

# Tub Times

Official Newsletter of

TYP 356 ne



Volume 26, Issue 2, Spring 2026

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

## Typ356ne officers



President  
Allen Sisson



Vice President  
Ed Tobolski



Secretary  
Theo Kindermans



Treasurer  
Georg Becker-Birck

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## Key Members

Director

Immediate Past President  
Peter Venuti



Director/Membership chair  
Carl Luck



Director  
George Kehler

Director  
Tom Tate



Director/Editor  
Diane Mierz

Director  
Greg Lane



Director  
Peter Thompson



Director  
John Consigli



## Welcome New Members!

Albert Hyman and Sharon Waller -  
Brookline, Mass

Christopher Hammond and Angela  
Graziano - Beverly, Mass  
1963 Super 90

Ralph and Leila Trepanier - Newton  
Center, Mass  
1962 Super 90 and 1966 912

## About the cover

Bill Silvestri shot this beautiful scene  
of his 1958 Super coupe in  
Glastonbury Connecticut. Special  
thanks to Roland Metz for photoshop  
expertise

# Editorial

Welcome to my first issue of TubTimes! I really hope you enjoy it.

As you can imagine, Ed is a tough act to follow. His formula for what made a great newsletter was one I didn't want to change too much but you will see some differences in style - that's inevitable, I guess...

One you have probably noticed already is how you received it in your inbox. Switching TubTimes from a monthly newsletter to quarterly will inevitably increase its size, especially during the months when the club is more active. I won't go into boring details about megabytes but my concern was that the file size of TubTimes would grow to the point it would clog your inboxes and possibly get bounced back. Since Allen already posts each issue of TubTimes on the club website, having the website host the newsletter and sending each of you a link to it made a lot of sense. The other potential benefit of sending you to the website might be to give you the chance to explore it more. There's a lot of great information there- be sure to check it out

A additional difference that I have made is with font size. I don't know about you, but it seems like it's getting harder and harder for me to read small print. If I have to add a few additional pages because articles take up more room it's not a big deal anymore.

Another obvious change is the newsletter being published on a quarterly basis. I am planning one to drop each season - Spring, Summer, Fall, and Winter. I am thinking rough publishing times to be March (early April), July, October, January. This is going to change the goal of each newsletter - the stories you see will reflect what's been going on in the rearview mirror and the schedule of events will project through the next few months. I am not going to go into great detail on future events - the calendar on the website has everything you need about that and more.

The good news is that much has stayed the same -here's what you will recognize from the previous iteration of TubTimes; Articles about events, trips, technical info. "Miles driven", "Marketwatch" and classified ads. Ed has graciously agreed to be the gatekeeper of the last three items but I am going to need your help with the rest of the newsletter's content. Please consider snapping some pictures if you attend a event. Write a story about it - it doesn't need to be long or involved. Jot me a line about your present car or the one you used to have. Maybe the one that got away. I would love to publish technical articles. If you are handy with a wrench please consider writing something up. You might not think a story is worthy of publication but I would bet the rest of us would love to read it.

Think outside of the box - this is YOUR newsletter and it's only going to be as good as the content that you send me. You can mail articles to [dianemierz32@comcast.net](mailto:dianemierz32@comcast.net) . Picture size doesn't

matter too much because I will be reducing it for publication. Feel free to reach out to me with your ideas and thoughts and I look forward to including your work in future TubTimes.

Thanks in advance!

Diane



# President's Message

## Spring 2026



Spring began on March 20<sup>th</sup> and it has been warm enough for weeks to melt the huge mounds of snow that piled up from the intense winter that we had. There has been enough rain to wash all that salt away too. So, it is time to get our classics back on the road!

My first driving event of the year will be from March 28 through April 3<sup>rd</sup> when I will drive my black, 1988, 911 coupe to South Carolina and back for the Porsche Club of America's (PCA) 2026, Spring Tour at Montage Palmetto Bluff [South Carolina Resort Offers | Montage Palmetto Bluff](#) located in the Lowcountry of Bluffton, South Carolina. There are several nice driving tours planned at this event [Treffen | South Carolina](#). I will be taking the costal Georgia Driving Tour to Darien, Georgia the first day and the next day experiencing the Magnolia Plantation and Gardens driving tour to Charleston, South Carolina. I plan to explore Savannah, Georgia on my own during the third day of the event. It is about 2,000 miles round trip. So, it will involve four days of driving to get there and back. It should be a fun week of driving with lots of new experiences along the way.

