

TubTimes

Official Newsletter of

TYP 356ne



A Sign of the Times!!!

See page 14 for more info on how to protect your 356 for the winter.

VOLUME 20, ISSUE 10 DECEMBER, 2020

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

TYP356NE OFFICERS



President— Allen Sisson

Vice President/
Newsletter editor

Ed Tobolski



Secretary—
Theo Kindermans

Treasurer—
Dennis McGurk



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KEY MEMBERS-

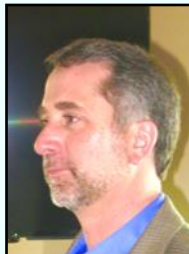
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Peter Venuti



Membership Chairman

Carl Luck



Director

Tom Tate



Director

Frank Anigbo



Director

Greg Lane



Director

George Kehler



Director

Diane Mierz



Director

Peter Thompson



WANTED— WEBSITE COORDINATOR

A couple years ago our website was obsolete and in need of complete revision. Our President, Allen Sisson and his son, took on the job of creating a new website. The result is the great website we have today.

Now it's time for someone else to take over the maintenance of the site. We estimate that it requires about an hour a month to update the schedule, and add TubTimes issues and the board minutes each month.

If you are interesting in helping the club in this way please contact Allen Sisson—

dkwf5700@gmail.com

Editorial

We all hoped that the virus would be under control by now and we could start planning a great 2021. That's not happening and we are forced to pull back to keep everyone as safe as possible. Allen's message and the announcements on page 4 say it all. Hang in there, hopefully, better days are ahead.

TubTimes will be on an uncertain schedule for the next few months, but continue to send me any information that our membership would enjoy reading. You can send classified items also. When I get enough to make an interesting issue I will publish one. Ed



PRESIDENTS MESSAGE— DEC 2020

I have some bad news and good news to report. The bad news is that due to the significant increase in COVID 19 cases basically everywhere, we will not be able to have the Holiday Party in January 2021 as planned. The good news is that because of the COVID 19 cancellation of Club Day 2020 and the Holiday Party 2021 we have enough money in the treasury to sustain us for 2021 without collecting dues for next year. As a result, **the Club Board of Directors has voted that none of our current members need to pay dues for 2021.** So, if you are currently a Club member **DO NOT** send any dues payment for 2021 to our Membership Chairmen Carl Luck in December of 2020 or January of 2021 as you normally would. If you have paid dues for years in advance, Carl will add one more year to the years you have paid for in the Club records. Dues will not be due again for current members until January 1, 2022 and overdue on February 1, 2022. So, although 2020 had few Club events, it was basically a dues free year for us all! New members joining the Club in 2021 will need to pay dues to Carl Luck as usual.

It appears likely that there will be three effective, and safe vaccines for the Corona virus available in December and January to at least vaccinate most of our overworked, dedicated health care workers plus first responders. Hopefully, other effective vaccines will soon follow so that by sometime in May to June of 2021 there will be enough vaccines available so that most of the rest of us interested in receiving a vaccination for the Corona virus will have received one. This should then allow us to resume a more normal Club event schedule, and more importantly, more normal lives in general.

Normally we would hold our annual planning meeting in December or January, but because of uncertainty of when groups can safely meet again, planning for next years' events would be difficult at this time. Because of this the planning meeting will be postponed until likely February, March or even April when we should have a better idea if the numbers of new cases of COVID 19 are declining as expected as more people are vaccinated. I think our first Club events in 2021 will likely be in mid to late April and May. I am hoping to schedule the Spring tour again in late May, but to avoid scheduling and cancelling again, I do not want to work on tour scheduling until we know more about control of disease spread.

I will announce the date of the 2021 planning meeting several months from now when it seems reasonable to do so.

Due to the lack of Club events from now until at least April of 2021, the Tub Times will not be published on a regular monthly basis during 2021. Ed Tobolski, our Vice President and Newsletter Editor, will publish the Tub Times as needed when there is enough content available.

