



TubTimes

Official Newsletter of

TYP 356 ne



IN THIS ISSUE - 2023 HOLIDAY PARTY

See page 7 for details

Volume 23, Issue 2, March 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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Peter Venuti



Membership Chairman
Carl Luck



Director
Tom Tate



Director
George Kehler



Director
Greg Lane



Director
Diane Mierz



Director
Peter Thompson



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Editorial

With the exception of a few days, it's been a mild winter in the NE and several members have been able to drive their Porsches. Toby Anderson drove his roadster 2900 miles to Florida!! Therefore, I've started the miles driven column in this issue, see page 6.

We realized that the company who supplied the Club name tags (page 22) has gone out of business. I did a quick google search and found a site called "nametagwizard.com" and set up an account with a design saved as close to the old ones as I could. If you want to order a personalized name tag email me, (tobolsed@verizon.net), and I will send you the detailed directions. It is not a difficult process. If all goes well you should have the name tag in a couple weeks with a total cost of around \$15.00 each.

The classified section is the biggest ever in this issue with an interesting selection of items to buy or sell. Wick's primer for sale, see page 19, fits in well with Bill's primer article on page 18. I never knew those primer systems existed and here are two products to prime your engine after it's been sitting for a while. I use an electric fuel pump that works great but is more difficult to install. You learn something new every day.

There have been some questions about the Clubs PayPal system and some issues with bogus emails sent with members names. Georg Becker-Birch wrote an article about these problems on page 22. Thank you Georg.

Ed Tobolski, editor

PRESIDENTS MESSAGE— MARCH 2023

We had two nice large Club events in February, the annual Holiday Party and an excellent tour of Paul Russell and Company. At the Holiday Party several members were recognized with awards. The first was given to Dennis McGurk in recognition of his 10 years of hard-working service to the Club on the Board of Directors as Vice President, Treasurer and Director at large. Dennis was given a crystal pen and pencil container engraved with his name, our Club logo and stating the Club's recognition of his many contributions to the Club. The second was an award given to Greg Lane for being our outstanding Club Tourmeister for many years. Greg was given a 1:18 scale model of his 1961, red, 356B Karmann Hardtop in a removable acrylic case engraved as follows: Greg Lane TYP 356 ne Tourmeister. The third was given to Diane Mierz for being Greg's Assistant Tourmeister for the past 2 years primarily involved in drive route planning. She was given a custom designed Club grill badge with a gray car on the badge, in place of the usual red one, to try to match her slate gray 356SC as best as we could. Tom Tate also gave out five awards from Porsche for those in attendance at the party that had driven the most miles this past year.

Following the awards and plated lunch Club member Adam Wright, owner of Unobtanium, gave us an excellent presentation of how he finds and acquires the many neglected, and forgotten 356s he is able to give a new life. Adam also presented everyone in attendance with nice surprise, unique, made by

hand, Porsche crest key chain gifts.

Evan Clary, a sales associate at Paul Russell and Company plus a graduate of McPherson College's automobile restoration program, gave 40 of us a very informative tour of their world class restoration facility. There were several very nice 356s in the shop undergoing service work and several very unique cars in various stages of total restoration work. There were also several nice 356s and early 911s for sale currently that we were able to see.

We then adjourned for a nice group lunch at Woodman's of Essex for their extremely well know seafood. We are very fortunate that every 2 years Paul Russell has allowed us to tour certainly one of the very best classic automobile restoration facilities in the world.

Our next Club event will not be until 10:30 am to 12:30 pm on Saturday, May 6, 2023, when once again Peter and Joyce Thompson will be hosting us in the yard of their home for our annual Club swap meet. The Club will be providing Pizza, soft drinks and cookies for dessert for all those in attendance this year. So, I hope to see many of you there.

Allen Sisson, President TYP356ne
Email: dkwf5700@gmail.com
Phone: 617-921-0532



MEMBERSHIP DUES FOR 2023 NEEDED

Of our 184 paid members at the end of 2022, we have only received 2023 dues from 134 of you. It is our sincere hope that you will all be rejoining this year and enjoying the great schedule of events.

Please be advised that there will not be any more blanket dues reminder emails. That's good news for most of our members.

We really hope this gentle reminder will encourage the rest of you to pay your dues via the Club Website or mail a check for \$30.00, made out to **TYP356ne**, to Carl Luck at 50 Sunset Lane, Lunenburg MA 01462.

At the end of March we will start to remove anyone who has not paid the 2023 dues from our mailing list, no TubTimes for you ☹️

Please don't make us do that, or have to remove you then re-instate if paid after April 1st.
That's a lot of work for our generous volunteers.

Spring is around the corner, let's pay up and get out there and drive!

NEW MEMBER WELCOME TO THE CLUB

- Richard and Lisa Towle, they live in Dunstable, MA and have—a 1964 356SC, a 1972 914, a 1975 914, a 1984 911 Cabriolet, a 2006 997S and a 2005 Cayenne Turbo

TYP356ne Event Schedule for 2023

Events in **blue** are TYP356ne events.

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

See the Club website, www.TYP356ne.org, for more information and latest details.

March

- March 2 - 5, - **Amelia Concours d'Elegance**
The Ritz-Carlton, Amelia Island, 4750 Amelia Island Pkwy, Fernandina Beach, FL
See this link for details: [A motoring event like no other \(ameliaconcours.com\)](http://ameliaconcours.com)
- Tuesday, March 7th, 6:00-7:00pm, - [TYP356ne Board of Directors Video Conference Call Meeting](#).
Note—This board meeting has been cancelled

April

- Tuesday, April 4th, 6:00-7:00pm, - [TYP356ne Board of Directors Video Conference Call Meeting](#).
Board meetings are held by video conference call and all Club members are welcome to join.
To join the call, email Theo Kindermans tkindermans@type356ne.org to have a link sent to you.
- April 19 - 23, - **PCA Treffen Georgia Mountains**
Barnsley Resort 597 Barnsley Gardens RD, Adairsville, GA 30103.
See this website for details: treffen.pca.org
- Saturday, April 29, 8:00am-5:00pm - **Central PCA Porsche Only Swap Meet**
Carlisle Fairgrounds, 1000 Byrn Mawr Rd, Carlisle, PA 17013. For details see this link:
<https://www.pca.org/events/porsche-only-swap-meet-hosted-by-central-pa-region>

May

- Tuesday, May 2nd, 6:00-7:00pm, - [TYP356ne Board of Directors Video Conference Call Meeting](#)
- Saturday, May 6th, 10:00am-12:00pm, - [TYP356ne Thompson Annual Swap Meet and Pizza Lunch](#)
24 Turkey Hill Rd, West Newbury, MA 01985,
Bring any car related item you would like to sell to Peter and Joyce Thompsons' garage and yard for the swap meet. Tables will be available for your use. There will NOT be coffee or donuts this year since from 11:30 am to 12:30 pm there will pizza and soft drinks available for everyone in attendance.
You are all welcome to come to just socialize with Club members and enjoy the pizza.
- Wednesday, May 17, 10:00am - 1:00pm—[TYP356ne Rhode Island Loafer's Lunch](#)
Members Tom Gilchrist and Steve Turino will meet everyone at the Back 40 Restaurant on 20 S Country Trial, North Kingston, RI at 10 AM to start a backroads drive ending at the Matunuck Oyster Bar on 629 Succotash RD, South Kingstown, RI 02879 where we have reservations for 25 people for lunch. Rain date Thursday, May 18, 2023, at the same start time.

