

TubTimes Lite

Official Newsletter of

TYP356ne



VOLUME 17, ISSUE 6L, JUNE 1, 2017



George Kehler's 1955 Continental Coupe at the 2017 East Coast Porsche Werks Reunion at Amelia Island

Full story on page 13

TYP356NE OFFICERS/BOARD OF DIRECTORS

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Editorial

The year is off to a great start in spite of the crazy New England weather. We've had our first driving event and a tech session. June continues into the fun months, where we can enjoy our cars. Allen Sisson is rerunning his March week-day Loafer's Lunch on Sunday, June 4th, to give members a chance to participate who can not attend a week day event. If it's successful, we may have to rethink the scheduling of Loafer's Lunches.

Later in the month the Thompson Speedway Vintage Motorsport Weekend takes place. It's always fun to watch and hear the sounds of vintage race cars. Norm Brust is itching to drive his Cabriolet on a race track, so he is working on getting enough of us together to do some parade laps during their lunch breaks on either Friday or Saturday (or both?). Norm will email everyone more information as the details firm up. I'm planning to be there and hope that we can get a big group of our Tubs on the track.

In the 4 full issues of TubTimes, I run featured member and featured 356 articles so that we can all get to know our fellow members better. Bill Sooter does a great job of coordinating the featured member articles. I am looking for someone to coordinate the featured 356 articles. If you would like to help TubTimes in this way, let me know. Or, if you want to write a short article about your Tub for a future issue, send me an email and I'll let you know what I need for the article. Every Tub has a story and we enjoy reading about them all.

Following the ACS Tech Session, Neil Fennessey wrote an article about Dyno tuning. His article is very technical but interesting to us engineers. I particularly liked the definition of horsepower. Makes you wonder where we would be without beer!!! Check it out, starting on page 10.

Ed Tobolski, editor

2017 Calendar of Events

The following is a list of events of interest to members.

TYP356ne Club organized events are highlighted in Blue.

For more details and the most up to date information go to the club website - www.typ356ne.org

JUNE

- **Sunday, June 4th, 10:00 am—12:30 pm— Allen Sisson's Loafer's Lunch 2**
A rerun of the April 20th event- Starting at Allen's house on 11 Spruce Way in Medfield, MA. and ending at the Heritage of Sherborn in Sherborn MA. See page 5.
- **Monday, June 5th, 6pm - 7pm - TYP356ne Monthly Board Meeting**
The board meetings are held at the following location (see the club website for more information):
NewBridge on the Charles, Hebrew Senior Life
2nd Floor Activity Room
Gloria Adelson Field Health Center
7000 Great Meadow Road Dedham, MA 02026
- **Saturday, June 10th, Randolph Racing Shop Tour**
68 Cushing Street, Stoughton, MA. See page 6.
- **Saturday, June 18th, - German Car Day at Larz Anderson Park**
Larz Anderson Auto Museum, 15 Newton Street, Brookline, MA.
For more details go to— <http://larzanderson.org>
- **June 22nd, 23rd, and 24th—Thompson Speedway's Vintage Motorsports Weekend**
205 East Thompson Road, Thompson CT. See page 6.
Go to—<http://www.thompsonspeedway.com/events/4th-annual-vintage-motorsports-festival>
- **Sunday, June 25th, - The Sisson/Grace Annual BBQ**
11 Spruce Way, Medfield, MA. See page 7.

JULY

- **Monday, July 3rd, 6pm - 7pm - TYP356ne Monthly Board Meeting**
The board meetings are held at the following location (see the club website for more information):
NewBridge on the Charles, Hebrew Senior Life
2nd Floor Activity Room
Gloria Adelson Field Health Center
7000 Great Meadow Road Dedham, MA 02026
- **Sunday, July 9th.— Endicott Estate Concours**
656 East Street, Dedham, MA.
- **Thursday, July 13th, 10am - Mini-tour and Loafer's Lunch Southeast Connecticut**
Take a trip to Provence without flying to France! Starting at the Griswold Inn in Essex CT., we will drive an hour and have lunch at the stunning Lavender Pond farm (and gift shop) in Southeast Connecticut. After lunch we will have a spirited drive over some great 356 roads to the Chamard Winery in Clinton, CT, for wine tasting and Hors d'Oeuvres. See page 8 for full details.