I am sorry for this uncertainty, but I am hoping that starting in mid-2021 things will be a lot better. In the meantime, please think about arranging an impromptu breakfast or lunch with a few of your local 356 friends well masked at a safe local establishment where you can meet and keep some distance. Feel free to announce any such event using our Club email list. The Connecticut Shoreline Breakfast Group has done an incredibly good job of organizing several events like this in the Connecticut area. Tom Tate and some members of PCA recently had some events in the parking lot of the Blue Moon Bagel Café in Medfield, MA that were well attended. Most every Saturday the Cape Cod Porsche Gruppe starting at about 7:30 AM for an hour or two holds a friendly group meeting at: Three Fins Coffee Roasters 581 Main St West Dennis, MA. It would great if some of you could arrange similar events on the north shore and south shore of MA. Also, New Hampshire, Maine and Vermont local events would be welcome. Anyone can announce one.

Virus control in 2021!

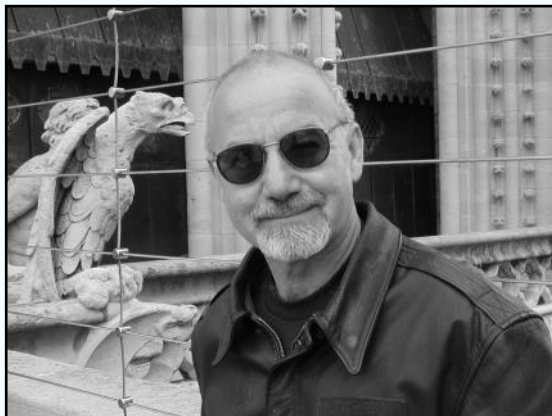
Allen Sisson, President TYP356ne
Email: dkwf5700@gmail.com



New Member – Welcome to the Club

Francis, better known as Bud, Gnatek.

Bud lives in Hadley, Massachusetts and owns a red 1962 Karmann Notchback Coupe



ANNOUNCEMENTS

2021 Dues Payment

Dues payments for 2021 have been suspended.
All current members will have their membership automatically extended one year at no cost.
See Allen's President message on page 3 for details.

TYP356ne Annual Event Planning Meeting for 2021

This meeting has been tentatively moved to Saturday, March 20th, 2021. It will be combined with a board meeting. Watch your emails for the details as we get closer to the meeting date.

2021 Holiday Party

This event has been cancelled due to the virus.

Board Meetings

Our board meetings, normally held on the first Tuesday of each month, will be held as needed. The next scheduled meeting will be combined with the planning meeting on Saturday, March 20th, 2021
Contact Allen Sisson or Ed Tobolski if you want to be notified when the meetings are held.

TubTimes

With the lack of events to report on, the newsletter will not be published on a regular monthly basis until we can return to a normal event schedule. Please continue sending any items of interest to the membership to Ed (tobolsed@verizon.net) and he will publish TubTimes when there is enough material to make an interesting issue. Watch your emails for more information.

Email Problem

We recently had a problem with the email address of a member. For no reason he stopped getting emails from the Clubs system several months ago. Fortunately he asked the membership chairman why he was not getting emails including TubTimes. Allen Sisson, and his son, got involved and resolved the problem. We use Google to manage the email list and their system screwed up. They were not much help so Allen came up with a workaround. Everyone should of received a test email from the system on Sunday. That was sent to confirm the workaround. It worked, thank you Allen.

We believe that the problem is resolved, but we are concerned that it may happen again and members may not realize that they are not getting Club emails. To prevent this from happening, we will send out at least one email a month to the membership. That would normally be a TubTimes issue. When TubTimes is not published during a month, the newsletter editor will send an email around the first of the month saying that there is no TubTimes that month. Therefore, you should receive a Club email around the first of every month. If you don't, contact the membership chairman. His address can be found on the website. Hopefully this won't be a problem in the future.



**Happy
Holidays**



WELCOME NEW BOARD MEMBERS

Recently two members have retired from the board. We thank Jeff Leeds and Alex Dearborn for their years of service to the Club. To fill those positions we have appointed two new board members, Diane Mierz and Peter Thompson. Their terms start immediately.