June

- Saturday, June 3, 10am- approx. 1.30pm - [TYP356ne Joint 356 and 912 Meetup & Drive](#)
TYP356ne is hosting the event and is inviting members of the 912 Registry and 912 owners groups as guests for a joint meetup & drive. We will bring both car types together under the motto of "meet the older or younger brother of your car". We will have the opportunity to meet new folks and cars and have a good time. Rough plan: at 10am, met at the Nautilus Submarine Museum parking lot in New London CT. to kick tires and chat. Then at 11am relaxed drive through the backroads around Mystic and New London CT area. Finally, at approx. 12:30pm we will have a casual lunch meetup at the Dog Watch Café at 20 Stonington Rd, Mystic, CT .
Rain date - Sunday June 4, 2023, same time.
- Tuesday, June 6th, 6:00 - 7:00pm—[TYP356ne Board of Directors Conference Call Meeting](#)

- June 18 - 24, - **PCA Porsche Parade**
The LaQuinta Resort & Club, Palm Springs, CA.
See this link for more information: [Welcome | Porsche Parade 2023](#)
- June 23 -26, - **[TYP356ne Early Summer Tour at the Greenville, Inn on Moosehead Lake Maine](#)**
Greenville Inn, 40 Norris ST, Greenville, ME 04441. We will be going to the small town of Greenville, Maine [Home - Destination Moosehead Lake](#) at the southern tip of Moosehead Lake [Moosehead Lake \(Greenville\) - All You Need to Know BEFORE You Go \(tripadvisor.com\)](#) in June of 2023, for our Early Summer Tour. Moosehead lake is a very large (40 miles x 10 miles) lake in the center of Maine, and Greenville is the only town of any significant size on the lake. The lake and the town of Greenville are both beautiful. See the Club's website and future TubTimes for more details.

July

- Tuesday, July 11, 10:00am-1:00pm - **[TYP356ne South Coast Drive and Lunch](#)**
Start location to be announced by Tom Coughlin.
We will tour the backroads of Westport, MA and Little Compton, RI followed by lunch.

- Sunday, July 23rd - **Misselwood Concours**
376 Hale Street, Beverly, MA 01915. They will have the 356 as a 'featured' class in 2023:
<https://www.misselwood.com/concours-delegance/participants>

August

- Tuesday, August 1st, 6:00-7:00pm, - **[TYP356ne Board of Directors Video Conference Call Meeting.](#)**
- August 11-18, - **Monterey Car Week**
Monterey, CA. For information on this week go to:
<https://whatsupmonterey.com/events/monterey-car-week/monterey-car-week-kick-off/438>.

September

- September 1-4, - **Lime Rock Historic Festival**
Lime Rock Park, 60 White Hollow Rd, Lakeville, CT 06039, USA
See this link for details: [Historic Festival 41 - Lime Rock Park](#)
- Tuesday, Sept. 5th, 6:00-7:00pm, - **[TYP356ne Board of Directors Video Conference Call Meeting.](#)**
- September, 7-8, - **[TYP356ne Fall Connecticut Tour](#)**
We will meet in mid Connecticut late AM on Thursday, September 7th for a drive, lunch, and dinner. A hotel will be announced for those that stay overnight. The next morning, we will meet for another drive and lunch before everyone heads home.
- September, 20-24, - **Porsche 356 Registry East Coast Holiday 2023**
Blowing Rock, NC, See this link for details: <https://brnc2023ech.com>
- September 28-October 1, - **Porsche Rennsport Reunion 7**
WeatherTech Raceway Laguna Seca, 1021 Monterey Salinas Hwy, Salinas, CA 93908
See this link for details:
https://newsroom.porsche.com/en_US/2022/company/rennsport-reunion-VII-2023-28040.html.
- September 28-October 1st, - **Audrain Newport Concours & Motor Week**
Newport, RI. See this link for details: <https://www.audrainconcours.com/>

October

- Sunday, October 1st, 10:00am-2:00pm, - **[TYP356ne Club Day](#)**
Lake Pearl, 299 Creek St, Wrentham, MA 02093
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, then at 1 pm, Club member Len Cannizzaro will speak to us about his life with cars. .
- October, 3-6, - **Hershey PA Car Show & Flea Market**
Hershey Park, Hershey, PA 17033.
See this link for details: [Eastern Fall Meet 2023 | Hershey PA Car Show & Flea Market \(exhpo.com\)](#)

Future Events—Save the Dates!!!

This is the slow time of the year for driving events. But we have several new and revised events scheduled for May and June. Save the dates, they will be here before you know it. Look for full details in TubTimes and emails from the organizers as we get closer to the events.

- Saturday, May 6th, 10:00am-12:00pm, - [TYP356ne Thompson Annual Swap Meet and Pizza Lunch](#)

This popular swap meet was even better last year when a taco food truck was added to fill in for the cancelled Holiday Party. This year we decided to continue including food at the event, with pizza.

Don't miss it, here are some details-

24 Turkey Hill Rd, West Newbury, MA 01985,

Bring any car related item you would like to sell to Peter and Joyce Thompson's garage and yard for the swap meet. Tables will be available for your use. There will NOT be coffee or donuts this year since from 11:30 am to 12:30 pm there will pizza and soft drinks available for everyone in attendance.

You are all welcome to come to just socialize with Club members and enjoy the pizza.

- Wednesday, May 17, 10:00am - 1:00pm—[TYP356ne Rhode Island Loafer's Lunch](#)

Tom and Steve liked Tom Coughlin's Southern MA Loafer's Lunch tour so much that they decided to do one in Rhode Island. This will be the first driving tour of the year. Here are some details-

Members Tom Gilchrist and Steve Turino will meet everyone at the Back 40 Restaurant on 20 S Country Trial, North Kingston, RI at 10 AM to start a backroads drive ending at the Matunuck Oyster Bar on 629 Succotash RD, South Kingstown, RI 02879 where we have reservations for 25 people for lunch. Rain date Thursday, May 18, 2023, at the same start time.

- Saturday, June 3, 10am- approx. 1.30pm - [TYP356ne Joint 356 and 912 Meetup & Drive](#)

Our treasurer, Georg Becker-Birck, is active with the 912 group and they wanted to do a combined tour/lunch with some 356s. With Greg Lane's help they put together an event in Southern CT. We're expecting some 912s to take the ferry from Long Island to join us. Should be a fun and interesting event.

Here are some details-

TYP356ne is hosting the event and is inviting members of the 912 Registry and 912 owners groups as guests for a joint meetup & drive. We will bring both car types together under the motto of "meet the older or younger brother of your car". We will have the opportunity to meet new folks and cars and have a good time. Rough plan: at 10am, met at the Nautilus Submarine Museum parking lot in New London CT. to kick tires and chat. Then at 11am relaxed drive through the backroads around Mystic and New London CT area. Finally, at approx. 12:30pm we will have a casual lunch meetup at the Dog Watch Café at 20 Stonington Rd, Mystic, CT.