- Saturday, July 15th, - [Rick's Custom Fabrication Shop Tour](#)
37 North Central Street, East Bridgewater. More details in a future issue.
- Thursday, July 20th, 10am – 2pm - [July Loafer's Lunch on the Southeast Coast](#)
Hosted by Tom Coughlin, this LL will start from the Partners Country Store, 865 Main Road, Westport, MA. and end at the Acoaxet Club, Westport Harbor, for lunch. More details in a future issue.
- Saturday, July 22nd, - [Misselwood Concours](#)
376 Hale Street, Beverly, MA.
For more info go to - <http://www.endicott.edu/Concours.aspx>

AUGUST

- Monday, August 7th, 6pm – 7pm - [TYP356ne Monthly Board Meeting](#)
The board meeting will held at the following location (see the club website for more information):
NewBridge on the Charles, Hebrew Senior Life
2nd Floor Activity Room
Gloria Adelson Field Health Center
7000 Great Meadow Road Dedham, MA 02026
- Wednesday, August 9th, - [The Dearborn's Lobster Lovers Loafer's Lunch](#)
Full details will be in a future issue.
- Saturday, August 19th—[Rich MacKoul's - "A TALE OF 3 SPEEDSTERS"](#)
At MacKoul's Cars- 220 Worcester Street, North Grafton, MA. Full details will be in a future issue.
- Sunday, August 27th—[Founder's Day 2017](#)
At the Nykiel's, 294 Palisades Circle, Stoughton, MA. Full details will be in a future issue.

SEPTEMBER

- September, 1st to 5th— [Lime Rock Historics](#)
60 White Hollow Road, Lakeville, CT
For more info go to - <http://limerockhistorics.com>
- Saturday, September 2nd, - [The Annual Unobtanium Open House](#)
14 W Shore Street, Ravena, NY. Full details will be in a future issue.
- Monday, September 4th, 6pm – 7pm - [TYP356ne Monthly Board Meeting](#)
The board meetings are held at the following location (see the club website for more information):
NewBridge on the Charles, Hebrew Senior Life
2nd Floor Activity Room
Gloria Adelson Field Health Center
7000 Great Meadow Road Dedham, MA 02026
- Sunday September 17th.—[3rd Annual TYP356ne Club Day](#)
Lake Pearl, 299 Creek Street, Wrentham MA. Full details will be in a future issue.
- Saturday, September 23rd—[Cruise to Wright's Chicken Farm](#)
84 Inman Road, Harrisville, RI. Full details will be in a future issue.

OCTOBER

- Monday, October 2nd, 6pm – 7pm - [TYP356ne Monthly Board Meeting](#)
The board meeting will held at the following location (see the club website for more information):

NewBridge on the Charles, Hebrew Senior Life
2nd Floor Activity Room
Gloria Adelson Field Health Center
7000 Great Meadow Road Dedham, MA 02026

- Wednesday, October 18th- [Loafer's Lunch Foliage Tour \(tentative\)](#)

November

- Monday, November 6th, 6pm – 7pm - [TYP356ne Monthly Board Meeting](#)
The board meeting will held at the following location (see the club website for more information):

NewBridge on the Charles, Hebrew Senior Life
2nd Floor Activity Room
Gloria Adelson Field Health Center
7000 Great Meadow Road Dedham, MA 02026

UPCOMING EVENTS

Sunday June 4—Allen Sisson's Loafer's Lunch 2

The second club driving event of the season will be a rerun of the first Loafer's Lunch drive and lunch. The first event was a success and Allen Sisson wanted to give members who could not attend the week-day event the opportunity to attend this event on a Sunday.

Everyone should meet at Allen Sisson's home at 11 Spruce Way, Medfield, MA. 02052. Phone for Allen is: 617-921-0532 if you get lost. Most of you should be familiar with this meeting place from the annual club BBQ event, see page 7.

Arrive at 10 AM with departure for the drive at 10:30 AM. We will then drive on back roads of Medfield, Dover, Sherborn, and Millis. The drive will end at about 11:30 AM at the Heritage of Sherborn restaurant located at 33 North Main Street, Sherborn, MA 01770.

Lunch will be from about 11:30 AM to 12:30 PM.

If you plan to go let me know by email: dkwf5700@gmail.com
You can let me know you are coming up until the day of the drive.