These new board members are avid 356 enthusiasts and they will help the board plan events and activities that will help us enjoy our cars to the fullest in the years ahead. Below is a brief bio of each.

Diane Mierz

My husband Steve and I are relatively new to 356 ownership; we acquired our 1965 SC cabriolet in October of 2019. Our roots are firmly based in the world of vintage VWs. We've owned a 1950 split window and 1954 convertible (both sold to help finance the 356) and currently own 2 Karmann Ghias (1956 and 1963), a 1960 sunroof, and 1970 and 1973 convertibles. To round things out we also have a 1996 Miata M edition. I am hoping to work with Greg Lane to help with club activities in the Connecticut area and plan on participating in as many events as the current schedule allows for. Looking forward to meeting many of you soon!

Diane



Peter Thompson

I bought my first Porsche in 1963 a 56 Speedster (\$500.00) since then -

2 Speedsters

1 Convertible D

3 Roadsters

5 Cabriolets

1 Karman Coupe

10 Coupes

2 912s

I now have a 57 Sunroof coupe, 57 Cabriolet, 60 Coupe, 86 911 Carrera and a Citroen 2CV

My wife (Joyce) and I live in West Newbury and host the club's swap meet. We will be doing some drive's next year and hope to meet as many of you as possible.

Peter



Connecticut Shoreline “Breakfast Group” Gatherings of 2020

Throughout the 2020 driving season, a contingent of auto enthusiasts has periodically gathered at 8am Saturday mornings for a “socially responsible” breakfast at SE Connecticut outdoor eateries. Saturday weather looking good, the email word goes out Thursday morning from non-member Mark Baker or member Scott Sogge asking, “Who is in”? The replies bounce around and before you can say, “Bob’s your uncle” a group of six to ten has been formed. The core of those gathering is typically comprised of TYP 356ne members and their wonderful Porsche cars, but the occasional interloper will show up in something new such as a brand new C-8 Corvette, or something exotic such as a BMW Isetta.

Most recently the informal group gathered at Cristy’s in Madison, well-known for their pancakes, where many discovered that, “you can barely finish one.” Kick the tires, talk to enthusiastic passers-by, sit down to chat about technical questions or favorite mechanic. We all know the banter. The social gathering typically ends when someone asks, “Who wants to go for a drive?” The cars fire-up and are off for a quick cruise. Everyone is typically home by 10am, just as the rest of the household is beginning to stir for the day. It is a great and easy way to brighten our COVID-wracked and “automotively-dreary” 2020 lives. Greg Lane

The articles and pictures on the following pages are from the Shoreline Group’s recent events.

Photo credits: Steve Mierz and Greg Shook



Christy’s in Madison CT.



58 Cabrio is owned by Chris Roosevelt



Left– Diane
Mierz with Bill
Silvestri and
Gloria

Right– Scott
DePierro’s
Targa



Left—
Dave Winstead has a new toy!!

Right– Diane Mierz’s Ghia



Another Fun & Informal Breakfast Run for CT Shoreline-area 356ers, this time the Whistle Stop Café in Deep River, CT



Words and pictures by Steve Mierz, Branford, CT

Make no mistake, we're nearing the end of October as this is being written, and the weather is decidedly turning more fall-like, accompanied by fall foliage colors showing on the trees. But CT Shoreline-area 356ers still jump at the chance drive their cars, and get together informally for a breakfast run here or there. Our friend and fellow die-hard 356 driver Mark Baker deserves a ton of credit for lighting up the e-mail airways time and time again with suggestions for the local group to try out yet another good local breakfast place on a Saturday morning—this time it was

the “Whistle Stop” café, located on Main Street in the charming CT River Valley town of Deep River. Social distancing and other pandemic-related guidelines were still well in effect for this run, which took place on Saturday morning, October 24th, 2020. The day was kind of cloudy, but thankfully not rainy.