Rain date - Sunday June 4, 2023, same time.

Porsche Miles Driven in 2023

With the exception of a few days, the winter in the Northeast has been mild and several members have been driving their Porsches. Below are the miles driven this year, as of Feb 27th.

<u>Owner</u>	<u>Porsche</u>	<u>2023 Miles</u>
Greg Lane	356B	221
Sandy Gilmore	356B	70
Weld Morse	356B Cab	109
Carl Luck	356A	164
Ellen Beck	356C Coupe	25
	912E	40
Randy Robinson	356B	30
Ed Fanning	356A Mel	197
Toby Anderson	356C Roadster	2900
Phil Brzezinski	06 Carrera	325
	Total	3756



TYP356ne Holiday Party by Steve Mierz (with additional details added courtesy Allen Sisson and Tom Tate)

Diane and I attended the TYP356ne holiday party in Burlington MA on Sunday, Feb 5. Club President Allen Sisson did a great job organizing the event (at a wonderful Tuscan style restaurant, where we had our own private room; outstanding food, drinks, and service!), MC-ing all the proceedings. He went out of his way to recognize anyone and everyone who had anything to do with the club, its functions, and successes. Allen also gave a very interesting slide presentation about the history of electric Porsches, which goes back a lot further than you'd think!

A number of awards were given out by Allen:

- Dennis McGurk was given a crystal, pencil and pen holder with an etched inscription on it that said:
Presented To Dennis McGurk for 10 years of Board service as VP, Treasurer & Director
- Greg Lane received a very special "Tourmeister" award recognizing the work he does organizing great tours for the Club. The award which incorporated, initially, a very small red model Notchback, and then a large one (these were chosen specially since Greg's "trademark" is his 1961 Karmann Notchback coupe). presented in an acrylic case that had written on the front in gold Porsche like script: **Greg Lane TYP 356 ne Tourmeister**.
- In recognition of her work with Greg setting up the tours, Diane Mierz was given a special Club Grill badge with the car in grey, like her 356, not red like on the standard grill badges.

Tom Tate acquired some **70th anniversary of Porsche Clubs** awards from Porsche in Germany and gave them out to the attending members who drove the most miles in their 356 in 2022. They went to - Peter Thompson, Jeff Leeds, Diane Mierz, Theo Kindermans, and Greg Lane

There are significant "behind the scenes contributors/workers" who contributed to the success of the Holiday Party. Carl Luck managed all the details of who was going to be attending this party, food selections, accepting advance payments for same, etc. and Peter Venuti, handled the contact and arrangements with the Tuscan kitchen. Kudos to both of those good guys.

The one and only Adam Wright from "Unobtanium, Inc." in Ravena, NY (<https://unobtanium-inc.com/>) was the special guest speaker, and he presented some interesting insights into the many challenges, and occasional unexpected rewards, of his chosen profession during his interesting talk. He also presented some commentaries about world markets for used 356 parts and cars, US compared to Europe, and so forth. He "lives" this stuff, dealing with it every single day (it's his "day job"), and so his knowledge and perspective was very interesting to listen to.



A highlight for me personally, was being able to sit next to John and Betty Consigli, who I knew from a few previous Typ356NE events. It was a real pleasure chatting with them, about cars of course, also non-car stuff like careers & retirements, and so forth, at the holiday party!



Another "personal highlight" from the event was that Allen had come into possession of an awesome embroidered commemorative "racing style" vest from "Rennsport Reunion V" (I looked it up, and apparently it took place at Laguna Seca Raceway in 2015), in size "3XL," and apparently thought of me, and presented it to me at the party. It's the absolute coolest! And fits me perfectly! I subsequently heard back from Allen that it was another member, Neil Fennessey, who donated that vest, THANK YOU NEIL! Quoting from an e-mail that Neil sent me (after I sent him an e-mailed thank you) about the origins of the vest -

"...I saw you wearing it as people were leaving and was so very pleased that the vest found a nice torso to live on!... I think that it was someone at the Stoddard table at the Hershey Swap Meet last spring who gave it to me as I was making my final rounds at the end of the day. I thought to myself, 'This would be perfect for the typ356ne Holiday Gathering gift exchange!' Sorry it wasn't gift wrapped!..."

My plan is to wear that vest this coming season, and future seasons, to any & all Porsche-connected events that I may be able to attend! It is positively awesome! My thanks again to Neil (& Allen)!

It was about a 2.5-hour drive, one way, for us to get to Burlington, we drove I-95 the whole way, and thankfully smooth sailing both ways (in a modern car of course)! Thanks again to Allen, Peter, Carl, Tom, and everyone who made the party such an interesting and enjoyable event! Steve Mierz

TYP356ne Holiday Party Pictures



Left and right above— the speakers— Allen Sisson, and Adam Wright

Below— Table shots



TYP356ne Holiday Party Pictures



Above- Milage awards, Jeff Leeds and Diane Mierz



Tom Tate giving out the milage awards that he got from Porsche.

Below– Greg Lane with large versions of his 356



Above– Allen presenting Greg with the “large” 356 model of his Notchback.

Below– Anatomy of a Porsche Barn Find

See page 12 for the details of Adam’s talk.

Below – Super cool plate art exchange gift



The Electric Vehicle History of Porsche

The following was presented by Allen Sisson at the Holiday Party

Ferdinand Porsche was born in 1875 in the small rural town of Maffersdorf then in the Bohemian part of the Austro-Hungarian Empire only ten miles from the German border. From a very early age he was interested in machinery and making things. When Ferdinand was 11 years old electricity first came to his town when the large textile mill in Maffersdorf, owned by the Ginzkey brothers, was electrified. Since the mill employed one-third of the people of this small town, many curious youngsters in the town, including Ferdinand, came to see how the mill operated with the new electricity. The young Porsche became fascinated with electricity. He made some crude batteries to generate his own electricity that he kept hidden in the attic of the family home. When his father Anton discovered this, he destroyed them by stomping on the batteries burning his clothes and skin in the process. His father wanted his son to continue in the family's long standing, and successful, tin smithing business. However, Anton did let him commute two miles after work as a tinsmith to take evening classes in the town of Reichenberg studying electrical engineering with Professor Joseph Pechan. Ferdinand was very grateful for this opportunity. Shortly after starting classes, he installed an electric doorbell and electric lights in the family home. His father was impressed enough with this to allow Ferdinand at 18 years of age in 1893, to pursue an offer through connections by the mill factory owners, the Ginzkeys, to take a job in Vienna at the Bela Egger electrical equipment manufacturing firm years later renamed the United Electrical Corporation (Vereinigten Elektrokonzern Aktiengesellschaft) which in German uses the acronym VEAG.

