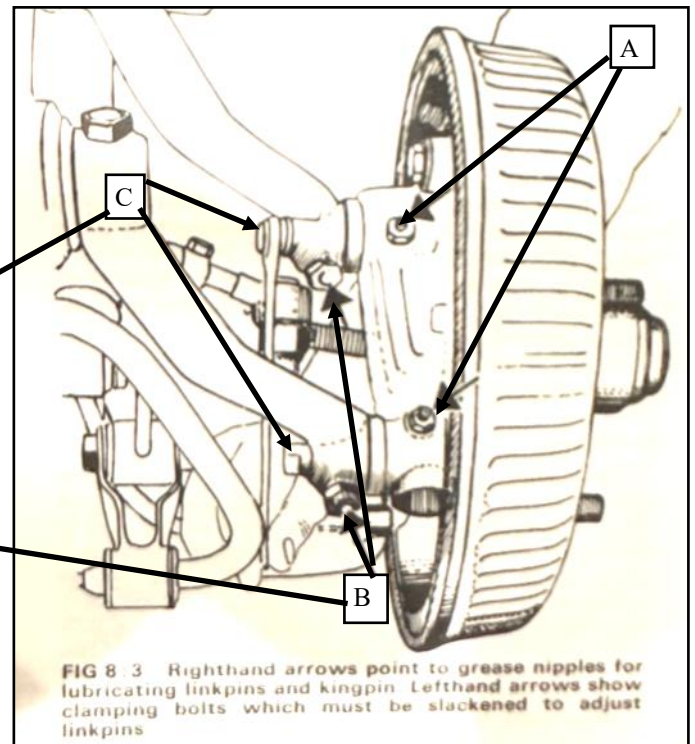
Right—Diagram of drivers side front king and link pin assembly from a workshop manual

A—King and link pin grease fittings.—Two per wheel.

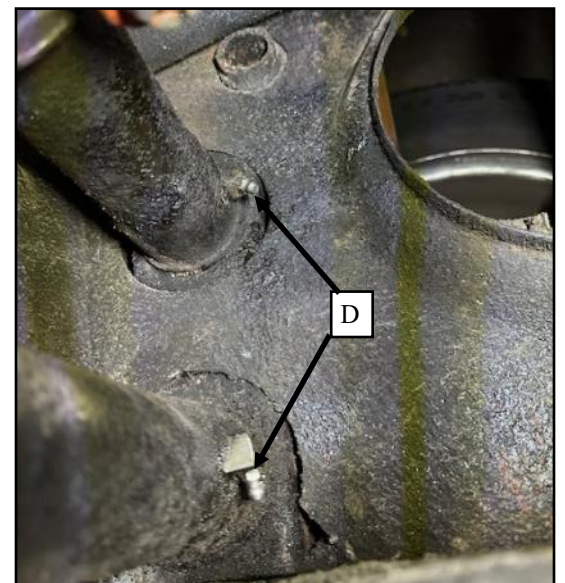
B—Link pin pinch bolt nut 17mm.—Two per wheel

C - Link pin adjusting bolt 17mm.—Two per wheel

Below— Johns, passenger side king and link pin assembly



Right— John's driver side torsion bar tube grease fittings D— two per side.



Left-
Tie rod end with
grease fitting.

I've had some problems with the carbs on the engine in my 356A (note—the engine is from a B). So, I built up another set of Zenith 32NDIX carbs to replace the pair on the engine. After many months I finally got to install the new carbs. The installation went well and the new carbs ran fine from the start. Hopefully they have resolved the problem I had with the old carbs.

The only problem I had was leaking gas from the banjo fittings on the carbs, a problem I've had before. I got those fixed and thought that I was all set. However, I noticed that there was still a small amount of gas on the bottom of the gas line going into the right carb. I realized that it was not coming from the banjo fitting, but farther up the line.

I removed the gas line and found a large wear mark (see below) on the bottom of the line where it turns downward to go to the carb. The line had been hitting the bracket on the shroud that holds the cold start bellows. Obviously the line had been hitting the bracket for some time.

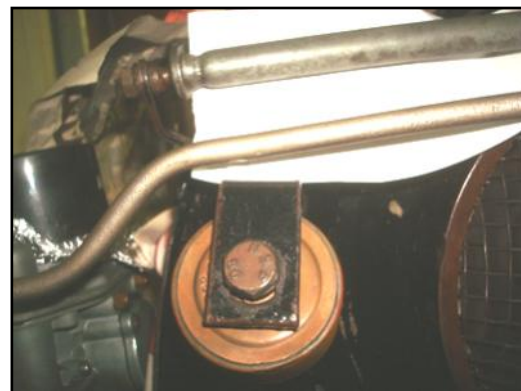
The gas line is mounted by the two carbs at the banjo fittings. If you torque the banjo bolt on the right carb it will tend to rotate the gas line downward. If it moves a small amount it could contact the bracket. With the gas leaks I've had at the banjo fitting, I've torqued the bolt many times without noticing the movement of the line. There is no obvious hole in the line, but there appears to be a slight hairline crack in the metal that allowed the gas to seep out under pressure. I feel fortunate to have found this leak because it could have resulted in a fire at some point.

The pictures below show the problem. Carl Luck sent a couple pictures from his A engine that is out of his car on an engine stand. You can see where the gas line passes behind the shroud and over the bellows bracket.

