



# ***TubTimes***

***Official newsletter of*** **TYP356ne**

**VOLUME 15, ISSUE 11, NOVEMBER 3, 2015**



*Allen Sisson's beautiful, newly restored, 1963 356B S90 coupe in front of the Larz Anderson Museum.  
Read Allen's restoration story on page 8*

## TYP356NE OFFICERS

President- Tom Tate

Vice President- Peter Venuti

Secretary—Peter French

Treasurer—Dennis McGurk

Membership Chairman—Allen Sisson

Website Coordinator Gordon Nichols

Newsletter Editor -Ed Tobolski

Past President—Ralph Hadley

Directors at large-

Norman T. Brust

Louis Frate

Ralph Hadley

Jeff Leeds

## PRESIDENTS MESSAGE



The leaves have finally turned and are beginning to fall. Winter is ahead but not before some great photo opportunities for our Tubs to shine. Up to date pictures are always a good idea, not just for your insurance company, but, also to help remember when you added that luggage rack, chrome rims, or factory exhaust. We all tend to tinker with our cars and recording changes, even

minor ones, is a good idea. Besides, you'll have all winter to look over your work while your Tub is wrapped up in the garage.

If you're like me, you'll also be planning for improvements to be done next Spring and a few photos will keep you inspired. By now, we all have photos on our phone of rides, shows and tours but, I'll bet to a member, they don't include you. Of course not, you were taking the picture. Pass your phone to someone to make sure that you are shown standing next to your pride and joy. That way, when someone wants to see your car, you'll be standing next to it with a big smile on your face.

When they see how much fun you're having, they'll want to go buy a 356 and join in the fun.

See everyone at the Holiday/New Year's Party.

KTF

Tom Tate



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## 2015/6 CALENDAR OF EVENTS

### November

- Tuesday, November 3rd— Board Meeting - MET Bar and Grill, 400 Legacy Place, Dedham, MA. 02027
- Saturday, November 14th — Wray's Pro Shaper Tech Session, 253C Worcester Rd., Charlton, MA. 01507, see page 4
- Sunday, Nov. 29th, Spyder Factory Open House/Tech Session, see page 4.

### December

- Tuesday, December 1st— Board Meeting - MET Bar and Grill, 400 Legacy Place, Dedham, MA. 02027

### January 2016

- Sunday, January 24th - Holiday/New Year's Party—see page 4

### February 2016

- Saturday, Feb 6th- 2016 Event Planning Party (Tentative date)

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

## NOVEMBER IS CLUB ELECTION MONTH !!

*Every two years members are asked to vote for the four Club Officers who will conduct the affairs of TYP356ne. The current election is for officers to serve for years 2016 and 2017.*

*By now you should of received, via an e-mail, complete voting instructions, a list of the Nominees for each office and an attached Confidential Ballot. If you did not, please advise the Election Committee at - [lencan21@gmail.com](mailto:lencan21@gmail.com) and another will be forwarded to you.*

*It must be noted that all Club Officers and various Appointed Chairs volunteer their services -- considerable time, travel and effort -- to make this a hobby organization that we all can enjoy. TYP356ne has grown to about 188 members -- almost solely by word-of-mouth -- during our short existence. A word of appreciation would be appropriate from time-to-time.*

*Results of the current election will be announced at the Holiday Party and in the February 2016 issue of TubTimes. Len Cannizzaro, Chairman of the Election Committee*

## Welcome New Members

There are three new club members and one is a club sponsor:

- Paul Murray lives in Storrs, CT. and has a 1965, 356C coupe that is for sale- see page 20
- Frank Anigbo lives in Barnstable, MA. He did not list a car in his application.
- Carrera Gruppe is a new member and club sponsor. Composed of: Elijah S. Hannan, John B. Hannan, and Jordan Angers, the business is located at - 3 Owens Ct., Unit #7, Hampstead, NH. 03841  
Their email address is: [thecarreragruppe@gmail.com](mailto:thecarreragruppe@gmail.com) - see page 22

We now have 191 paid club members for 2015. Allen Sisson

## UPCOMING CLUB EVENTS IN NOVEMBER

### Wray's Pro Shaper Tech Session

Saturday, November 14th, 10am - 2pm  
253C Worcester Rd. ( Rt. 20) Charlton, MA 01507



**T**his is the FIRM date and time of Wray's Pro-Shaper tech session for TYP356ne. Please note that this will be at Wray's new and expanded shop in Charlton, MA, right off of route 20 between the Auburn and Sturbridge exits for the Mass Pike. Wray will be doing a demo of his ingenious process for defining 3-D compound curves and capturing those curves faithfully in sheetmetal (I've heard he'll be making a new 356-A nose). Lunch of Pizza and Salad will be provided.