When Diane and I got there (slightly late, d'oh!), the scene on both sides of Main Street in front of the restaurant was decorated with several beautiful old Porsches, plus at least one modern 911, and one beautiful VW Karmann Ghia as well. The food and service at the Whistle Stop were outstanding; we sat at outdoor tables behind the restaurant (it was not too chilly, thankfully), overlooking a small stream, and enjoyed lots of conversation, in addition to our tasty breakfast selections. Afterwards there was some socializing out by the cars, and then various groups and individuals headed out, either for some pleasure drives, or just to head back to our respective homes, to get on with the day. In all, it was a great excuse to pull the car out again for some exercise, and a fun way to spend a fall morning. We again thank Mark for setting it all up, and all of our fellow 356ers for participating. Steve



CT Shoreline Group's, November 7th, breakfast run to Ed's Place in Westbrook, CT.

Photos by Greg Shook



Cape Cod Porsche Gruppe

On Saturday, Nov 21st, the Cape Cod Porsche Gruppe gathered for a Cars and Coffee event in West Dennis. It was a beautiful late November day to get together on the Cape. TYP356ne member, Michael Sarli, was there with his red 356A coupe.

The Cape Cod Porsche Gruppe, an informal group of Cape Cod Porsche owners and others, meet Saturday mornings at 8:30am in the Hyannis area. On any given Summer Saturday, about 20 or so cars ranging from a 58 outlaw to 2017 Boxster with almost everything in between. If you want to join them go to their Facebook page- <https://www.facebook.com/groups/1570367176509558/>



Lots of red Porsches!!!



DESERTER DUNE BUGGIES by Alex Dearborn

Ed note- Dune Buggies were big back in the 60's and 70's and they had a close connection to VWs and Porsches. Long time TYP356ne member, Alex Dearborn, who has a extensive history with automobiles, was heavily involved with some of the more advanced Deserter Dune Buggies of the day. Here's Alex's story about the Deserter.



Deserter Series One

Our original '67 Deserter dune buggy was visually a shameless clone of Bruce Meyers' ingenious design, the Manx. In order to make the car more roadworthy, however, we extended the body to fit on a VW pan shortened to 84" wheelbase, instead of the then-customary 80". This in turn enabled us to hang a little more horsepower off the back end. In '68, we built a Deserter Series One with a 1600 Porsche Super in the rear, and, after a quick review of the SCCA rule book, went to Lime Rock so I could mix it up with the sports cars. (Therein lies another story.)

While the Deserter line was my concept, the actual prototypes and production parts were made next door to Dearborn Automobile Company (in Marblehead) at Autodynamics, then the largest manufacturer of racing cars in the country. Company products included the SCCA National Championship Caldwell Formula Vees, the D9 Formula Fords (by 1970, the car to beat in SCCA) and D10 Formula SuperVees. In addition, Ray Caldwell had designed a Formula 5000 car for Brett Lunger, and was working on a new Can Am car for Sam Posey.

The company had a dyno shop, chassis fabricating facilities, a fiberglass shop, and engineers Ray Caldwell and Fred Jackson. All of us knew that we could build a Corvair-powered rear-engined Deserter with readily available parts, but we also knew that it wouldn't handle well enough to be competitive.

Deserter GS

I asked Ray Caldwell and his chassis builder, Bill Woodhead, to design a mid-engined layout for the existing Deserter Series One buggy body. We knew that the doorless "tub" of the Deserter was very light and pretty rigid, and we had this idea that a floor pan could be molded out of fiberglass, incorporating the seats in the same piece. And so it came together. A mild steel tubular frame was designed, and the "floorpan" was cast fiberglass with two impressions of my butt in it. These two pieces were bonded and riveted together to form a mid-engined frame more rigid than the company's Formula Ford chassis! Pickup points were incorporated at the front for VW beam axles, and in the engine bay to carry Corvair or 911 or VW engines amidships. The best we knew about swing axle suspensions was used to locate the VW transaxle FV style, behind the engine bay.

The result was an 85" wheelbase Deserter GS, which weighed in at under 1300lbs with a Corvair amidships. The weight distribution was nearly 50/50 instead of 30/70 for a (rear-engined) Deserter GT or 10/90 for a Manx.