At Egger's Ferdinand quickly impressed his superiors with his problem-solving ability. He became very interested in the many different types of motor vehicles he saw on the streets of Vienna. At that time steam, internal combustion and electricity vehicles were all being produced and vying for dominance of the motor carriage industry. Ferdinand was most interested in electric vehicles since he worked for an electrical firm. Porsche built an electrocycle to commute to work at Bela Egger. He had made an eight-sided electrical motor he called an "octagon" to power its rear wheel. In 1897 Bela Egger used Ferdinand's octagon design to power the rear wheels of a horseless carriage being built by the renowned Vienna coachbuilder Jacob Lohner & Company completed in 1898.

So, in 1898, it could be said Ferdinand Porsche helped build his first car, which was an electric, with front wheel stub axle steering and an "octagon" electric motor. The name was derived from the enclosed, eight-sided motor housing, which weighed 287 pounds. The motor had shock absorbers and was suspended and oscillated around the rear axle. The car's speed was regulated by a twelve-speed controller with six forward gears, two reverse gears and four braking levels. Four vehicles based on this chassis were made with different body constructions by Ludwig Lohner's Jacob Lohner & Company that had been a coachbuilder for three generations since 1821. Driving one of them Ferdinand Porsche won the first prize in a 25-mile race at the first International Motor Show in Berlin in 1899. The Egger-Lohner C2 Phaeton is the oldest construction by Ferdinand Porsche still in existence.

The 1898 Egger-Lohner C2 Phaeton made 3-5 HP, with a 22-

mph top speed & 50-miles of range. Porsche engraved the code 'P1' (standing for Porsche, number 1) on to all the main components. Some consider P1 an erroneous name for the car since that name was not used when the four cars were made and sold.



Above -The 1898 Egger-Lohner Chase Two (C2) in the Porsche Museum and view of the electric motor.

While still working at Bela Egger, Ferdinand developed a front-wheel drive electric motor concept holding the magnetic field stationary within the wheel with the armature rotating around it in the wheel rim. Porsche presented this idea to Ludwig Lohner in 1898. This resulted in Ferdinand leaving Bella Egger at the end of 1898 to work for Lohner full time.

In 1900, the first all-electric Lohner-Porsche Electromobile (also called the Lohner Model 27) with front wheel electric hub motors was presented at the Expo in Paris. With two 2.5-3.5 hp motors for a total of 7 hp it reached a top speed of 23 mph as pictured below:

Also in 1900, Ferdinand Porsche designed the world's first functional hybrid car, the "Semper Vivus" (Latin for "always alive"). Porsche extended the car's range by not using a battery as an energy source, but instead using a combustion engine to drive a generator and supply the wheel hubs with electricity. One year later, the production-ready version was introduced as the Lohner-Porsche "Mixte". This hybrid required almost two tons of lead-acid batteries. The electric motors weighed 1,280 lbs. The 4 motors were mounted on each of the hubs and created the power to move the 4 ton + car. It made 56 hp but cost \$1,250 equal to \$38,000 today.



1900 Lohner-Porsche Mixte 4 Motor Model pictured above and a view of one of the hub motors below currently in the Porsche Museum. In the photograph above the then 25-year-old Ferdinand Porsche is gentleman to the far right.



Porsche continued to work on improving and modifying his Mixte design from 1901 through 1915. The car, though still heavy, was

made lighter by using only front wheel motors after 1901. A 5.5 liter, four-cylinder, front mounted Austrian Daimler engine was used to power a generator located under the front seats powering the front wheel electric motors. By doing this he eliminated most of the batteries leaving only one small battery to power the accessories and start the engine further reducing weight.

Ferdinand continued to work for Ludwig Lohner until 1906. Emil Jellinek, who created the Mercedes brand, was closely involved with Germany's Daimler, and had created the French companies Societe Mercedes-Electrique and Societe des Automobiles. In 1906 Emil Jallinek purchased all Lohner-Porsches patents and rights to Lohner-Porsche vehicles, and Jellinek hired Ferdinand to be the technical director of Societe Mercedes-Electrique. After 1906 most of the electric cars produced were modified to rear wheel drive by Porsche on Jellinek's request, because Jellinek felt they would have a better appearance thus selling better. Lohner continued to produce Porsche's designs after 1908 on behalf of Austro-Daimler marketed as Mercedes-Electrique. After 1910 the name was changed after Germany's Daimler took control of the Mercedes brand. From then on, the electrics were called Elektro-Daimler cars. The last electric car was sold by Elektro-Daimler in 1915. By 1915 the Lohner company under their various brand names had made 354 cars using Porsche's electric wheel design. 301 of those were pure electrics with the rest Mixte hybrids and some buses. Cost, weight, poor lead-acid battery technology, and lack of charging infrastructure did the Lohner-Porsches and other electric vehicles in after 1915. The internal combustion engine became the clear dominant source of power for cars from then on.

It was not until lithium-ion batteries were developed in 1976, and greatly improved in the 1980s, that a reasonable option for mass production of electric powered vehicles returned. In 2008, the Tesla Roadster was developed reviving electric cars again. In 2019, for the first time, an all-electric commercial production car bearing only the Porsche name was sold as the Porsche Taycan.

However, in 1959 the first Porsche was converted to all electric. This was originally a gasoline powered 1953 356 Pre-A, VIN 50058, that General Electric had one of their employees, Hal Olson, a manager of a GE design facility, convert to all electric lead acid battery power. This was done under contract with the US postal service to build electric postal delivery trucks. The Porsche was chosen as the prototype since it was lightweight and aerodynamic. This contract was later cancelled; so, the converted 356 was the only such vehicle built.



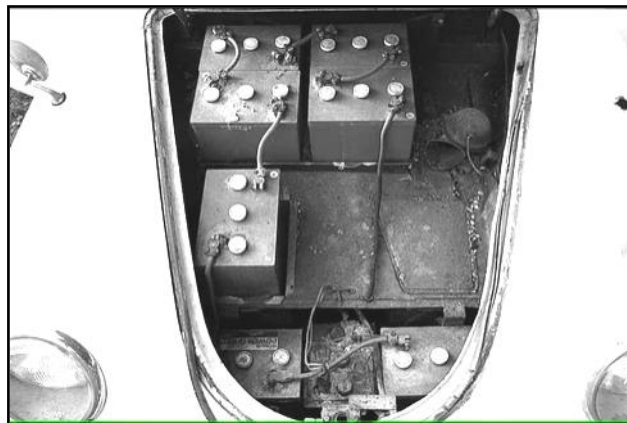
The 1953 356 Pre-A VIN 50058 converted to electric power before undergoing restoration above.

mph. It is now in private ownership in Australia being restored and converted to use lithium-ion batteries.

A custom air grill on the QP = Quiet Porsche Project fabricated by GE's Hal Olson pictured right



It cost less than one cent/mile of electricity to run the QP in the 1960s and 70s. Unfortunately, the US postal service cancelled the project; so only this one QP was built. It was stored after 1975 until 5 years ago when it was sold to a vintage car restorer, Greg Newton, in Australia. Porsche has offered to buy it for \$370,000, but Greg will not sell it. The plan is to install lithium-ion batteries in the car in the old lead-acid boxes and keep the original electric components. Restoration is estimated to be completed in the next 1.5 years.