Please RSVP to Gordon Nichols at [speedstahguy@gmail.com](mailto:speedstahguy@gmail.com) if you will be attending and how many for lunch. Gordon



### *Spyder Factory Open House/Tech. Session - BBQ*

Sunday, November 29, 2015

The event will start at 10:00am and run to early afternoon.  
20 Pitman Rd. Ctr. Barnstead, N.H.

**W**e have now finalized the event everyone looks forward to. This year we will be meeting at the new location for the SPYDER FACTORY. Our host, as usual, is Rainer Clooney. There will be a few changes this year. This event will highlight the progress of the SPYDER and it's new location. There is limited parking this year so we would encourage you to car pool to the event.

Food and refreshments will be served as usual.

More details to follow by email.



Please email me if you plan on attending. I will email the list of attendees so people can contact others to car pool.

Ralph Hadley at [rhadley@typ356ne.org](mailto:rhadley@typ356ne.org)

Event Coordinator, TYP356ne



### *2016 Annual Holiday/New Year's Party* *Sunday, January 24th, 2016*

Members suggested 5 different sites scattered around New England for the 2016 party. After careful deliberation, the board has decided to have the 2016 event at the **Tuscan Kitchen** located at - 24 New England Executive Park, Burlington, MA 01803.

Full details to follow by email - ***Save the Date!!!***

## EVENTS HELD IN OCTOBER

### October 14th Loafer's Lunch Foliage Tour

Gordon Nichols jumped up at the last minute and coordinated a fun foliage tour from Bellingham, MA to the Vanilla Bean in Pomfret, CT. While the foliage was spotty, the course was super. We particularly loved the section that had a wiggly arrow with a "Dangerous Curves" sign. Definitely a Porsche road, I think we all picked up the pace.

Eight Porsches left from Bellingham on the nearly 50 mile ride and we met up several other members from CT at the Vanilla Bean. With nearly 20 members at the Bean, we about took the



place over. Gordon and I enjoyed seeing old friends Don and Diane Mylchreest who drove in from North Granby CT.



Thank you to Gordon for arranging this event on very short notice. We are working to compile a list of these type events so that they can quickly and easily be organized by any member in the future. Ed T.



### Oct. 17th, Porsche of Nashua, Drive to Mountain Grand View Resort in New Hampshire

We met at the Porsche dealership at 9:00 AM. Got a cup of coffee and went over the route and what to expect. Departed at 9:30 AM. Michael Pohl led the group of about 45 Porsches which included four 356s from TYP356NE. Took Rte 3/93 north to Rte 112 where we gathered together again at the rest stop. The weather turned cloudy and showery about three quarters of the way up. That's when I discovered that my windshield wipers were not working. (Next day I discovered that the power feed for the wipers comes from fuse # 4 and I had blown this fuse while working on the interior light the previous week.) We left the rest area going west on Rte 112. The route that Michael had laid out took us for a scenic ride viewing several covered bridges where we stopped for photo ops. The last one was a drive over the bridge and then we proceeded on some very nice twisty back roads to the Mountain View hotel. Michael deserves a big thank you for the time and effort he put into creating this route. The showers had a minimal impact and the ride on Rte 112 and to the hotel was Porsche perfect. Lunch was courtesy of the dealership and really first rate. I couldn't believe how many times they replenished the buffet table. Nobody could have possibly left in want of more food. Oh yea, I want to mention the snow showers on the way home. Consider it mentioned.

Ray Ashenhurst



## FEATURED MEMBER— TOM COUGHLIN



I grew up in Fall River, MA and, as with so many “car nuts”, my car nut gene is an inherited one. I was able to confirm this by discovering that, in his high school yearbook, my father was noted for “automobiling”. There was an often repeated family story of his round trip to Montreal in a well-used (cheap) “Tin Lizzie” where the two young men were able to finally make it home with the help of lots of wire and chewing gum.

While I was in high school, it wasn't all that hard to get dad to buy the family an MG-TD (again well-used and not too expensive) that had all of the usual British car problems. The car was in the family garage for only a couple of years. Ten years later in the 1960's, after college and having started working in the computer industry, I was in the market for a 356, when I came across a car I had never seen before, an Allard Palm Beach Mark II. Understand, that by this time, I had seen lots of sports cars and had attended races at Lime Rock, Thompson, Sebring, Watkins Glen, Opa-Loka, and Targa Florio on beautiful Sicily but had never seen this model Allard. The tiny Allard company had some success exporting



the two seat Allard J-2 to the U.S. without engines and all set up to accept a big American V8 (Cadillac was a favorite). By the time the Palm Beach Mark II came along with the choice of an English Ford six or a Jaguar six, sales were few and far between and they made fewer than 20 of that model. The facts were that with the Ford engine the car cost more than a Jaguar XK-120, and the Allard dealer network was a myth. No wonder I had never seen one, so I bought it, and no wonder I could never get parts!