I hope to see several of you there.
Allen Sisson





68 Cushing St
Stoughton, MA
(781) 344-1029

Randolph Racing Shop Tour

Saturday, June 10, 10am - 12pm
68 Cushing St, Stoughton, MA 02072

Here's some info about Randolph Racing:

At our new shop we can perform the following services for your Porsche:

- Complete engine building and maintenance
- High performance/endurance engine building (turbo and non turbo)
- Complete transmission repair (except automatic units)
- Minor repair, maintenance and diagnostic service on automatic transmissions.
- Complete high performance transmission building.
- Expert electrical system diagnoses and repair
- Comprehensive fuel system tuning, diagnoses and repair (from your 914's mpc system, to your 911's mechanical, CIS, or Motronic injection systems)
- Expert Turbo systems up-grades, advice, and diagnoses
- Thorough brake system repair, maintenance, up-grade services
- Complete suspension re-building, strengthening, up-grading, corner balancing, and wheel alignment
- We can (and have) put a 993 Varioram engine into almost any 911



At Randolph Racing we also build and maintain a number of street/track and ALL OUT race cars.

Tell us what YOU want to do with your Porsche!!

2017 VINTAGE MOTORSPORTS FESTIVAL

This year's Vintage Motorsports Festival will be held June 22-24 at Thompson Speedway in Thompson CT. (Not far from one of our favorite tour destinations, the Vanilla Bean).



The Festival is a joint effort of the Vintage Racer Group and the Vintage Sports Car Club of America and features a wide variety of sports cars, production cars, big/medium/small bore race cars, muscle cars, etc.

There will be several car corrals, including a Porsche Corral, which will include the opportunity to drive several Parade Laps on the recently redesigned and rebuilt road course.

This is a nearby, low cost event and an excellent opportunity to see what our tubs could do in their heyday.

For more info go to <http://www.thompsons Speedway.com/events> and scroll down to Fourth Annual Motorsports Festival. Also check FAQs and Tentative Schedule document downloads in center right of events page.

Watch your email for more details. Norm Brust

Still Improving
After 76 Years



[Allen Sisson/Mary Grace Barbeque](#)

Sunday, June 25th, from 1 PM to 4 PM.

11 Spruce Way, Medfield, MA.

Turn left on Spruce Way and #11 is at the end on the right.

A variety of beverages along with Memphis-Style ribs, Jerk Chicken, Pulled Pork, and all the fix in's.
Catered by Blue-Ribbon Bar BQ.

There is plenty of parking on the cull-de-sac in front of our house for non-356s and on the lawn up the driveway for 356s.

This Barbeque event is rain or shine.

We are asking for a donation of \$15.00 per person to cover the cost of the food.

Please email Allen Sisson, dkwf5700@gmail.com, by June 19th, to confirm your barbeque attendance.

Should your plans change after you respond, please let me know to be sure the food order is correct.

Allen Sisson



JULY MINI TOUR

July 13th Southeast Connecticut Mini-tour/Loafer's Lunch for Locals (LLL)



Note the date change from the original May 18th schedule: As it turns out, lavender does not bloom until late June, so we moved the drive date to July 13th. Hotel rooms being held nights of 12th and 13th for longer-range participants. See below.



Take a trip to Provence without flying to France! Enjoy a tour over some great 356 roads to visit the Lavender Pond Farm, enjoy a treatise over a bag lunch on the wonders of lavender. Follow that with a short tour to a picturesque vineyard (Chamard Winery) where we will park our little cars around a pretty pond to admire them while tasting wine and enjoying some light Hors d'Oeuvres. Close the day or follow the crowd back to the Griswold along scenic Connecticut Shoreline roads.

Check out the following websites.

<https://www.lavenderpondfarm.com/>

<https://chamard.com/>

<http://griswoldinn.com/>



Overnight accommodations at the Griswold Inn in Essex are recommended for those driving from afar: Like the Essex Mini-tour of two years ago, we will hold some rooms available the night before and the night of the tour at the Griswold Inn in Essex, also the start point of the drive. A 6pm banquet after the tour is planned at the Gris and open to all.

Local TYP356ers are welcome to join just for the Thursday drive, a-la Loafer's Lunch, but are required to commit in advance to cover the \$ for bag lunch and wine tasting. This tour is partially funded by the club, therefore, TYP356ne members and guest only for this event! No exceptions. The Thursday night post-drive festivities will be open to all members and friends.