Above- Front mounted lead-acid batteries in the electric QP 356 some located where the fuel tank had been.



Above- you can see that the engine & fuel system were removed and a small DC motor & rear batteries installed. The top speed was 56 mph. Hal drove the car for 15 yrs in all types of weather in Pennsylvania until 1975.

If you want to learn much more detail about the electric car history of Porsches, you should read my two primary references for this article listed below.

Allen Sisson

References:

Ludvigsen, Karl, *Ferdinand Porsche Genesis of Genius Road Racing and Aviation Innovation 1900 to 1933*, Bentley Publishers, Cambridge, Massachusetts, 2008.

[How the world's first electric Porsche ended up in Melbourne via Pennsylvania - ABC News](#)

Anatomy of a Porsche Barn Find

The following is the article Adam Wright based his presentation on at the holiday party.

One of the best parts of my job is finding a large stash of Porsche parts and cars, but can also be one of the worst parts of my job too. The hardest part is finding those long lost stashes, they normally aren't advertised. We finished up a two truck-load deal over the weekend and while everything was fresh on my mind I wanted to write up a breakdown of what a large deal entails.

1. Finding the stuff. Like I said, these stashes are not easy to find, they are normally Porsche hoarders or shops, not someone who has ever really sold parts or cars.

2. Once found, the stuff has to be bought. This can be very challenging because if someone has been holding onto these parts for 30-50 years they aren't quick to let them go. It can almost be described as a suicide mission, there is usually a long line of guys who have tried and failed to get him to sell, and you have to make the impossible actually possible. The trick is buying everything with enough margin to still make money after you have to deal with all of it.

3. The logistics of a large deal, transporting large quantities of cars and parts. This recent deal was 3 cars and enough parts to fit into a full size pickup and trailer, as well as a full size box truck, that was packed up to the last inch of space. It was so weighted down I was in the PA mountains with the pedal to the metal, pushing 40 MPH! But before you can even get going you have to get all the parts from wherever they have been hiding for 30+ years, and it is rarely clean, normally a dirty barn but in this case a dark and wet warehouse, the leaky roof had knocked out all lights. To add to the misery the standing water mixed with 90 degree heat made for a fungus like sauna, and it was very very dark. Once you get a crew together, in this case, me, Big John and my friend Scott was who nice enough to help out, you have to touch every little part, pack it into bins and get it onto truck and trailer. From there you transport normally long distances, in this case it was 1000 miles round trip.

4. Then the real fun starts, you have to un-load, meaning you have enough room to unload and sort, and then warehouse a large stash.

5. Once all this is done, then and only then can you begin to sell and start to make your large investment back.

So if you think it's easy to do a large buy out, it isn't, it's feeding and housing a crew far from home, driving long distances, after dealing with what is probably a wacky Porsche hoarder who probably wants a large pile of cash so he can bury it in his backyard. Then getting all the stuff back and sorting it, which takes forever and all the while it's greasy, heavy, old parts and cars that don't want to be moved, just think about wheels that don't turn or engines that are falling through the floor of a rotting barn. But would I trade this job for any other job on the planet, the answer is hell no!

Adam Wright



2023 Florida Owner's Group Gathering of the Faithful and 356 Unlimited Open House Feb 11/12 by Diane Mierz



A great way to cure the winter 356 doldrums is to attend a meet in the warmer climates and I had that opportunity a few weeks ago. In the past the Florida Owner's Group (FOG) has held their gathering in central Florida, usually a good two hour drive from Vero Beach where I stay down here – this year it was held in Melbourne which is only 30 minutes north once you are on I-95-virtually in our backyard! This meant not only could I check out the concours, but also swing by the open house at 356 the next day.



The concours was held at an interesting venue – The American Muscle Car Museum in Melbourne and in typical Florida fashion the weather was perfect. I showed up in a modern car and was warmly welcomed by Robin Hoffman who edits the FOG newsletter. Steve and I have been FOG members for about 4 years but since we are only down here a short time each year and our car in north I don't feel like I know many people- I figured I would check out the cars and head back to Vero where the McKee Botanical Gardens was also hosting a car show. I no sooner started walking around checking out the lineup and found myself in all sorts of interesting conversations. I wound up staying until the end, barely giving me time to hit McKee (glad I did because a BMW 507 had been invited!).

Anyway, the lineup of 356s was stellar as usual and would guess there were 40 to 50 on display. So many real nice cars- it's hard to choose a favorite. Some of my picks were a '61 Cab owned by Terry Cohen loaded with options from new including an 80 liter gas tank and a gorgeous '57 Meissen blue/red speedster which placed first in its class. Peter Bartelli left his Carrera 2 at home and brought his stunning '64 slate grey/red sunroof coupe instead. I know some would say I am biased toward that color combination (and you would be correct) but this particular car is really outstanding (and it won its class). There was a FOG member I talked to who had just shipped his A coupe over to

the Netherlands. The stuff of dreams for sure!

The club had arranged to tour the museum which I did not stay for but I did come back the next day to attend 356 Unlimited's open house, also in Melbourne. 356 Unlimited is owned by Steve and Robin Hoffman and they really bent over backwards to make sure everyone felt welcome. They are located in several buildings but used the main one to host with a spread of goodies which was absolutely delicious. Steve and Robin's business is a full service restoration shop and they had pulled cars out in front in various stages of completeness and it was really interesting to see the process. They do award winning work – in addition to the slate grey 64 they also were responsible for restoring that beautiful paint to color turquoise B sunroof coupe which won Best

In show a few years ago. It's refreshing to see such attention to detail and correctness and the team who produces this fine work couldn't be nicer. Soon enough the event was over and it was time to head back, energized and excited for the season to start up north. We still have a little ways to go before we can really get our little cars back on the road so I'll be clinging to these memories until the days warm up and we can create some of our own.

Diane



Europe for several months and regaled me with some his misadventures along the way- such as his license plate being swiped on the way over. Once he got that sorted out he was able to drive his car on the Nuremberg Ring and attend a meet in



FOG-GOF, 2023 PICTURES



Above -Best in show- Terry Cohen's 56 Speedster

Below- Terry's 61 Cab with 80 gal tank



Below- Colorful lineup of 356s



Right- Interior of
J Lovejoy's 56
Outlaw



Below-
356 Unlimited
open house



Above- W. Strickland's 57 Speedster

Below- John and Jan Reker's class winning 65C



Four Speeds and Drum Brakes by Tom Tate

Garage Adventures – Winter Edition

As the cloak of winter swirls around the little bit of daylight we get every day the heated garage looks better all the time. The list of winter projects is not as long as some years but the fact that there is one is a comfort.

Somewhere to go and something to do seems to be more important than ever. Certainly trips to the left coast for auctions and the annual 356 Literature Meet are on the schedule but the extra days we had this year after Christmas and New Years needed to be filled with something besides Netflix. There is a feeling that is hard to describe after a job is finished and I can stand back and see the result.