In 1974, a college friend moved back to Florida from Boston and left his B T-6 sunroof coupe in my garage. I would drive it from time to time and it wasn't long before I started to fall in love. Within a year, I bought my first 356, and in 1979 I bought the 1965 Bali blue Cabriolet that I still own today. It was quite a nice driver with a straight, rust-free body but needing floors and rockers. Over the years I have spent a good deal more on paint and leather than I paid for it originally and I have been well rewarded since I've never



taken her off the road and have enjoyed driving her every year since 1979.

In 2006 I decided it was time to look for an A coupe and ended up finding a Turkish Red Pre-A 1955 coupe. It was a nice driver with a B engine. I hesitated to buy a COA for a short time thinking that I would never get any benefit from it and certainly would never find the original engine. I quickly came to my sens-

es and bought the COA. Upon receiving the engine number, I immediately entered it in the club database and checked my work by doing a search. I got two hits, my recently input data and one that said this engine has been in a shop in VT since 1965, so I called that number. The call led to the engine's owner, who had owned my car from 1960 to 1965, when he pulled the engine and sold the car. He had a 1956 VW and plans to put the 356 engine in that VW. After years of occasional talking I called him one day to have him eventually tell me (after a half hour of hearing about his woes with his son who had the VW



in spite of his telling me I didn't anything in writing yet (note that to get the car out his son's place it took the help of a lawyer). It was a dammed good thing I did get the signed paperwork because after I had paid the full asking price for the VW with my 356 engine and finally had it in my garage, the seller told me he had miscalculated and wanted more money. Naturally he was upset with me because I didn't give him the extra.

Now I had my original engine which had been rebuilt by Rainer Cooney, and a VW I didn't need or want. Finally one buyer came along for the VW, a guy with a West Coast shop who wanted to build me a fresh 356 engine in trade for the VW, so I ended up with a twin plug, full flow oil filter engine which I now run in the '55. The original engine is "on the shelf" and faithfully turned over by hand to keep it free.

After many years of 356 ownership (over the years up to 10 different 356's have been in my care and feeding) I found that I was not driving my 356 all that much but then the TYP356ne was founded and since then I have enjoyed driving with all my 356 buddies in lots of club events. Joan and I were on several of the early Holidays and I always love our LL drives. I'm now retired from the computer business (an industry that has made the shift from industrial equipment to something akin to a T.V. set) and when Joan retires we plan to pull up stakes from Dedham and move to the seacoast of my youth and later years, Westport Harbor, MA.

As I age I find that I don't lose my love of driving these great cars of ours, and I have

Norm Brust as my inspiration to keep on going and to keep the pedal down. One more thing, I always remember is to KTF.

Tom Coughlin



and 356 engine in VT) that he had given up and had offered to sell it to his friend. At that point I thought I was going to be sick but the friend didn't have room (or spousal permission) so I bought it. I drove immediately to the Cape, gave him cash and got a signed bill of sale



## *TYP356ne Restores a 1963, 356B, S90, Matching Numbers, Oslo Blue Coupe* by Allen Sisson



**T**his is the story of how our auto club came together to help an inexperienced member, in trouble, restore his car.

In 2007 I attended German Car Day at the Larz Anderson Museum of Transportation in Brookline, MA with my 1935, DKW roadster. There I met Bob

DiCorpo, who was the club president at the time. He showed me his beautiful, white, 1956, 356A Speedster. This was the first 356 I had ever seen. I actually did not know Porsche made these until then. I had thought the 911 was the beginning of it all. Bob patiently explained to me the history of these cars. I was surprised these old classics existed, and they could actually keep up with modern traffic unlike my DKW that goes 45 mph at best.

I joined TYP356ne right away and read as much as I could about the 356. I decided to get one, but my funds were quite limited at the time. I quickly realized Speedsters, Roadsters, and even Cabs were out of my price range. However, I really liked the look of the coupes, and the fact they did not leak water in the rain. I decided I liked the B look the best, plus they were the least expensive. Since I mostly wanted to drive the car and not show it, I decided an S90 would be the only expensive "option" I could possibly afford.

I quickly found a 1962, 356B, S90 coupe that mechanically was quite sound, but had some rust and would need some restoration. I thought that was good since it made the price affordable to me; so I bought it in late 2007. I drove it for a few months. I was worried about getting the rust taken care of. I found a young fellow who was in the restoration business, but he was only familiar with 1960's American cars. His labor rate was low, and the work of his that I saw was good. In December 2007, I let him start on the car. Over the winter he replaced all the floor pans, and did a really nice job. I thought we were all set to start on the upper unibody. However in 2008 the economy went south and all of my restorer's customers except me could no longer afford to pay him. Since he was good at fabrication, he got a 6 day a week job with a toy factory fabricating. That left one day a week to work on my car; so basically nothing much happened.