We called the mid-engined model "GS"; not after the Buick Gran Sport but after the ski race "Giant Slalom". I believed that the real market for the car was for autocross competition and street use, not the SCCA sportsracing classes then dominated by Can-Am cars. Indeed, Bill Goodale became SCCA National Solo Champion in a Deserter GS during the 70's.

We made a few kits available to customers for the annual hill climb at Pike's Peak, and we built a GT-style GS/VW for me to do the 1971 event. After the event. I ran this car with a Corvair engine in SCCA and at a few 1/4 mile ovals.

The 1969-72 Deserter GS cars and kits were made with the newer GT-type body... basically the same tub with slicker body design. All of the 1969-72 rear-engined Deserters had the GT body made for a VW swing axle floor pan shortened to 84" wheelbase.

Deserter GT

By 1968 sales of my Manx-derived Deserter Series1 were doing well. The bodies and most parts were fabricated at Autodynamics in Marblehead , using engineering and production capacity in the race car shop off season. It was time to do another car. As most east coast dune buggies were used on road, it made sense for the second generation car to cater to that use. I bought a new shape from west-coast designer Brian Dries, then Bill Wood- head, Ray Caldwell and I went to work morphing this into the Deserter GT, and later the mid-engined Deserter GS. For the GT we used an 84" wheelbase - longer than all other buggies and about the same as a Speedster - for better handling and directional stability. Every effort was made to make the body/chassis unit rigid and the suspension soft. We made kits until 1972, then I sold the Deserter business to Autodynamics and moved to Pond Street Marblehead to start my Mercedes-Benz restoration business.

The Red Car

In 1999 my old customer Dennis Kazmerowski called and couldn't wait to tell me he had found two original Deserter GT kits at a body shop in NJ.... unbuilt and for sale! I said no thanks; been there, done that. Couldn't sleep that night. When I got to Pegasus VW in Elizabeth NJ, there they were... the 1969 bodies on the roof and the kits in the cellar. The parts kits were complete, with the unopened boxes marked "packed by AD". How could I not buy this stuff? Two NOS Deserter kits! I sold one kit to Reeves Callaway, and Pete Callaway hauled the other to Jack Daly in Ward Hill for assembly. Alex Finigan found a complete 1969 VW for me... The right year for the new IRS rear pan and suspension. Jack went down to Westport and bought the 912 engine out of Vic Zeller's Speedster. (Later rebuilt by George Nelson) .

Mike Grishman worked on the project a bit, and noticed that the late 944 cast alloy rear hub carriers were a bolt-in on the '69 VW IRS frame, so, yup, gotta have those. He also sold me a set of 914 seats which would nestle down close to the floor. To keep ride heights correct, these cars need small front wheels and large rears. I found Fuchs alloys in 6X14 and 8X15, and splurged for magnesium lug bolts. Alex Finigan came through again with a complete set of 356 instruments. We filled the side pods with self-hardening styrofoam for rigidity and crash protection, and layered on coats of bedliner for sound deadening. Once assembled the car went to Brim Bell in Somersworth for body prep and many coats of Mercedes 516 mittlerot.

The result is a vehicle not too buggy-like, but more like a car... quiet, fast enough, smooth riding and with prodigious grip. Dissimilar tire sizes compensate for the rear weight bias. The almost subterranean center of gravity eliminates the need for any sway bars, even though the ground clearance

is about the same as the donor VW. I figured there's no chance this could flip over, so I left off the normal rollbar.

The assembly manual I wrote in 1969 helps, but that only gets the car hung together in a recognizable shape. As veteran restorers will attest, the last 10% of the job takes 90% of the time. Lesson re-learned, but immensely enjoyed. Alex



Note- Alex still owns this Buggy.

DESERTER® *GT* Gull-Wing Hardtop

Sports car styling and engineering at dune buggy prices! Developed by Autodynamics Corporation, the country's leading racing car manufacturer, for New England winters and turnpike driving. 84" wheelbase and ultra-low silhouette for stable high-speed handling qualities. It's the first VW-based car worthy of the title GT! Body Kit — \$398



GULL-WING HARDTOP makes Deserter GT into a genuine sealed touring car. Doors hinge in center of roof for ease of entry and exit.