If you are waiting for our first 356 planned Club event of the year to get your car on the road, that will be Peter and Joyce Thompson's annual swap meet and pizza lunch from 10 am to 1 pm, Saturday, April 25, 2026, at their home in West Newbury, MA described here in the Tub Times. The food and soft drinks will be free to all in attendance. Bring any Porsche item you want to sell or just come and browse, talk to fellow members, and eat. All Club members and their guests are welcome.

On our Club website [Schedule | TYP356ne](#) you can now find our full Club event schedule for this year. This schedule also includes just about all the interesting automotive events and shows that will be held in 2026, by many different organizations all over the country. So, our Club website should be your one stop shop to find out when and where most classic automotive events will be held this year. Feel free to use it to plan what to attend.

I hope to see you on the road or at one of our Club events soon.

Allen Sisson

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



# Upcoming Events

Please refer to the schedule of events posted on the [club website](#) for the most updated information and details

## *Club events in Blue*

**TYP356ne Board Meeting Video Conference Call** Meets the first Tuesday of every month Board meetings are held by video conference call since board members live in multiple states. All Club members are welcome to join the conference call. To join the call email Allen Sisson [asisson@typ356ne.org](mailto:asisson@typ356ne.org) to have a link sent to you.

## **April**

**TYP356ne Annual Swap Meet & Pizza Lunch**

Saturday, April 25 · 10:00am – 1:00pm

24 Turkey Hill Rd, West Newbury, MA 01985, USA

## **May**

**Central PA PCA Porsche Only Swap Meet**

Saturday, May 2

Carlisle Fairgrounds, 1000 Bryn Mawr Rd, Carlisle, PA 17013, USA

**TYP356ne Bolton to Harvard, MA Drive & Lunch**

Thursday, May 7 · 10:00am – 1:00pm

Bolton Bean, 626 Main St, Bolton, MA 01740, USA

notes

**TYP356ne Rhode Island Drive and Lunch**

Wednesday, May 27 · 9:00am – 1:00pm

Tom Gilchrist's home, 1050 Matunuck Beach Road, South Kingstown, RI

## **June**

**TYP356ne Tom Lamar Coughlin Memorial South Coastal Drive & Lunch**

Wednesday, June 10, 2026 · 10:00am – 1:00pm

University of Massachusetts Dartmouth, 285 Old Westport Rd, North Dartmouth, MA 02747, USA

**Wile Motorsports Cars and Coffee**

Saturday, June 13, 2026 · 10:00am – 1:00pm

12 Production Rd, Walpole, MA 02081, USA

## June (continued)

### PCA Porsche Parade 2026

June 14 – 20, 2026

Lake Placid, NY 12946, USA,

### Larz Anderson German Car Day

Sunday, June 21, 2026·9:00am – 1:00pm

Larz Anderson Auto Museum, 15 Newton St, Brookline

### TYP356ne Sisson/Grace BBQ

Sunday, June 28, 2026·1:00 – 4:00pm

28 Forest St, Sherborn, MA 01770, USA

## July

### TYP356ne Tour of Steven Harris' Garage with Lunch

Saturday, July 11, 2026·11:00am – 1:00pm

Kinderhook, NY 12106, USA

### Misselwood Concours d'Elegance

July 17 – 19, 2026

407 Hale St, Beverly, MA 01915, USA

### TYP356ne Peter and Joyce Thompson Cars and Coffee

Saturday, July 25, 2026·10:00am – 1:00pm

24 Turkey Hill Rd, West Newbury, MA 01985, USA

### Larz Anderson Porsche Day

Sunday, July 26, 2026·9:00am – 1:00pm

Larz Anderson Auto Museum, 15 Newton St, Brookline, MA 02445, USA

## August

### Monterey Car Week

August 7 – 16, 2026

Monterey, CA

### TYP356ne Connecticut Drive & Lunch

Friday, August 28, 2026·11:00am – 3:00pm

Portland, CT, USA

### Lime Rock Historic Festival

September 3 – 7, 2026

Lime Rock Park, 60 White Hollow Rd, Lakeville, CT 06039, USA

# 2026 Holiday Party

Photography - Diane Mierz and Phyllis Luck



Allen's quiz-can you guess who this couple is?

The Typ356ne 2026 Holiday Party was held January 31st at The Longfellow Wayside Inn in Sudbury, Massachusetts. The Longfellow Wayside Inn was a new venue for us and provided close to 50 members and guests ample room to enjoy each other's company as well as delicious food and drink in their meticulously restored historic facilities.