By 2009 I took the car to another restoration shop that had done some good 356 painting work for one of our other club presidents, Ralph Hadley.

At that point I had our club restoration guru and president at the time, Tom Gentz, look at the car. Tom was very concerned that the rust visible may not be all there is. He arranged for me to have the car media blasted in 2010. Unfortunately after the media basting it was clear that Tom was quite right. The upper body had a lot more than a little rust like I thought. There was a lot of rust.

I had George Nelson go over the engine, and I had Rainer Cooney of Meister's Restorations rebuild the transaxle. George found the engine to be in good shape, and within 2 weeks Rainer had the transaxle done. Rainer then asked where the car was. I told him, and Rainer went to take a look. He quickly called me and told me I had to get the car out of there since after talking to the restoration shop, he felt they were not up to the task of restoring a car in that bad of condition. Bill Collins, another past club president, was kind enough to help me transport and store my car and parts in his garage until I could decide what to do. Rainer gave me an estimate to complete the restoration, and told me the car was too badly rusted for him to be able to restore it affordably. He said it could be restored, but it would take a person that was very good at welding replacement panels to do it for what the car was worth. That was definitely not me.

I put the car up for sale after consulting with Ralph Hadley about various sales options. I got several offers for just the engine and transaxle and some for just the body, as is, to use the car to hot rod it with a 914/6 engine in it. I did not want to sell it that way since it was a matching numbers car. Peter Venuti, our current club vice president, finally, kindly offered to buy it from me to keep it as an intact car. He currently owns the car and is gradually doing all the restoration work himself. This is good for me since I get to see the car as it progresses to learn how the process is really done.







Rainer Cooney told me that he had a disassembled, matching numbers, 1963, 356B, S90 that had minimal rust that would be affordable to restore if I was interested. I decided to buy this car from Rainer at the end of 2012 and have him and Jerry Dascoli restore it. So in 2013 Rainer and Jerry started on the car. I was able to help with some of the early preparation work to learn more about the process. They did a very careful and thorough job with the restoration.

At the beginning of September of 2015 the car was finished, and it looks and drives like a new 356 out of the factory. I am very happy with it. I got the car to drive it not to show it. Therefore I did not have all the chrome redone at this time to save on expense. You will note in the pictures my car has a black year of manufacture license plate. Board member Norm Brust gave me the idea to get that license plate just like on his car. If you look closely, that plate is attached with white plastic screws donated by former board member Bill Sooter.

I learned several things in this restoration process which I imagine most of you know already:

Learn as much about 356s as you can before you buy one.

Unless you are very knowledgeable about working on these cars yourself, have a pre-purchase inspection done by someone who you trust that professionally restores these cars.

Buy the best example car you can afford that

does not need restoration.

If you decide to do a restoration, be very careful that you select a basically solid car with limited rust unless you have a lot of time to spend and welding skills.

If you will need to have a professional restoration done, expect it to take quite some time. In addition, be prepared for some unexpected costs.

The big advantage of buying a good, solid car that does not need restoration is that you can drive the car soon.

The big advantage of having a complete restoration done, and being involved with it, is that you know exactly what the car is with nothing hidden. If you buy a car that was restored before you got it, you really do not know what is hidden that may crop up as a problem.

Our club members, especially our presidents, vice presidents and board members, have a large amount of collective knowledge about the TYP356, and they are very willing to share that knowledge, their time and lots of effort to help out inexperienced members like me anytime.

Thank you to all of the many club members that helped me with this project. It was truly a club effort that got this done.

Allen Sisson

## WELCOME NEW MEMBER NIGEL MOFFETT

I've known about the NE club for some time but never seemed to get around to joining until now. I've attached a picture of my 356 taken at the Saratoga Concours d'Elegance in 2012 (although it is a daily driver - and proudly shows it.) My brother and I purchased this Karmann manufactured, early T-6 coupe about 8 years ago and registered it first in Maine before bringing it down to its current location in the Hudson Valley. Prior to our ownership it was last registered in California and, from the initial inspection of the body and finding no rust, it must have been in storage or a dry region for some time.



I've participated in some VSCCA sponsored and other regional clubs' events at Monticello, Pocono and Watkins Glen although the engine remains basically a stock 1600cc. Other modifications have been few (roll bar and 4-point belts) in order to enjoy it both on the track and public roads in the Hudson Valley and Catskill regions.

I've long been a fan of the Porsche marque: purchasing my first one at age 17 for the princely sum of \$650 and selling it soon after entering the Army for the same amount. It was a 1957 Speedster. Yeah. I know. I know.

Sandra and I look forward to meeting other members in the club to discuss the joys and nuances of owning the Type 356 ...and most importantly TO DRIVE IT among friends!