Event Details:

Event Day Itself:

Bag lunch at Lavender Pond Farm and wine tasting/Hors d'Oeuvres at Chamard Winery: \$40.50 per person. Required for all participants.

Make check payable to Greg Lane.

Please advise lunch preference: Turkey, Roast Beef or Vegetarian sandwich.

Please provide your email address and cell number,

Also provide year, model and color of the car you will drive and backup car in case of foul weather

Send check to Greg Lane / 13 Bradley Road / Madison, CT 06443.

Participant Cut-off date: July 5th, so lunches and facilities can be pre-ordered.

The TYP356ne club will fund the lavender farm tour and the barn facility at Chamard Winery.

Hotel: Griswold Inn, Essex, CT:

6-10 rooms will be held for club members the nights of July 12 and 13th.

Room rates are \$150 per night, plus taxes. (This is an off-season rate and only a \$10 increase over two years ago. Rooms and this rate will be held until July 1.)

Most rooms will have a view of the 356-reserved parking area.

Includes a continental breakfast.

Book rooms on your own at: 860-767-1776. Request TYP356ne Porsche Club event rate.

An, order off the menu, banquet will be held at The Gris after the tour on the 13th, at 6:00pm.

PLEASE ADVISE Greg Lane if ATTENDING BANQUETTE.

Contact Greg Lane at 203-24-0240 or GKAMLane@comcast.net

Tour Day Schedule, July 13th:

10:30am: Driver's meeting. TYP356ne members only for this event! No exceptions.

Note- Your participation in the leisurely tour is entirely at your own risk.

11:00am: Depart Essex from the Griswold Inn, 36 Main Street, Essex CT 06426.

Noon: Arrive Lavender Pond Farm. Simple box lunch and 40-minute guided overview to lavender production and uses.

1:15pm or so: Depart Lavender Pond Farm.

1:45pm or so: Arrive Chamard Winery in Clinton, CT. Park around a scenic pond.

Venue: Open barn facing pond. Wine tasting with simple Hors d'Oeuvres.

Stay approximately 2 hours.

3:45pm: Break up or for those returning to Griswold, a short, scenic drive along the Connecticut Shoreline in Westbrook and Old Saybrook.

6:00pm: Optional, order off menu, banquet at Griswold.

PLEASE ADVISE Greg Lane if ATTENDING BANQUETTE.

Questions? Contact Greg Lane at 203-24-0240 or GKAMLane@comcast.net

Hope to see you there!

Greg and Anna Marie Lane // Craig and Amy Bush.



RECENT EVENT-

ACS Racing Tech Session

On Saturday, May 13th, sixteen TYP356ne members met for a very informative demonstration at ACS Racing in Hanover, Mass. ACS has been in business for 26 years and has been continually owned and managed by Scott Stephens and Al Spinosa. Scott and Al were childhood friends who grew up together and shared their interest in motorized contraptions well before they obtained drivers licenses. After high school, they formed a race team and achieved notable success in racing motorcycles, four wheelers, and drag cars. These endeavors and their success led to the creation of ACS. The emphasis at ACS is tuning. They are one of only a few shops that use a dyno to analyze how both fuel input and the ignition system affect engine performance.



In using the dyno, the car stays in the shop strapped to rollers that are attached to a resistance system that provide a load to the back wheels. The rollers allow the car to be run under conditions as if it were on the road. Because the car is stationary and run under a load at various RPM levels a very precise analysis of the exhaust gases can be obtained. Thus, the determination can be made as to whether the engine is running lean or rich and at what RPM levels. A multitude of additional tests can be run and the results can be shown on the oscilloscope. Individual weak cylinders, poor spark, poor ignition components, and flat spots in the RPM range all will be readily apparent on the read out. Any problems can be isolated and rectified. The car owner is spared the "seat of the pants test drive" by the shop.

Ron Swenson generously allowed his 1968 912 to be put on the dyno. Scott and Al demonstrated how the various changes in timing and fuel adjustments, via the twin Solex carbs affected the output of the 912 engine.