If you have a 356 with Zenith carbs it may be a good idea to reach around the shroud and make sure there is clearance as shown on Carl's engine. If there is no clearance simply loosen the banjo bolt and pull the gas line up and retighten the bolt. Good luck. Ed



Above— a 60 year old gas line.



Above— Carl's engine showing the gas line passing over the bellows bracket.

Left- my engine with a new gas line. Note—the arrow shows where I have wrapped duct tape on the line to prevent any future metal to metal contact.

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. Items will be run once unless renewed

Wanted

“Original” exhaust for 356 B or C.

Bill Knowles, 207-415-1213

Papabillknowles@gmail.com, 30 Lincoln St. #14 Westbrook, Me. 04092

Wanted

Member is Looking to purchase a 1982 to 1989 Porsche 911 Coupe Targa or Cab! as a Daily Driver
Call Robert Shelbourne 215 809 4900

For Sale

A beautiful 1964 356C coupe currently owned by former TYP356ne member Steve Huntley. This car has 84968 miles, TMU, and has been owned by Mr. Huntley since 2003. This is a highly original car that is rust free with excellent paint that may be original. The car runs great with its original engine. Below are several pictures of the car and a link to additional pictures. Mr. Huntley's age won't allow him to drive the car any longer and he is looking for a good home for his pride and joy.

The car can be seen in Berlin, MA.

The asking price is \$95000 or best offer. Contact Ed Sterling, in Bolton, 978-779-6058, boltontownhall@comcast.net

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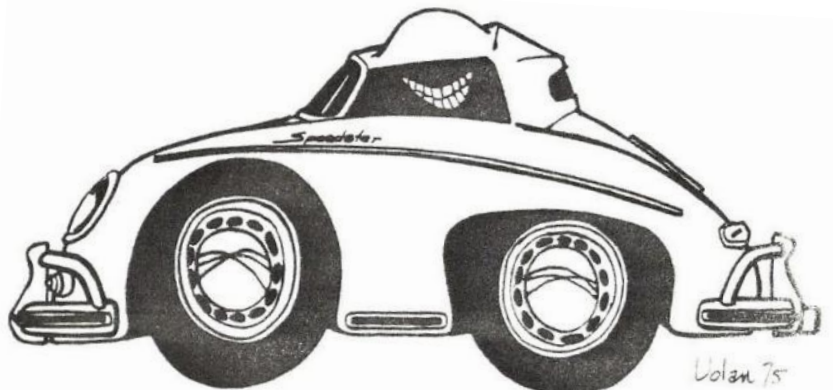


<u>Member</u>	<u>Porsche</u>	<u>2025 Miles</u>
Bruce MacMillian	356B Roadster	1452
John Henry	356C Coupe	388
Weld Morse	356B Cab	375
Greg Lane	356B	290
Greg Lane	Boxster S	1540
Phil Brzezinski	2006 Carrera	1830
Phil Brzezinski	68 911	43
Neil Fennessey	Ol Blue 912	1060
Ed Tobolski	356A Coupe	215
Ed Tobolski	911SC	558
George Kehler	pre A 356 Coupe	467
Georg Becker-Birck	912	884
Bill Hare	356C Coupe	125
Peter Thompson	356	75
Peter Thompson	Boxster S	850
Peter Thompson	911	1100
Ray Ashenhurst	356B Cab	654
Curtis Greins	356C Coupe	313
Allen Sisson	68 911	3288
Allen Sisson	88 911	4531
Allen Sisson	356B S90 Coupe	363
Rich Ramondetta	356A Speedster	554
Steve Turino	356B Coupe	489
Steve Turino	Boxster S	560
Diane Mierz	356SC Cab	675
John Consigli	356C Coupe	132
John Consigli	914	268
Theo Kindermans	356B Sunroof	334
Theo Kindermans	911 Targa	251
Randy Robinson	356B	325
Tom Clark	356A Patina Queen	600
Ed Fanning	356A Cab	342
Carl Luck	356A	284

Total 23763



MILES DRIVEN IN 2025



356 Market Place

There are a large number of Porsche 356 sales transactions on Bring-A-Trailer (BaT). Check them out.

[Porsche 356 For Sale - BaT Auctions \(bringatrailer.com\)](http://bringatrailer.com)



Left - 21-Years-Owned 1963
Porsche 356B Coupe
Sold for USD \$77,500 on 8/22/25



Right - 2.5L Polo-Powered 1957
Porsche 356A Coupe 5-Speed
Sold for USD \$328,000 on
8/23/25



Right-1963 Porsche 356B Coupe
Sold for USD \$81,500 on 8/15/25



Left - 1965 Porsche 356C Coupe
Sold for USD \$55,993 on 8/14/25



Left - 1958 Porsche 356A
Coupe
Sold for USD \$90,000 on 8/13/25



Right- 53-Years-Owned 1955
Porsche 356 Pre-A Speedster
Sold for USD \$315,000 on 8/8/25



Left - 1965 Porsche 356C
Coupe
Sold for USD \$74,000 on 8/3/25



Right -One-Family-Owned 1965
Porsche 356C Cabriolet.
Note- this car is very rough.
Sold for USD \$64,000 on
8/10/25



Left - 30-Years-Owned 1965
Porsche 356C Coupe
Sold for USD \$51,000 on 08/07/25



Right - 15x4.5" Lemmerz
Wheels and Hubcaps for
Porsche 356
Sold for USD \$2,200 on 8/3/25

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.



TYP 356 ne

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