The engine is out of the Speedster and is waiting for a replacement crankshaft to come back from the machine shop so there is nothing to do there. The Martini 911 had a brake problem that presented itself as a caliper dragging but I couldn't narrow it down to which corner. Just as the car would come to a stop under light braking the last 6" felt like I stepped down harder, but I didn't. Without the brake applied the car would sit still at a traffic light when it felt like it should be moving slightly because of the grade of the pavement. I could never detect a temperature difference between wheels but it still felt strange.

I figured that replacing the brake fluid was a good place to start so the vacuum system I bought from Griots Garage years ago came out of the cabinet. I always thought that I overpaid for a ½ gal plastic jar with a rubber hose on it but since it has worked out to about \$3/year I can't complain. It's so old that the clear hose was really stiff and hard to see through so I went to Ace Hardware and got 18" of hose for 70 cents and it looks like new again. Clearly, it's the little things that make my day.

After the brake fluid was topped up and everything tightened I discovered that the left front wheel was dragging a bit. Seems that the rotor, which looked new, was just a little warped and offered some resistance through about

half of the rotation. I needed new rotors. The car was still up on jack stands, which was where it would stay until new parts arrived. That was a lesson I learned years ago: don't put the car on the ground and the tools away until everything has been checked.

Turns out that the ventilated rotors for a 50 year old Porsche are actually pretty inexpensive. Of course you have to shop around a bit and don't buy anything from China but at \$59 each (from ATE) they were a bargain. The new Porsches with ceramic composite brakes (pccb) have rotors that start at \$1300 each and go up from there. You gotta love old cars.

The rotors arrived in a few days and the job completed in just a few hours. A quick test drive confirmed that all was well and it was back to the trickle charger for Martini, now awaiting the Autocross season.

The next project was another that I had been putting off for a couple of years. The sliding steel sunroof on the Puddle Jumper ('57 356A coupe) had been getting harder and harder to slide and the headliner material in one side was bunching up and dragging. I had put it together 15 years ago so I remembered some of the steps required to take it apart which is why I hadn't tackled the job sooner.



I got the tracks loosened and slid the upholstered panel out leaving the steel roof panel in place. Sitting by the fireplace one evening (not all garage work is done in the garage) I put the panel on a card table and could see why the material was not held securely. A metal strip meant to hold the fabric in place had been covered

by the material not placed over it. Easy fix, right? Once I got it glued back in place I let it sit for a couple of days. Meanwhile, I checked the movement on the steel panel before I began reassembly to discover that it was binding even before I put the headliner piece back in place. Not good. Something wasn't right.

The aluminum rails that the sunroof slides on are held in place by three screws that are visible through the sunroof opening





and have an anchor built onto a rear cross brace just above the rear window. I only know this now because of two members of the 356 Registry that answered my call for help. They each have a sunroof coupe in the middle of restoration and can see back into the rear of the track where I can't because the headliner is in place. The photos they sent answered all my questions.

A small L shaped bracket is spot welded in place and the back end of the aluminum track fits into a small box formed by the bracket. A very simple design. 66 years is a long time to expect a single spot weld to stay in place and one of mine gave up. That allows the track to move and jam the panel when

movement is attempted. The bracket is missing and I believe has fallen down between the headliner and side of the rear pillar. I will attempt to retrieve it, drill a couple of holes and screw it back in place without removing too much of the headliner. I'll see how that goes, I have all winter to get it done.

If you have trudged all the way to this sentence you are a true car person, or someone made you read it. I will attempt to be less technical in future columns but sometimes I just have to get all this mechanical stuff out and in print. Thanks for staying with me, both of you.

Tom, KTF



Ellen Beck and Bob Gutjahr found this cool Sinclair gas station in Newmarket, NH and had to take a couple pictures. How often do you see the Dino anymore?



Mike Sarli Assembles a Frankenstein 356 Engine.

The odd story of 356 Engine No. 700622... So far!

I came into possession of this fellow last fall. The 'package' consisted of a buttoned-up crankcase (all 3 pcs.) with a crank, connecting rods and dangling pistons (w/rings) and miscellaneous other bits, most notably a set of late A or B heads. The 'short block' looked like it was ready to receive a set of cylinders at some point in the past. All I know regarding past ownership is that came to me from Paul Vincent through Paul Tetreault (recently passed away).

My plan was to complete a project Paul Tetreault and I had in mind to build a spare engine for my 'Abnormal A Coupe' out of this and all the other spare parts we had between us... sort of a Frankenstein engine. This project took on a new urgency when the 1720 cc B Super currently in the car decided to stop making oil pressure in October as I prepared it for the PCA Concours in Newport.

A quick look-up of the engine number in the Maestro's book, or any

other resource indicates this is a B Super from the 1962 model year; late 1961 manufacture. The "P" on the third



piece is preceded by "KD," which seems to indicate a factory rebuild sometime in the murky past. All three pieces have the same ID # (81). The left halve is stamped 616/12, which is consistent with a B Super. The 4-ring domed pistons (again consistent with a B Super) all showed signs of 'hand machining.'

Material was removed from the skirts and in an asymmetrical way. Interesting to say the least. Oh, by the way they are 82.5 mm, so standard 1582 displacement. The lifting loop was missing from the top, front two perimeter bolts. I assume a factory rebuild would put that back in place. So, somebody else has likely been in there!



Above- Left is from mystery motor right is from another engine. Both are Mahle 82.5 Super Note irregular edge on left most side of skirt

Time to crack the case! Made this a two-man job so we made sure the

crank and/or tappets (cam followers) don't drop out uncontrollably. Tappets need to go back in the same location. Mission Accomplished! So, I start cleaning and inspecting the internal bits. Camshaft is a 102 with no additional numbers on the nose near the timing gear. Again, consistent with a B Super. Nothing unusual about the rods.

Wow that crank is heavy. Much bigger than the A/B



normal units I have in the shop. So, we start measuring main bearing journals and working through the Maestro's 'flow chart.' Counterbalance weights? Yes! 50mm #1 (flywheel) main bearing, and 55mm #2 & #3. Yes! So, it's an SC/912. Cast in part number 616.102.015.01... so, it's a BONA-FIDE 912 CRANK (to quote the Maestro)! A look at the Main & Connecting rod big end bearings show they are all "STD" (standard dimension). OK, so even if crank needs to be ground, we're likely only going to first under (0.25mm)!



The case has been properly machined for the thinner bearings with the little retention tabs and the slots for oil flow. Wow, I'm thinking, I have heard stories of these factory rebuilds including upgrades. But this is too good to be true. A 'big boy' crank, properly done. Forget the spare parts thing. Thoughts of bumping up the compression ratio above 9:1 with a new big bore kit and using those vintage 'cast in Bologna' Webers I have on the shelf come to mind.

But that's not all! As I clean up the two halves of the crankcase, I come across the casting date: 3rd week, 1964? What! Wait! The external markings on the case halves all point to 1962 B Super. Oh, there's no casting date on the 3rd piece, by the way.

Did the factory replace the case halves circa 1964 and back date the external number stampings to match the original 3rd piece? Was the third piece also replaced too and all three 'back-dated'? Is this all an elaborate 'forgery' of a factory rebuild to disguise a Frankenstein build? Who Knows!