After lunch Allen Sisson showed a photograph of a newlywed couple in a red 356 and quizzed the room to the year of the car, where it was taken and who the couple was (answers = 1959A, Longfellow Wayside Inn, Paul and Helen Vincent).

Georg Becker-Birck gave a extremely interesting (and at times humorous) presentation on a conversion he made to his 1989 Mercedes W124 to run on canola oil instead of diesel. Georg converted his Mercedes to save money since he had just graduated from University and had a girlfriend (now wife) who lived 6 hours away. The skills he learned along the way gave him the confidence to take on other projects, most notably the 912s he has owned.



Georg's presentation

The party was capped off by the raffle - many members left with Porsche parts (there was a particularly nice orange brake drum some lucky person scored) and spirits. A good time was had by all!



Georg and Theo



Raffle table finds



Raffle table



Peter and Al



Bob and Phyllis



Randy and Allen



Diane, Ken and Gloria





Bob and Rick



# Don Garlits Auto Museum

*Words and Pictures by Ed Tobolski*

Ocala Florida is in the north central part of the state, between Gainesville and the Villages. It's about an hour and a half west of Daytona. If you ask most people about Ocala, they will say it's horse country. Indeed, it is. A few years ago, they built a fantastic \$250m World Equestrian Center on the north side of town that has 6 indoor rinks that are air conditioned so they can do the jumping and training all year round. Marion county has more horses per square mile than any county in the country and Marion County is larger than Rhode Island.



We spent several winters in Ocala and enjoyed the horse activities. But the best thing about Ocala was the Don Garlits Drag Racing Museum located on the South side of town not far from the Villages.

Growing up I was a hot rodder who loved reading Hot Rod magazines. My first car was a 29 Ford model A sedan with a dropped axel. I learned a lot about cars from that model A. Hot Rod magazine covered

drag racing throughout the country with the majority being on the west coast. The one exception was a guy from Florida who built a series of dragsters called Swamp Rats that dominated the sport for many years setting many speed records. That was Big Daddy Don Garlits. His legacy continues.

Several years ago, he built a museum to hold as many drag cars as he could collect. Going into that museum is like entering into the world of those old Hot Rod Magazines. Every car I remember seeing in those old issues is in that museum. It's all there, from the very first crude Swamp Rats to the current rear engine, 10000 hp, nitro burning, 300mph beasts. He has them all. Many of them have a story to tell. The pictures below only show a part of the equipment in the buildings.

There is a separate room for the engines and a separate building for street cars. He has a nice collection including a series of early model Fords from model A's on up. Some were his personal cars. He has one VW bug and a bare chassis that was



apparently used as a show piece back in the day. The highlight was a 1969 Dodge Daytona with its high wing and pointed nose.

Garlits is now 94 years old and lives on the property. He has been seen at the museum. I met him once at a hot rod event he had at the shop part of the museum. At the time he was trying to get an electric dragster up to 200 mph. I asked him about an exhibition he put on in Atco, NJ back in the early 60's. He didn't remember the run, but I did. Below are a few pictures. If you're interested in drag racing and old cars go to Ocala and stop at the museum and spend a few hours seeing both buildings. - Ed Tobolski





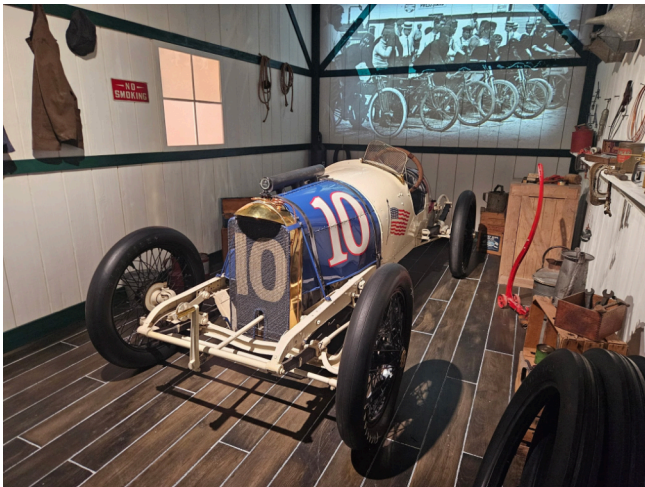
Engine Room



# Indianapolis Motor Speedway Revisited

*Words and Pictures by Greg Lane*

Yes. Revisited. Perhaps I am one of the few TYP356ne members who has visited this museum both before and after its recent, \$60 million renovation/ transformation completed in April 2025. Having resided in Indianapolis in the early 1980's I was able to visit this museum several times, once for the 356 Registry's 2nd Holiday (before East and West Coast events).