ACS provided a delicious array of sandwiches, drinks and desserts on the premises that provided plenty of time for additional questions and tech talk. A good time was had by all. Jim O'Hare

The following is an in depth review of the technical use of the dyno written by Neil Fennessey. The members who have a technical bend will find Neil's article very interesting and informative. Neil's technical understanding is a great asset for a group such as ours. The accompanying pictures were also taken by Neil.



The Value of Having your Car Dyno'ed

There is much more value to having your car tested on a chassis dynamometer than simply for "bragging rights" about your engine's peak horsepower. The value of having your car dyno'ed is to know how well and where along the rpm range your car is making power. Add to that, by knowing what the fuel-air mix is across the rpm range helps to ensure that your engine will perform at it's very best and not run too lean (burns pistons) or too rich (wears out the piston rings and cylinder bores). What we learned at ACS racing is that in the hands of an expert like Scott, the dyno is a valuable asset to tuning.

The DynoJet chassis dynamometer used at ACS Racing is an inertial dynamometer. The dyno doesn't actually measure power; instead it measures how fast the car's tires accelerate a steel drum system. The dyno's computer uses the relationship be-



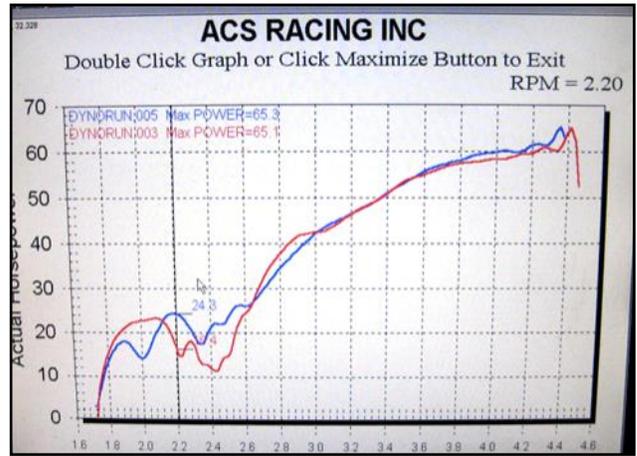
tween the physical characteristics of the drum system and how fast the spinning drum accelerates to determine horsepower. Given the sorts of questions posed to Scott at the session, I thought that a little explanation is in order. The members could see that Ron's rear tires were mounted on the top of large steel drum that spun when the rear wheels accelerated. Ron's car was belted down to help maintain the traction between the drum surface and the tires and the dyno "pulls" were done in 3rd gear to more closely match DynoJet's drum system gearing calibration.

A steel drum (solid for this example) has a physical property called the rotational inertia. Newton's first law of motion (the law of inertia) states that *An object at rest wants to stay at rest and an object in motion wants to stay in motion unless acted upon by an opposing force.* The formula for rotational inertia, I , is given by $I = m \cdot r^2 / 2$ where m equals the mass and r equals the radius of the drum. NOTE: mass=weight/gravity. When driven by Ron's wheels, as the drum turns faster and faster (accelerates), it has angular acceleration, $\alpha = dw/dt \approx \Delta w / \Delta t$ where w (omega) equals the angular velocity and dw/dt equals the change in angular velocity over time.

A drum that revolves once rotates through 360 degrees. From trigonometry, $360^\circ = 2\pi$ radians. If the drum revolves once every second, $w = 360^\circ/s = 2\pi \text{ radians/s} = 2\pi \text{ rad/s}$. Because of math considerations, we have to use rads not degrees because rads have no dimensions such as "feet," "lbs," "meters," etc. Therefore, the drum rotating once every second has a rotational velocity of $w = 2\pi \text{ rad/s}$. If that same drum accelerates at one rotation per second every second, it has an angular acceleration of $\alpha = 2\pi \text{ rad/s}^2$.