Cheers,  
Nigel Moffett

## *Odds and Ends!!!*

Tom Zarrella's 68 912, Soft Window Targa, won Hemmings Sport and Exotic Car Magazine editors award at Hemmings Concourse in Saratoga last month



## Sixty Years Ago by Peter French



In this article I offer a broad-brushed portrait of a Porsche pioneer, active in the development of the Porsche brand... before and during the "sixty years ago" time line. My focus is Max Hoffman And perhaps, because of this article - you, Max - might be better recognized for your wonderful contributions to the early years of the Porsche cars we have here today in TYP356ne.

Max was more formally named Maximilian Edwin Hoffman upon his birth on November 12, 1904 (not "sixty years ago" but so what). He was born in Austria, which probably explains his ability to influence the Porsche family in their car development. He settled in NYC soon after the start of WWII, and was successful in the jewelry business, which funded his entry into selling cars - Jaguar, Rolls-Royce, Bentley, Austin, Cooper, Rover, Lea Francis (what's that???) and Morgan as well as others. From 1950 - until 1953 - Hoffman Motors was not only the importer, but also distributor, of Volkswagen for U.S. (Eastern). And, he was the importer and sole distributor for BMW from mid-60's until the 1975 sale to BMW North America.

Hoffman participated in a booming post-WWII war market for European cars. He stayed in close touch with his dealers, and they made suggestions/requests (both for new models, and for new types of cars they knew their customers would buy.) He is credited with the conception, design and development of the Mercedes-Benz 300SL Gullwing Coupe, as well as the iconic (highly collectible) BMW 507 in 1958. Benz made 1,400 Gullwings - and almost 85% were sold in the U.S. What was interesting about this, aside from it being a wonderful car... it was the first M-B successful (in a significant degree) sales effort outside the home market. Also, and perhaps



Mercedes-Benz 300SL Gullwing Coupe, as well as the iconic (highly collectible) BMW 507 in 1958. Benz made 1,400 Gullwings - and almost 85% were sold in the U.S. What was interesting about this, aside from it being a wonderful car... it was the first M-B successful (in a significant degree) sales effort outside the home market. Also, and perhaps

more importantly, the 300SL Gullwing Coupe changed the image of a Benz... from staid and stolid cars to desirable high-end sports cars.

Max was not just a car dealer; Max had a seat of the pants marketing sense... and it paid off for many other companies beside M-B and Porsche. Consider that the Alfa Romeo Giulietta Spider was developed because of Max Hoffman. Alfa Romeo cars had been imported (back door) into the U.S. since the middle-1950's. but given the success of the Giulietta Spider, in 1961 Alfa Romeo started importing cars to the U.S. officially. Max was "known, in equal measures, for his influence and acumen" with car manufactures with whom he dealt, and has a lasting reputation for being key in the development of many models. He was inducted into the Automotive Hall of Fame in 2003.

But the iconic contribution of Max, in my opinion, was the Porsche 356 Speedster.

Max suggested, to Porsche, that this new model would resemble a small Jaguar XK120 and would be available at a more competitive price than current Porsches. The result was the creation in 1951 of the America Roadster (named by Hoffman) but Porsche called it the Type 540. Early sales results were disappointing; Porsche decided to make it in aluminum, which meant it could not be produced on the Stuttgart 356 production line - it was outsourced to coachbuilder Heuer-Glaser. It was a commercial failure - high cost of production. Sold in the U.S. (at a below cost of \$4,600.00) it was too expensive; only 17 were made. Successfully raced - but, still a financial disaster. You may not think Hoffman was the genius in this... but he pointed out to Ferry that the earlier Speedster was far too expensive... not being made on the same production line as other 356's. And, it was esoteric - aluminum bodies. Max told Porsche to go to the price point David Healy was using in selling the wildly-popular Austin-Healy... under \$3,000.00 Ferry was reluctant; however, Porsche could not ignore the U.S. market; by 1954, 1/3 of all 356 Porsche production went to the USofA. So Max worked with Porsche's Albert Prinzling - and the Speedster, as we know it, was born (but ironically kept the Type 540 designation!) and further refined by Reutter for minimum production cost. The Speedster was sold at \$2,999.00 (Good deal.. but each was shipped in with an "optimal" tachometer, extra \$30.00! cost.) With a low,

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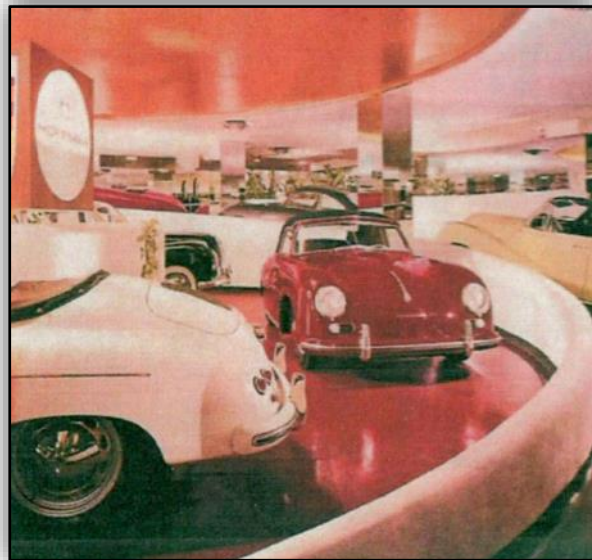
raked windshield... "take it off easily for weekend racing"... light-weight seats... other weight-saving improvements... the Speedster was an instant hit; production peaked at 1,171 cars in 1957.