*Eddie Rickenbacher's 1914 Duesenberg in the museum's "Gasoline Alley". Rickenbacher placed 10th and went on to be America's most decorated WW1 flying ace, winning the congressional medal of honor. Subsequently, he owned this speedway and was President of Eastern Airways*

The renovations are first class, as one might expect from a Roger Penske (former RSK driver) operation. The docents are largely very knowledgeable and staff friendly. The cars on display have clear descriptions. This is a visitor-friendly museum intended to appeal to a broad range of people. By that, one need not be a hard-core auto enthusiast to appreciate it. Rather, it is designed to appeal to children and adults alike

Upon entering, the introductory "Gasoline Alley" section displays each car as in its "garage" along with period correct artifacts, tools, parts, spare tires, etc. One then moves into the second exhibit, a "shock and awe," multi-sensory display of the pre-race start pageantry, set in a "tunnel" with three race cars poised in front of you.

The room's walls and ceiling display scenes from the pre-race activities over a 15 minute period. It commences with the gates opening and closes with engines starting and roaring. This show includes driver introductions, the Air Force flyover, and the iconic singing of "Back Home Again, in Indiana." One then emerges into the large, main museum display of several Indy race cars from all eras, artistically laid out with full descriptions of their drivers, race results, average speeds and technological advancements where significant.



*Jim Rathman's 1960 winning Roadster, powered by a 4.1 Liter Offenhauser inline 4*

Elsewhere, young visitors are well-entertained and educated by interactive stations demonstrating tire changing, reflex testing and of course several in-cockpit simulators. There is even a Lego room for the youngest of visitors. Naturally, as Roger Penske owns the Speedway, there is a "hall of fame" for his drivers and the team's numerous wins and accomplishments. Descending to the lower level, one can view a collection of period pace cars, as well as a room full of the famous sportscasters covering the race over the years.



*Front wheel drive Miller car from the late 20s*

So, where did this all leave Greg Lane? Impressed and happy, but with some mixed feelings.

Missing - Any trace of the former collection of classic (Duesenberg passenger cars), foreign (the 1965-leMans winning Ferrari 250LM) or non-Indy race cars (LeMans- winning Ford GT40s). For me, while I appreciate that the museum should be focused on the 500-mile race, I was disappointed that so many cars were lost through a mass sell-off, made in cooperation with the Bring-A-Trailer organization. I'm sure that those cars found good homes, but they are no longer in one place for viewing, such as with Revs Institute in Naples, FL

or the Auburn-Cord-Duesenberg Museum in Auburn, IN. It is great that the museum had been expanded to three floors from one, but maybe they could have saved room for the best of these classics?

Lastly, the rich spectrum of Indy car history was not fully represented. The winning cars and drivers were covered nicely, as with the early Duesenberg's, late 20's-30's Millers, 50's-60's Offenhauser Roadsters, and the British "rear engine" invasion of the early 1960s. But many of the significant, but less-common or less-successful cars were missing. Such cars could include the Cummins Diesels, the crowd-pleasing Novi V-8s, or the late 1930s Gulf-Miller Rear Engine special, designed by the brilliant Harry Miller. Most-egregiously missing was any trace of the Andy Granatelli STP turbines from 1967-68.



*Jim Clark's 1964 Lotus 34, in the museum's "Gasoline Alley". Qualified on the pole but crashed due to Dunlop tire failure. Teammate Dan Gurney was withdrawn for fear of another dangerous failure. Clark won in 1965 with a similar Lotus 38.*



*1911 Marmon Wasp, winner of the first Indianapolis 500 as driven by Ray Harroun. Marmon was a luxury car maker built in Indianapolis*

So, where does that leave me? The new Indianapolis Motor Speedway Museum is a spectacular and well-executed tribute to the rich history of the track and the people who made it a success, including those both on and off the track. Its broad appeal will certainly help to make fans of "non car people" as well as to prime the imaginations of the next generations. Yes, for me there were missing elements, but that came from having witnessed a place from 40 years ago. I can travel an hour up I-69 to Auburn, Indiana if I want to take in 1930's automotive classics.