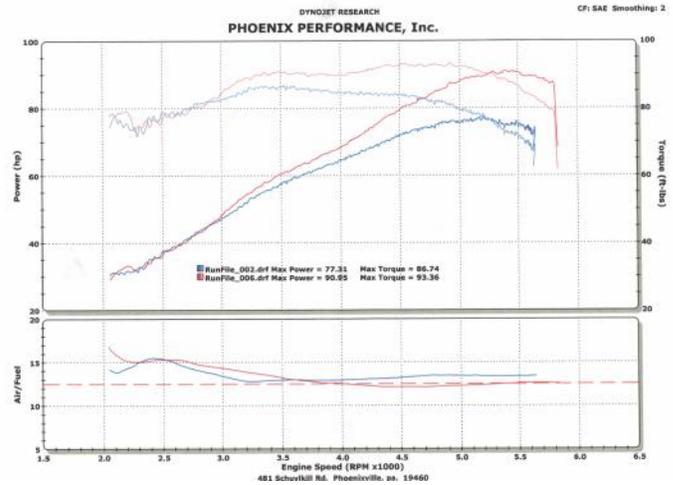
Torque, τ (tau) is a unit of measure most of the readers have heard of. For example, when tightening a fastener, you apply a force, F (lbs) a distance r (ft) from the center of the fastener. The torque is then $\tau = F \cdot r \text{ ft} \cdot \text{lbs}$. When performing rotational analysis, torque is calculated using $\tau = I \cdot \alpha$ which is the product of rotational inertia and angular acceleration. The relationship between torque and power is given by $P = w \cdot \tau = w \cdot I \cdot \alpha$. Because I is a property of the drum which was determined by the engineers who designed the DynoJet dynamometer, this variable is already known.

At any given instance the rpm (w) and the angular acceleration (α) of the drum are determined by monitoring the drum's rpm and how quickly those rpms speed up during the pull. The dyno operator has the choice of displaying either the torque or the power or both on the computer monitor because the relationship between the two is simply a function of the rpm.



Scott did two pulls with Ron's 912 and the results are shown above. The first pull is shown in red. After advancing the ignition timing about 3°, the "sag" in power between 2200 and 2600 rpm is reduced. FYI, Ron runs a Bosch 050 distributor and Scott thought the Solex accelerator pump volumes might be a bit rich.

Below is the graph of two pulls on a DynoJet facility in Pennsylvania that includes torque, horsepower and the air-to-fuel ratio (AFR). The reader will note



that both the torque curve (upper red and blue) and the horsepower curve (lower red and blue) are concave down. The maximum or peak torque and the peak power occur at different rpms. Looking at the torque curve and the power formula, $P = w \cdot \tau$ we can see why. Even though the red torque curve is dropping when the rpms exceeded about 4600 rpm, the horsepower curve continues to rise because rpms are increasing during the pull. The technician shut down the test at 5500 rpm because it was clear from the graph that was made in real time, that the peak had occurred at about 5300 rpm and there was nothing more to be gained.

Let's do a couple of examples to test our new technical expertise. According to the Porsche Technical Specifications book, the "peak power" in a Porsche

912 engine is 90 horsepower at 5800 rpm and the “peak torque” is 124 ft · lbs at 3500 rpm. Let’s solve (a) the torque at peak power and (b) the power at peak torque. Use $\tau = P/\omega$ for (a) and $P = \omega \cdot \tau$ for (b)

To solve these sorts of problems, we need to define horsepower, 1 hp = 550 ft · lbs/s. You might ask, “Why the weird units?” and the answer is, you can blame English brewers. Back in the day, the brewing process started by hoisting barrels

of malted barley (malting is the process where the barley seed kernels are moistened to make them sprout and then the kernels are dried and stored) to the top floor of the brewery. Evidently some teamster or brewer observed how fast a horse could hoist a barrel via rope and pulley. They deduced that the typical horse could hoist the equivalent of 550 lbs. of barley 1 foot in 1 second. Now the next time you curse your underpowered lawn mower, think about this definition.

Calculate torque at peak power: $\tau = P/\omega$.

$$P = (90 \text{ hp}) \times (550 \text{ ft} \cdot \text{lbs/s} \cdot \text{hp}) = 49,500 \text{ ft} \cdot \text{lb/s}$$

$$\omega = (5800 \text{ rev/min}) \times (1 \text{ min}/60 \text{ s}) \times (2\pi \text{ rads/rev}) = 607 \text{ rad/s} = 607/\text{s} \quad \text{Recall that rads are dimensionless}$$

$$\text{Solving for torque, } \tau = (49,500 \text{ ft} \cdot \text{lb/s}) / (607/\text{s}) = 81.6 \text{ ft} \cdot \text{lbs}$$