Just a personal note about Max Hoffman: as a teenager brought up in Connecticut, frequently I would hang out in the Hoffman 430 Park Avenue, NY showroom- initially designed for his Jaguar line - but now displaying all Porsches. Here were these wonderful Porsche cars - he had three, or perhaps four Porsche cars, on a revolving display in the showroom, with a ramp which went up from the back and wrapped around the left-hand side. The ramp displayed additional Porsche cars - as well as the underside of the cars. And the showroom - it was designed by Frank Lloyd Wright. Spectacular. The Hoffman showroom was a precursor for the Guggenheim Museum's seamless, continuous ramp built later.

Finally, about the Porsche badge on the front of our cars. Porsche - often called "the most successful brand in sports car racing" - has a wonderful logo. Hoffman developed that iconic Porsche logo and presented it to Ferry Porsche (sketched on a napkin over dinner.) So next time you look at your car I want you to say: "Thank you, Max for all your hard work and incredible perception. Without you, Porsche might never have been." RIP



Peter



In 1950 Hoffman met with Ferdinand Porsche at the Paris Motor Show and the first 15 Porsche 356 models were shipped to Max Hoffman in the autumn of 1950.



Ferry Porsche and his son Ferdinand Alexander watch a Porsche 356 Coupe is being unloaded in New York. The third person could possibly be Max Hoffman. Photograph courtesy of Porsche, circa 1950-1953.

## **TUBTECH**

This section in TubTimes is intended to provide useful technical information about our 356s. Occasionally members will send an email to the membership using, "members@typ356ne.org", asking a question about their cars or other related subjects. Drawing on the vast pool of knowledge among club members, the responses normally are exceptionally useful and entertaining. TubTech will compile some of those emails so that we can see the information in one place.

### **356 Winter Storage Tips**

With the cooler fall weather here, we, unfortunately, have to start planning for storing our 356s during the winter months. The following is a list of suggestions selected from some recent 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.
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 too.
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 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.

### **How to deal with Rodents**

Rodents can do a lot of damage to our Tubs over the winter. We now know that the little buggers can jump or climb into the exhaust, heater ducts, and any hole in our 356s to set up winter condos. The following is a list of solutions and non solutions sent by our members and from other sources.

- With Fall approaching it is time for little critters to scout for winter homes. I keep a "treat" for them on my garage floor (which I can do since I don't have small kids or animals) which kills them but also serves as an early warning that pests are on the prowl. I just toured my garage and noticed that after several seasons, the treat had suddenly disappeared and that is why I'm reminding you to look out.
- Take an old tennis ball and press it firmly against the end of your exhaust pipe(s). Cut a hole in the ball around the OUTSIDE of the black carbon circle. The ball will now fit snugly over the outside of your pipe(s). Works, obviously, regardless of the shape of the end of your exhaust pipe.
- Perform whatever you have to do to turn your heater FULL ON. Assuming you have the American heater in your 356, this will fully close the "flapper" doors on the heater manifold boxes -- if your system is properly adjusted -- and closes another possible point of entry.
- We put large plastic keg cups backwards into our exhaust pipes and close our air vents.
- I use nothing but Decon (liberally) and have never had a mouse problem. **Note- do not use Decon or a similar product if to have pets or small children in the area.**
- Dryer sheets seem to work. Just place a few sheets inside the car, and maybe a couple under hood and underneath the car as well. Tossing one in the trunk wouldn't be a bad idea either. Dryer sheets work only as long as they smell which doesn't last long. A more recent cure states cotton balls soaked in peppermint oil keeps the mice away and leaves your car minty fresh smelling. Another option is to sprinkle bay leaves throughout the vehicle.