-Greg Lane

# Florida Owner's Group

## Gathering of the Faithful

*Words and Photography by Diane Mierz*

The Florida Owners Group held their annual Gathering of the Faithful March 19-22 in Gainesville, Florida this year which included 2 organized drives, a boat tour, a swap meet, a tech session and more. I wasn't able to attend most activities but did make the drive up from Vero Beach to make the concours on Saturday the 21st. What should have taken a little over 3 hours droned on to about 4.5 thanks to the Florida Turnpike's expansion from 2 lanes to 4 in Orlando at rush hour but the lineup at the show made the inconvenience worth while. FOG never fails to pull incredible 356s out of the woodwork and there are always rare vehicles I have never seen before. The day was absolutely perfect - low humidity, sunny and in the 80s. This year's concours boasted over 50 cars- notable metrics included 10 Speedsters, 5 Continental coupes, and at least one Carrera 2. The outlaw class continues to expand and included a Emory speedster. If I had to pick a favorite it would have to be a incredibly original 1964 Dolphin Grey C coupe with an optional blue leather interior and novel period espresso maker. The concours only lasts two hours and over too soon but it was incredible while it lasted. Great cars, great people. It's always a pleasure to attend!



Ariel view of showfield - photo by Kent Malone

Bob and Rick



1959 Convertible D



All original 25K 1963 sunroof



1961 Roadster



1955 Continental coupe



1955 Continental coupe



Speedster lineup





1963 Carrera 2



Carrera brake lines



Cool custom luggage



This 1960 roadster has travelled cross country and to europe



Original Firestone phoenix spare



All original 1964 C coupe



Check out that espresso maker!

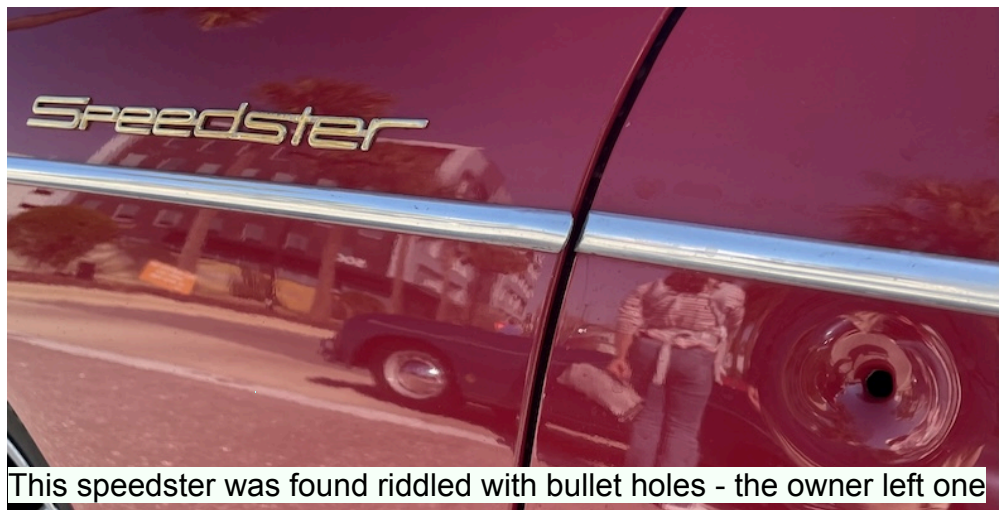


1957 Speedster





1959 Emory Speedster



This speedster was found riddled with bullet holes - the owner left one



What 356 in Florida doesn't need air conditioning?



1955 Continental coupe





1957 Speedster



1953 Cabriolet



1962 Outlaw Notchback



1965 Irish Green Cab



1965 SC Coupe



Red White and Blue Notchbacks



1963 Heron gray coupe



1959 Convertible D



1955 Continental coupe



1965 Outlaw with bike



1964 SC coupe



## Classifieds

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

### For Sale

1963 Porsche 356 B Super 90, Vin # 214229. Car is numbers matching engine and transmission as per the Kardex. Complete all new leather interior. Original floors with No rust. Many new parts. Car runs and drives excellent. Asking \$125,991.00.

Contact Robert Shelbourne, 215 809 4900



### Wanted

I'm still looking for two speakers and a red tip antenna for my '58 356A  
I can be reached at [rickparks450@gmail.com](mailto:rickparks450@gmail.com) or 203.410.2240

Thank you,  
Rick Parks  
Westbrook, CT

# Classifieds

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

**Available to a "Good" Home** (all or selected items),  
 Make offer, "buyer" picks up in Nashua NH or pays for shipping.  
 Judy Hendrickson, [jh993@comcast.net](mailto:jh993@comcast.net), let me know what you are interested in, your contact details: name & phone number and I will contact you.