Calculate power at peak torque: use $P = \omega \cdot \tau$

$$\omega = (3500 \text{ rev/min}) \times (1 \text{ min}/60 \text{ s}) \times (2\pi \text{ rads/rev}) = 367/\text{s}$$

$$\text{Solving for power } P = (367/\text{s}) \times (124 \text{ ft} \cdot \text{lb/s}) = 45,508 \text{ ft} \cdot \text{lb/s}$$

$$= (45,508 \text{ ft} \cdot \text{lb/s}) / (550 \text{ ft} \cdot \text{lbs/s} \cdot \text{hp}) = 82.7 \text{ horsepower}$$

Urban legend has it that the hp measured at the real wheels is 85% of that measured at the crankshaft. Unfortunately, there is no such universal truth. Neil Fennessey



George Kehler attended the 2017 East Coast Porsche Werks Reunion

Below are some photos of my car at the first East Coast Porsche Werks Reunion held at Amelia Island in March. A very nice event but only 6 356's on display. Lots of historic cars there. Did not win any awards but had a great time, esp. explaining the 6th Porsche Parade items on my car. It was held in the Berkshires in 1961 so I displayed Massachusetts well!! George Kehler.

(Ed- George's 1955 Continental Coupe will be the featured 356 in the August issue of TubTimes.)



CLASSIFIED

For Sale

Original fuel tank just removed from my 1959A. Sandblasted to metal and cleaned inside.

Two small pencil sized holes on bottom. Best offer.

Bursch sport exhaust just taken off my 1959A. No holes. Exhaust exits out right side. Best offer.

Pickup for both is preferred.

David Winstead 860-304-9544, Essex, CT 06426



Wanted

I need a fuel pump for a 59' 356A. Complete, rebuildable or simply the top body with input/output ports. (My output banjo threads are stripped ☺).

Contact: Carl Luck, carlluck@outlook.com

For Sale

New 356 license plate- made to look old- great in a man cave or on car. \$25 including shipping - contact: garyr356@aol.com

Porsche book- LIEBE ZU LHM - love of Porsche- by Hermann Lipper. Published in 1960, the holy grail of books. The book is in near mint condition, with extras & hard cover-now being sold for as much as \$1950-- my price, \$1450.00 plus shipping- a great deal less--

contact: garyr356@aol.com



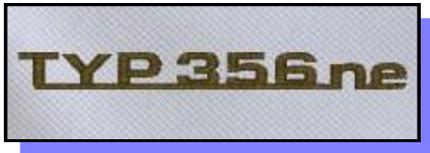
TYP356ne is not responsible for omissions, errors, misrepresentations, payments, etc relative to any classified advertisements. Buy at you own risk!! Send all for sale and wanted items to Ed Tobolski at tobolsed@verizon.net. Items will be run once unless renewed

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. The store address is:

<http://ces.landsend.com/TYP356ne>

You know it is our store because TYP356ne will appear in the upper left hand corner of the website. You can customize any of the items you purchase with the black oval patch and/or the gold TYP356ne script.



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 <http://www.holmesstamp.com/category.aspx?categoryid=207> 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.

Club Grille Badge

Club members can purchase the "Official Club Badge" for a cost of \$35.00. It is a beautiful badge. Contact Peter Venuti at pvenuti@typ356ne.org for further information.



TYP 356ne

LIFE'S TOO SHORT TO DRIVE BORING CARS!!!

TYP356NE – CLUB SPONSORS

Meister Restorations

Owners: Rainer Cooney and Jerry Dascoli
Location: Rt. 28, North Barnstead, NH
Shipping (UPS etc) Address: 1414 Suncook Valley Rd
Center Barnstead, NH. 03225
Mailing Address: P.O. Box 846
Alton, NH. 03809
Tel: 603-776-3561

Sales
Service
Bodywork

MACKOUL'S CARS

Owner: Richard MacKoul
220 Worcester St - Rt 122
North Grafton, MA
Shop: (508) 839-2324

Foreign Car Repairs
Paint and Collision Experts
[Used Car Inventory](http://UsedCarInventory.mackouls cars.com)
mackouls cars.com



Owner: George Nelson
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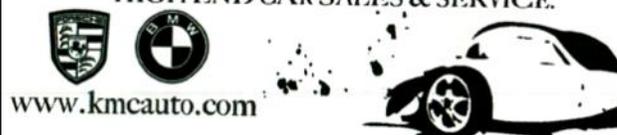
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