### More thoughts on Rodent protection....

- I have had really good luck with the dryer sheets but buy the good ones....The cheap ones don't last. The other thing I do is put sticky traps in the car just to catch any mice with sinus issues.
- Try Irish Spring soap. Put some shavings in a plastic container, punch some holes in the lid and place a few in the car. Or use a cheese grater and put the shavings on a paper plate in trunk, under hood and in front and rear passenger foot wells. No more critters.
- **Do not use Moth Balls, you will never get the smell out of your car.**
- I can also report that Moth Balls are totally ineffective, but I have had better luck putting a few "Bounce" fabric softener sheets around, here and there.
- My solution, which has worked for many years, is to surround each tire with sticky mouse pads. Once touched, they cannot get away from the sticky matter. I place them 2 deep in front, in the rear and on each side of the tires. When I return from Florida I find mice and the occasional squirrel stuck to them but no chewed wires or mini mice condominiums. Be careful if you have pets as they will go crazy if they get caught in the sticky pads. Note that some older cars have wiring (British) that has a chemical that has an aroma and flavor of peanut butter. Mice heaven
- I had a mice problem in our garage with my Convertible D. A British friend told me about the Carcoon, an inflatable car storage tent he used to protect his Jag. I purchased one and have used it successfully for years. When I sold the D, my 911 fit in it perfectly. It has an air pump to keep it inflated and also a drip charger for the car battery. Cost to keep it running is minor. I highly recommend it. See: <http://www.carcoonusa.com/#!services1/c205t>
- I have used a CarCapsule successfully over the past seven or eight winters. They have a small electric motor with a fan at the end and only this year did one of the motors fail. I even found a dead mouse underneath the Car Capsule which means it does keep them out. They even make an outdoors one that could be used in a carport. <https://carcapsule.com/>
- Simple solution. Go to the local humane society and get the most emaciated cat you can find. Provide a pillow and kibble, tuck under your prize.
- This is our answer to mice in the garage. He's on his break in this photo (below r).
- Get a cat



Thank you to everyone who provided some information for this article of TubTech. Ed T

## *We Can Save Them All* by PJ Bernard



Early this summer we hauled 013 up to Ricks Customs on the trailer for some major straightening and lots of new metal. I had hoped to see some demo by now but as many have experienced before me the car in our eventual spot is taking longer than expected. While this has me drilling myself into the ground it's really not the worst thing. All situations have multiple facets and the fast approach normally results in flaws. I've been up to the shop a few times and Rick can see we're ready to start working so we can practice writing out checks, but moving slowly also gives us time to put more money aside and think some decisions thru. In any event there's plenty to do.



Early on I sent what was left of the gasket behind the driving lights off across the pond to Joris Koning and he's developed a replacement gasket that is true to the original. This effort was initiated by him via an e-mail I received last spring, apparently the gasket needed hadn't been easily found to this point and he was looking for an original to reproduce a copy from. Helps him, helps others and consequently in the end it'll help me. (I'll be on the hunt for some undamaged Hellas as well, mine aren't looking too spiffy at the moment).

I've started to clean up a few things and was pretty pleased with how fast most of the engine tin screws came free and how well the engine itself will clean up. Good tunes, a glass of red wine, some penetrating oil and a very small ball peen to tap the screw heads and I've got all but one loose. That one screw is however making up for all the rest. Easily accessible from the top, nope, bottom nope, can I get some vice grips on for a wiggle, nope. The answer? Walk away, just walk away. Beyond that the engine cleaned up nicely and my next step is to roll it over a few times to get some compression numbers prior to taking anything off. In the meantime, I'll keep trying to sneak up on the errant screw.



After the initial cleaning I pulled one rocker cover and the signs there are good as well. Absolutely no crud and the oil was refreshed prior to the car being stored. Gave a good tug on the rockers looking for slop and all is quite tight but for the one valve that was completely closed

leaving only a slight gap.

It's early on but we're looking to work with the patina we have been handed. Most of the chrome bits will clean up with very limited pitting and the wheels are painted. I don't want chrome wheels anyway so that takes them off the list. Present or problem? While repro parts can look nice in their new coat of chrome that will either point out the not so perfect parts or point out the brand new bits. Therefore it looks like I'll be spending an awful lot of time on E-bay and the Samba. Sure wish there was a crap filter on e-bay.

The interior came out with little damage so over the next few months I'll be expending a fair amount of elbow grease. Most of it is cleaning up quickly but the herringbone seats are going to take a miracle. PJ



Don't know much about the Knecht oil filter cover (above). They made oil and air filters for Porsche. I couldn't find any info on the oil canister online but my car was original sold/given to an entity in Germany. I'd be interested to know if anyone knows if it's not the one normally seen. — [goletta@comcast.net](mailto:goletta@comcast.net)

## The Trip to Hell(en), GA. by Speedster Jack Kasmer

The following article, written by Jack Kasmer of the Florida Owners Group, was forwarded to us by Alex Dearborn. Jack has given us permission to run it in TubTimes. I hope you find it interesting. Ed

I must write this while it is fresh in my mind or the details will get jumbled. Wait! They are already jumbled. There's only so much detail in a monumentally confusing situation that the mind can hold. I think there's a pressure relief system that controls nervous system overload by dumping some details. But first I must start at the beginning. I left for the Southern Drive in Helen, Ga. exactly on time (a personal best for me) at 9am. After checking the Weather Channel forecast (which did not look good), I figured I had a small window to miss at least the first couple hours of rain. One mistake was instead of driving north up Hwy 27

to the turnpike (google map's way), I drove west to I 75 which actually worked out better, weather wise. The speedster was probably better prepared mechanically than on any other trip I've made and the drive was great thru Florida. But in Georgia I started hitting the rain. Sprinkles at first then heavier but with my blue tape rain deflectors and a couple (3) towels I made it thru fairly dry.