Wide range of solid and metalflake colors

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Full heater capability with standard VW heater

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Built-in headlights

Leather-grain fiberglass gull-wing hardtop — optional

Full fender coverage

Full engine coverage



Send \$2.00 for full-color brochure of Deserter cars.



AUTODYNAMICS CORPORATION

2 Barnard St., Dept. 31, Marblehead, Mass. 01945 Phone (617) 631-8500

The model for this 1970's adv. was Alex's wife Danna!



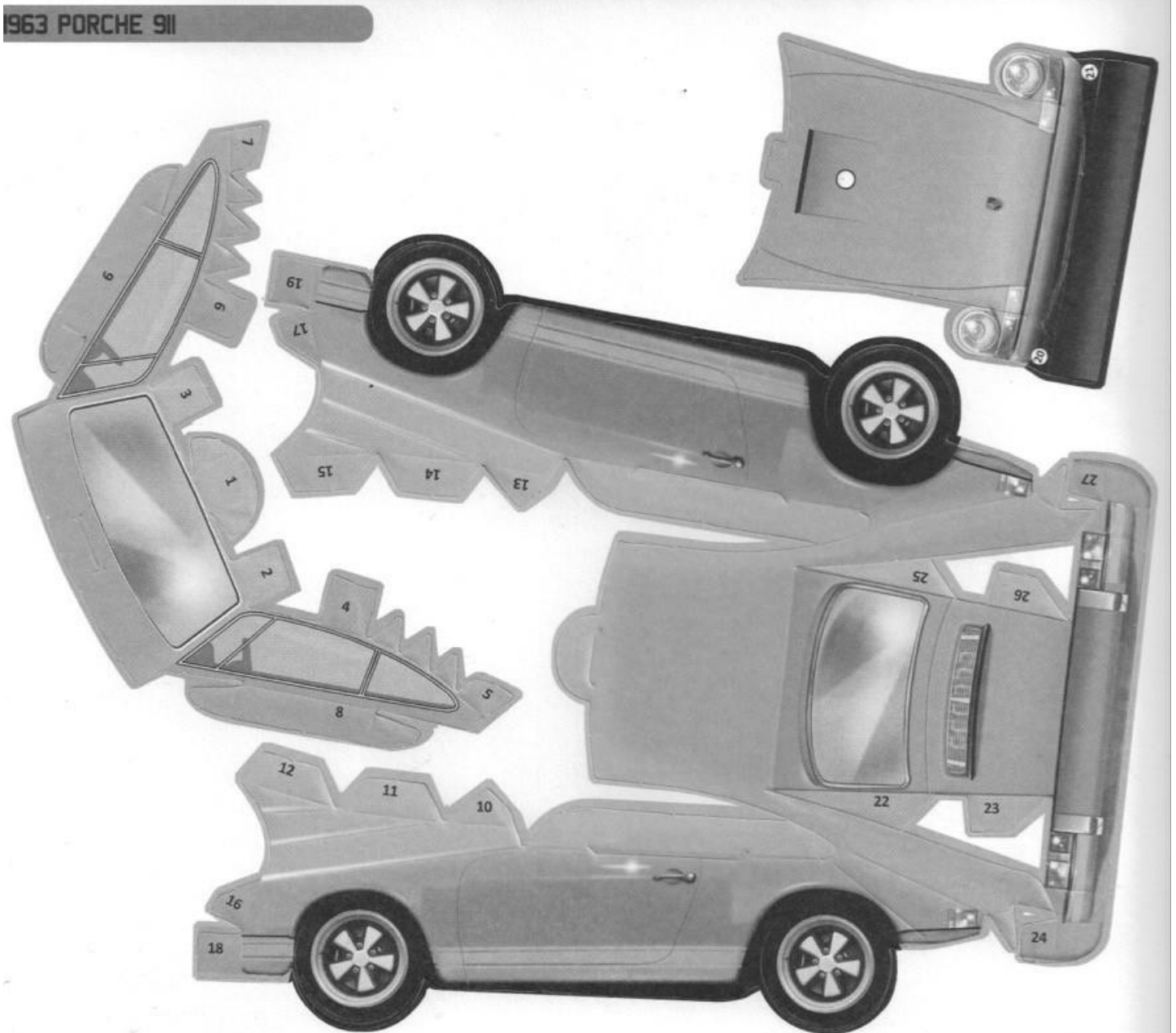
Adam Wright sent the little cutout below for us to play with while in quarantine. Print this page and cut out the image as directed on the next page.