I would love to hear members' thoughts and/or facts. You can reach me by email (mssarli@comcast.net). KTF,

A Primer into Early Porsche Ownership by Bill Silvestri

I've enjoyed the German air cooled hobby for a lifetime. Until recently I was completely immersed in Volkswagens. Strictly Type 1 Beetles and Karmann Ghias. Over the years, I've owned Split Windows, Ovals, Sunroofs, convertibles, Lowlights, highlights, hot rods and stockers. I love them all. Can't get enough. But I always dreamt of owning a Porsche 356. Seems the longer I waited the pricier they became always a bit out of reach.

My foray into, ahem, Porsche ownership started a few years back with a sort of "toe dip" into the water. A Speedster replica. Okay, okay, I know. Its not a Porsche. It's a Volkswagen in a clever disguise. But you've got to admit they are pretty darned cool. Authentic head turning looks and great performance. Most people can't tell them apart from a real one. But we know. Still, I love that car.

Last summer, I finally landed a "real" Porsche. A mint condition low mileage 2000 996 Cabriolet. The black sheep of the 911 line. Sacrilegiously water cooled and the cheapest ticket to entry. But what a Porsche! Fast, smooth and so much fun to drive. I love that car too.

Then finally, early last year an opportunity to own a 356 presented itself. A black '58 sunroof A coupe with tan leather interior. A real beauty. A collector friend of mine was in the process of selling the 356 to an interested buyer. The deal was predicated on delivery of a video showing the engine running. When the engine wouldn't start, a little too much ether sprayed into the right air cleaner started a fire. The fire cooked the decklid, melted the carburetor, air cleaner, wiring and sunroof drain - all toasted. The dry chemical extinguisher employed, while effective in snuffing out the flames made a further corrosive mess. It could've been a lot worse, I guess.

As you'd imagine, the deal fell through and as fortune would have it, I was given an offer I couldn't refuse and I bought it! I have no regrets.

During the past year I've corrected almost everything and now it's back to its lovely self. Unfortunately just in time for a winter's hibernation here in the Northeast. I'm chomping at the bit to put some miles on it once the road salt is gone for the season.

I'm learning a lot about these early Porsches. I've been consulting with club members and pouring over numerous guide books including Neil Goldberg's Neil's Book the 356 A Porsche and Dr. B. Johnson's The 356 Porsche, a restorer's guide to authenticity, just to name a few of the excellent resources out there.

My first impression is how close to correct everything seems to be on this car based on my rookie eye. I'm sure seasoned nitpickers could find a whole lot of irregularities with it and I welcome the education. It does have a front disc conversion kit and it's been switched to 12 volts, but there are some things that have me scratching my head. So, in a long



roundabout way, this brings me to the title of this article and question for discussion.

In the engine compartment there is a fuel priming bulb incorporated into the fuel line between the fuel pump and the carburetors. I've never seen anything like this on a car. Looks more like something you might see on a boat.

It seems to work. I have no problems starting it up even after several weeks with just a squeeze of the bulb. Anyway, I'd be interested to learn about how common the squeeze bulb might be on these early Porsches. Drop me a line at silvestriw@gmail.com if you'd like to discuss this uncommon item or anything else 356 related.

Bill



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For Sale

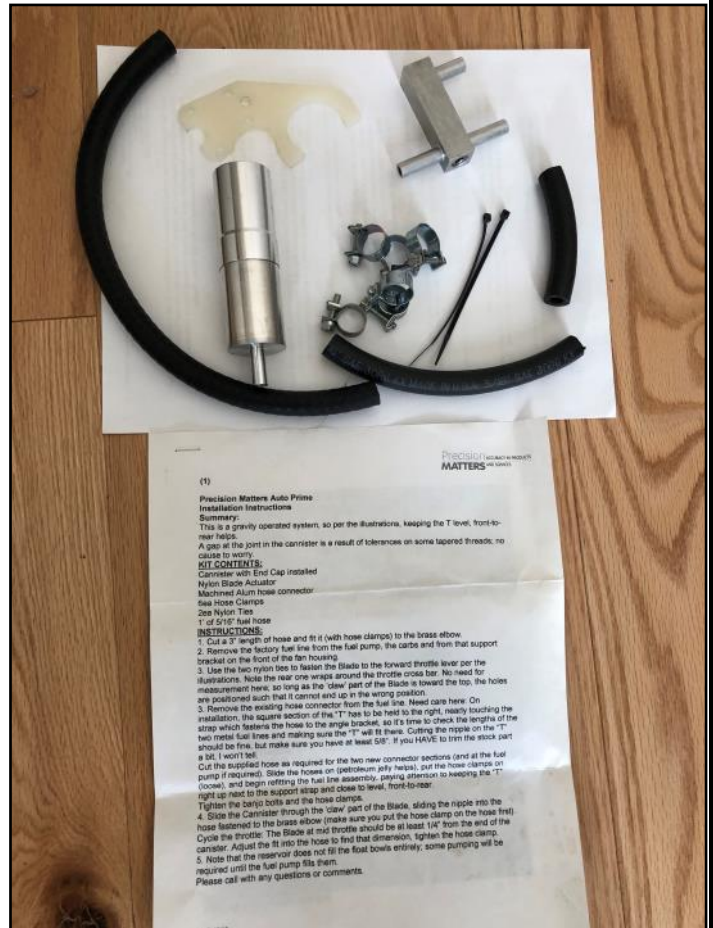
Precision Matters Auto Prime Primer Kit - save \$50

It's a brilliant concept, but during the engine rebuild by my car's previous owner, new fuel lines were installed with unusual large ferrule connectors that would have required grinding them off to accept rubber hose. I didn't feel like messing around in the cramped space at the front of the engine, so I didn't begin the installation when I saw the fuel line problem. Everything's included and unused, except I had already followed step one and cut a 3" section of rubber hose (included). Also, I later needed a section of hose to replace a leaking one in the tunnel, so I stole some from the kit, then later replaced it with one from NA-PA, which I assume is as good as the one supplied in the kit.

Ron LaDow of Precision Matters sells them for \$168.65, I'll sell mine for \$118.65 plus Priority Mail, which I'm assuming will be \$10.20. He says it can be installed in about thirty minutes. I'd guess under an hour.

See: <https://precisionmatters.biz/shop/product/auto-prime-primer-kit/> for details.

Contact Wick McConnon at wickmcc@gmail.com



Wanted

I'm looking for the following, original condition, unpainted, or restored, parts for my 58A coupe

- BR18 distributor
- Coil
- Regulator cover
- Generator stand
- Thermostat rod
- Fuel pump
- Engine cover plate from rear of engine to body (A is different than B or C)
- Front cover plate to transmission
- Two Lermertz rims dated 3/58
- Jack handle and top rubber piece
- Antenna
- Dash cover
- Front steel bumper

Contact Rick (@rickparks450@gmail.com)

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For Sale

356 engine, serial number P86917, works out to be a 1961,1600S, pretty complete, no carbs though. Everything that comes with it is in the pictures. Came out of my car, was running well, just a little wet.

Miles unknown.