**PANORAMA** - Aug/Sep 1973 to Present

**GMUND** #1-15, Extra #5

**CHRISTOPHORUS** - #140 APR 1979

#149 OCT 1980 - #158, APR 1982

#160 AUG 1982 - #210 (2 cys)

#211 - #215

#219 - #222

Sp Edition for Ferry Porsche Birthday

#224 - #230

#232 - #237

#239 - #315, 2 cys of #250

#316

#317 - #339

#340 - #343 (2 cys)

#344 - #345

#346 - #381, 2/2017

1983 & 1984 issues are in Christophorus binder, rest are loose.

Missing #141 - #148, #159, #216, #217, #218, #223, #231, #238

**EXCELLENCE** Issue #1 - Dec 2003 #116

Includes The Best of Excellence Technical Notes, Vol 1 & 2

**356 REGISTRY** Vol 2, #1,2,3,6

Vol 3, #2,6

Vol 4 #1,3,5,6

Vol 5 #1,2,3 (2 cys), #4 (2 cys), #5 (2 cys), #6 (2 cys)

Vol 6 #1 (2 cys), #2 (2 cys), #3 (2 cys), #4 (2 cys), #5 (2 cys), #6 (2 cys)

Vol 7 #1,2

Vol 8 #2

Vol 9 #5 to Present

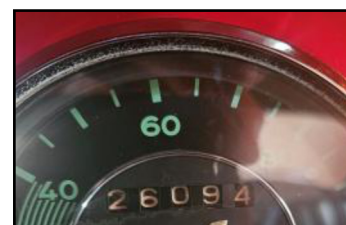
Vols 1-16 in binders, rest in magazine cases.

Also, I have a 356 Speedster Tension Rod with nut, P/N 644 541 231 40 New, in orig packaging from STODDARD, current price from STODDARD \$126.00



## Miles Driven in 2026

	<u>Porsche</u>	<u>2026 Miles</u>
George Kelher	pre A 356 Coupe	62
John Henry	356C Coupe	2
Tom Gentz	1967 911	105
Bruce MacMillian	356B Roadster	65
Phil Brzezinski	2006 Carrera	182
	<b>Total</b>	<b>416</b>



# 356 Market Place

There are a large number of Porsche 356 sale transactions on Bring-A-Trailer (BaT). Check them out.  
[Porsche356 For Sale - BaT Auctions\(bringatrailer.com\)](http://Porsche356ForSale-BaTAuctions(bringatrailer.com))



Right-  
 1961 Porsche 356B Notchback  
 Sold for USD \$60,000 on 2/6/26



Left-  
 1964 Porsche 356C Coupe  
 Sold for USD \$65,000 on  
 2/10/26



Right-  
 John Oates' 1960 Porsche  
 356B Emory Special  
 Cabriolet  
 Sold for USD \$575,000 on  
 2/9/26



Left-  
 Porsche 356 Speedster Replica  
 by Vintage Speedsters  
 Sold for USD \$38,250 on  
 2/25/26



Left-  
 2.6L-Powered 1962 Porsche  
 356B T6 Outlaw Coupe 5-Speed  
 Sold for USD \$114,000 on 3/2/26



Right-  
 1961 Porsche 356B Sunroof  
 Coupe  
 Sold for USD \$115,000 on 1/7/26



Left—  
 43-Years-Owned 1962 Porsche  
 356B Coupe  
 Sold for USD \$68,000 on 1/21/26



Right-  
 40-Years-Owned 1960 Porsche  
 356B Coupe  
 Sold for USD \$68,500 on 12/31/25



Left -  
 Porsche Workshop Manuals &  
 Spare Parts Catalogs  
 Sold for USD \$10,077 on 2/14/26



Right-  
 Porsche 356 Tool Kit  
 Sold for USD \$5,300 on 1/22/26

# 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](http://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 pinholes 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. Email Ed Tobolski [tobolsed@verizon.net](mailto: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.

**ED TOBOLSKI**

**TYP356NE**

## New Grille Badges

Club members can purchase the "Official Club Badge" for a cost of \$36.00. It is a beautiful badge complete with mounting hardware. To order a badge, first contact Peter Venuti at - [pvenuti@typ356ne.org](mailto:pvenuti@typ356ne.org) and give him your mailing information. Payment can then be made by PayPal on the club website.



**TYP 356 ne**

*Life's too short to drive boring cars!!!*

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