Best to use heavier card paper if you have some for your printer.

If you do it right it should look like the picture on the next page.

If you have a problem, give it to your grandkids!!!

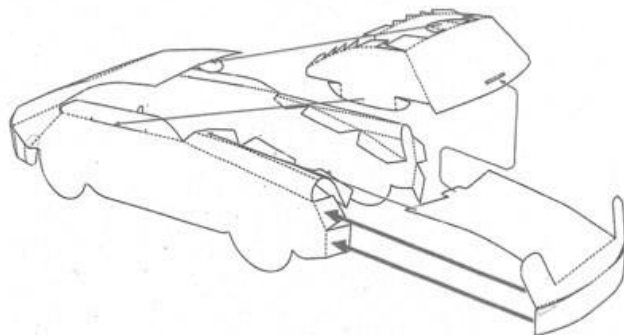
It will look great under the Christmas Tree!!!!





1. Fold in the small triangles on either side of tab 1, push tab through corresponding slot, fold triangles out again to secure.
2. Match and stick together tabs 2 through 7 to form the roof and windshield.
3. Fold in the small triangles on either side of tabs 8 and 9, push tabs through corresponding slots, fold triangles out again to secure.
4. Match and stick tabs 10 through 15 to form the hood. Stick 16 and 17 to the back of the headlights. Tuck 20 and 21 behind tabs 18 and 19. Stick 18 and 19 to the bumper.
5. Match and stick tabs 22 through 27 to form the rear.

1963 PORCHE 911





Fun with Condenser's !!!

This story starts in 2012. My 356A coupe had been apart for several years during a major restoration. My goal was to have it done in time for the Danvers MA. ECH. I got everything done and was doing some road testing when one day I started the engine and backed it out of the garage. The engine stalled and would not start again. I checked everything out but could not find any obvious problems. Being aware of condenser issues, I decided to change the condenser. After changing it, the engine started right up and I never had any more problems.

A couple years later, after talking to some club members, I decided to change to an electronic distributor system. I got a Pertronics system and installed it. It ran great. A couple years later I noticed that the engine was starting to run poorly. It spit back through the carbs and it missed at speed. I checked everything, timing, adjusted the valves, synced the carbs, changed the plugs, etc. I took the carbs apart twice, cleaning them and adjusting everything. Nothing made the engine run better.

I decided to look at the ignition system. I got a new coil and I rebuilt a distributor. I have several spares and I took the best one and put all new parts in it, insulators, points, condenser, etc. making it the best I could. Getting tired of a poor running engine, I decided to install the new coil and rebuilt distributor. By that time the engine would miss at speed, spit back and the idle speed would increase when it was hot. I took the car for a short run to make sure everything was working, then installed the new rebuilt distributor. It would, however, not start. I checked everything out, I had spark at the points and the plugs, but it would not start. So I decided to change the condenser. I have owned the car for 52 years so I have a stash of "never throw anything

Porsche away" parts so I have several old condenser's at my disposal. I picked one out of the pile and installed it.

It started right up. The engine ran great, no spitting and the idle was normal. I synced the carbs to make everything the best I could. It ran great. I noticed that the timing was a little off with the timing light so I decided to reset it with the static light. I adjusted the timing with the light having to move the distributor a very little amount to make it dead on. Then it would not start again!!!! I'm getting spooked and thinking that I had a loose wire somewhere so I checked everything out including inside the distributor, and found no problems. So, I decided to change the condenser again. I found another one from the stash and installed it. It started right up. so I took it out for a 20 mile run on I495. It ran great. Since then it has started every time and run fine.