I'd like to get \$3900 for it, but flexible.

Contact- tkindermans@yahoo.com



For Sale

Stoddard stainless steel sport exhaust NLA11101005SS. Used one season, too much volume for the wife. \$1,000. Delivery to northern New England included in price. Fits a 65 SC.

Complete set of Dellorto carbs removed from 1965 356 SC. Working well when removed. Includes intake manifolds, K & N filters. Tech book reference if intended for another vehicle. \$500 OBO

Like new stock clutch and pressure plate from a 1965 356 SC. Removed after about 500 miles. \$75

Call Mike Haley 603.285.2526 in New Durham NH



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Wanted

Carburetor Parts

1. Zenith 32 NDIX Hardware/gauge

Banjo bolts (2) Thread length ~10mm Max.



Starter Cover plate screws (4)



Carb float level adjusting gauge -
purchase or loaner



Carb accelerator pump volume
measuring vial: purchase or loaner



Main Jets 115 (2)



2. - Weber 40 IDF Parts

- Emulsion Tube F7 (4 req.)
- Air Correction Jet .175 (4 req.)

If you can help with any of these parts, please contact carlluck@outlook.com

Club Payment Systems by Georg Becker-Birck

Dear Members,

I sometimes get asked what payment options we have; or what is the best and safest option to make payments to the club. I therefore want to provide a quick overview, and also highlight some recent scam attempts that you should be aware of.

Our club has a regular bank checking account and a PayPal account which we use to make and receive payments. All dues, sponsorships as well as our outgoing expenses, e.g. for the club day or holiday party are handled from the checking account.

If you, as a member, want to make a payment to the club (dues, party contributions, grill badge etc.) you have 3 options to do this: Credit card payment, PayPal account payment or check via mail.

For credit card payments we use PayPal as the platform provider to handle and manage the credit card payments. This is similar to the Square platform that small businesses use. This means that you do not need to have a PayPal account to make a payment, you just need your credit card. You use the PayPal platform to make a payment, but you essentially use a guest checkout without an account and use your credit card to pay for the item.

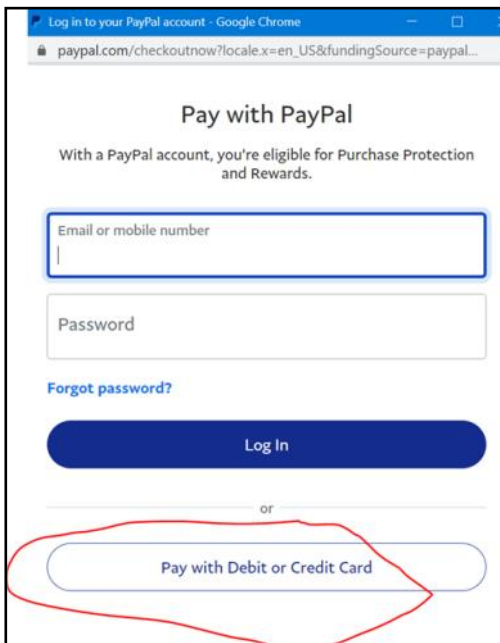
#1: You can do this by going to our payment page (<https://www.typ356ne.org/pay-usd30-00-annual-club-dues>) and click on the respective fee link:



#2: In the popup window you select "PayPal checkout"



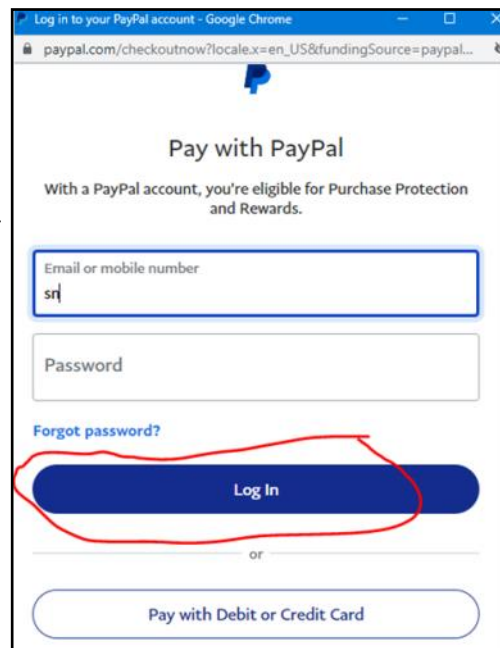
#3: And in the next window (below left) you can choose now to pay with your credit or debit card.



Complete all required fields and your credit card payment is complete.

The other option is to create a PayPal account and login for it to pay for your items. A PayPal account comes with a user name and password. Once created, you save your address and preferred payment method in it (e.g. pay via your credit card or via checking account withdrawal.) The advantage to the credit card payment above is that all you have to remember is your username and password to make a transaction.

The payment sequence is the same as above, but in step #3 (right) you log in to PayPal with your username and password.



The above two payment methods are our preferred payment methods, as they are safe and fast for our club. Funds are transferred immediately, and we have recordkeeping through the system on who paid for what and when. This eliminates the need for you to send check via postal mail. If you are not comfortable with above methods, you are still welcome to mail a check to Carl Luck or me with your dues or holiday payment. We collect them and often process check in bulk – especially for club dues – so it might take a few days until we cash your check payment.

Scams and Scam Prevention

If you are concerned about the safety of online payments or using PayPal, please review this article describing general guidelines and knowledge how to keep your account safe. <https://www.paypal.com/us/security/protect-personal-info>

The other aspect in scam prevention is user awareness – what you can do to spot a scam or Phishing attempt: Did you receive a text message in the last days stating “your amazon account has been blocked”? Or any variation of amazon/ PayPal/your bank account etc. Those are almost 100% of the time malicious attempts. Scammers try to get you to act quickly without thinking. So the best approach is always: read, think, don’t click immediately.

In this case - Do not respond, and do not click on any links to them. If you have an iPhone, you can click “report Junk” which will report the message to Apple and your provider. The legislation has not caught up to these malicious texts yet, so these attempts will continue for a while. This tutorial gives a good overview: <https://www.aura.com/learn/how-to-identify-a-fake-text-message>

Here is a good tutorial to learn how to spot fake messages claiming to be from PayPal: <https://www.paypal.com/us/security/learn-about-fake-messages> This describes a similar situation to what we have experience on our member email list with the recent picture link scam – see this email claiming to be from Adam Wright:



How can you make sure it is legit or fake? First – read, think and assess, and do not click on anything yet. This message has 4 giveaways that this message is fake – can you spot them?



1. Do you expect a message from Adam (or whoever the sender is)?
2. The name does not match the email address – this is a completely different email address then the displayed name.
3. The picture link is a questionable address and not a legitimate or known picture site. Pro tip: if this were a legit link, hover over it and don’t click. Does the popup address still show the same link? If not – also a fake link
4. The wording used is not something you expect from the person. Example: you know member XY has a certain writing style from previous emails, and suddenly, e.g. on the above – it is completely different.

With all these giveaways, you have determined it is a fake email – now what? Do not respond, do not click any links. Mark the email as spam and ignore it.

Hope this helps to keep you safe— Georg

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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