Now, I think that my problems were from the advance mechanism in the electronic distributor. I took it apart and checked everything out, but you really can't tell if it's right without the right equipment. I did put it back in the car and it ran ok, but I don't think I fixed anything. (Note- the new coil came with spade electrical connectors, so I changed all of the distributor's wires to fit the spade connectors. That makes changing the distributors a 2 minute job). I'm running the point distributor now but carry the electronic unit in the trunk along with some extra condensers. I have no idea what is going on with condensers. I now have 3 (see picture) that I think are bad. Hopefully the one I'm using will continue to work. Ed



356 Winter Storage Tips

With the winter weather here, we, have to store our 356s during the winter months. The following is a list of suggestions selected from various emails along with some of my own. - ET

1. **Don't put it away dirty. Wash and clean your Porsche inside and out and put a cover on it.**
2. **Don't leave dirty oil in the engine, change it and the filter.**
3. **Don't let water infiltrate your gas. Top off the tank and include a fuel additive like STA-BIL or Star-Tron.**
4. **Don't let your tires develop flat spots. Inflate your tires to over 40 psi or, consider using tire cradles that are shaped to the tire and prevent flat spots without over inflating.**
5. **Don't let your battery die. Either disconnect the battery or attach a battery tender.**
6. **Don't apply the parking brake. Leave it in neutral and use wheel chocks, but leaving it in gear is fine.**
7. **Don't neglect your windshield wipers. Prop your wiper arms or place a small piece of cardboard between the blade and the windshield to protect the wiper blade edges. I use a block of Styrofoam under each arm to keep the rubber blade slightly off of the glass.**
8. **If your 356 is in a damp area you may want to use reusable desiccant containers in the car. You may need a number of these as the interior of your Porsche is a large space. You can easily check them once a month or so and reactivate them per the instructions.**
9. **Rodents can be a problem if they get into your car. Here's a couple tips on how to deal with them-**
 - ⇒ **Decon works well, but don't use it if you have pets in the garage**
 - ⇒ **Dryer sheets work but buy the good ones....The cheap ones don't last.**
 - ⇒ **Sticky traps in the car work also, just to catch any mice with sinus issues.**
 - ⇒ **Do not use Moth Balls, you will never get the smell out of your car.**
 - ⇒ **Use an old tennis ball to plug the end of your exhaust pipe to keep them out.**

CLASSIFIED

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

For Sale

I have a set of heads taken off my 356C engine I want to sell. They are bare for the most part. We're taken off my running engine and the only issue is one valve guide was found to be loose in the head. It moves up and down with the valve. I believe they can be made serviceable again. Would like to get \$400 for the pair.

Please call or text 860-575-4501, I can provide more pictures of wanted. John Henry



For Sale

1962 356 T6 Notchback for restoration. Original color slate grey with a black interior. All glass is there, dash complete less radio. The engine turns over by hand and was running when I bought it. It is not the original motor. I bought the car about 15 years ago in CA and shipped it back east. I removed the interior and had new floors, longitudinals, and door posts installed. Then life got in the way and the project stalled. Car will be sold with a MA title. For more information, contact George Silvestri at gsilvestri@verizon.net



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

CLUB ITEMS AVAILABLE

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

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

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



Name Tags - We have found a quality vendor that can make and ship you a personalized TYP356ne name badge. They are \$8.50 each with the pin style attachment and \$10.50 each with a magnetic attachment, plus \$3.95 postage. Note: the magnetic backing means you do not have to put pin holes in your TYP356ne polo shirt to wear your name badge.

To order go to <https://www.holmescustom.com/corporatepages/typ356ne> and click on the TYP356ne name badge and it will take you through the process. Within a few days you will have your personalized TYP356ne name badge delivered right to your door. If you have any comments or questions contact Tom Gentz at tgentz@typ356ne.org.

New Club Grille Badge

Club members can purchase the "Official Club Badge" for a cost of \$35.00. It is a beautiful badge complete with mounting hardware.

Contact Peter Venuti at - pvenuti@typ356ne.org for further information.



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