It could be around Tifton, Ga that I seemed to detect a sound. Like nothing heard before —very light and almost undetectable. I thought it must be my imagination. Plans were to stop in Macon at an inexpensive hotel (not the one where other friends planned on staying). Usually profligate with the cash, lately I've been working on being thrifty. And \$20 seemed like a good savings but it split me away from my friends by quite a few miles and a different interstate. That was problem #1.

Problem # 2 occurred when I pulled off I-75 and the engine revs slowed. A howling, like the banshees from hell, was coming from behind me. I'd never heard such a sound and was sure it was another vehicle. I blipped the throttle and *Oh No! It was me!*

I literally didn't think it would hold together for the length of the longest traffic light I've ever experienced. I pulled into the hotel with car screaming all kinds of painful sounds. So I parked, pulled out my tools and investigated. Hopefully it was just a fan belt, but I knew better because the sound was loudest at slow

idle and went away above 3000 rpm. I looked at the fan belt, it was pristine. No rubber

dust, no fraying, it was perfect. Checked pulleys. Inline, no strange wear pattern, nothing amiss here either. Pulled on the pulley to check endplay—none. Only thing I notice is a very fine, talcum powdery gold colored dust around the generator. Looked inside brush cover. Armature appears good,

brushes seated and perfect looking.

The thought crossed my mind "maybe it's not the generator". That's a bad thought. I pulled the pristine belt from the pulley and started the car. Nothing. So...it is the generator/fan assembly. Hmm. I then spun the generator expecting rumbling or dragging but it spun freely and made no noise. I'm at a loss so I called good friend Glen Getchell who suggested checking endplay again only from the fan side. I reached around (Speedsters have very limited room behind the shroud) and trying to grab fan, I hear a solid Clunk!! Oh, oh. No endplay but I can move fan up and down vertically and quite noisily. The rear bearing is what holds the armature in place and it must be bad or worked its way out of its mount—if that's possible.

But now it made sense why noise was so loud at idle yet pretty much went away at speed. The fan as it spun must be centering itself. Either that or the frequency of the squeal must be rising when revved to where only dogs can hear it. Unfortunately I left my dog at home so she was unable to tell me.

A cold start next morning confirmed that generator had not fixed itself over night—as we all know 356s sometimes have a tendency to do. It also confirmed that there's no way this





car should be driven. I've driven twice with a bad bearing and both times they got me to where I needed to be, or at least to a good stopping place. This was not one of those cases. I could envision the armature snapping, sending my fan into places on the engine where they certainly would do it no good.

I've now got a broken car with 168 miles to drive and 9 hours to get there by the 5 pm deadline. I'm now down to the only option I can come up with and that's call my daughter and have her overnight one of my spares. My daughter is nothing if not prompt. When I called an hour later to tell her to wait till last second to overnight it, she informed me it was already sent. Long gone. Glen had called with other recommendations that would get my car to Helen and parts could be put on there. Too late. Parts are on their way to Macon. Looks like another night in downtown Macon. Then Glen suggests I call my insurance company as I have the ultimate in trip insurance (says my insurance company). They will do whatever is necessary to get you where you're going and throw in a hotel and meals on top of it. Now comes the real story; above was just the preface.

I call my insurance company. Explain situation. The young lady puts me on hold while I wait for her to check something. That's at 9:52am. She tells me that I have basic towing, not their premium plan ( which is another department). I'm switched to another dept. which confirms I have no trip interruption coverage. I begged to differ as I remember the cost and talking with the rep when I bought it. I had said, "It can't be worth it to my insurance company for all these added benefits, it sounds like a money loser". He laughed and agreed. Deal done. NOT! The rep transferred me to another person who could access the notes from that day. After a bit she comes back and says that, yes, it says I requested that coverage, and no, it was never added. I'm out on hold again while she talks to supervisor. Then she or a supervisor (it gets muddy here) tells me it's their mistake and they will pro rate my charges and I'll be covered. I volunteer that I will gladly pay the full price going back 3 years when I switched to my insurance company but she says not necessary. At this point my feelings are that my insurance company really is all they say they are. I'm now transferred to that dept. and put on hold. I tell my story for the 4th or 5th time and went back on hold again. This time a very educated well trained voice comes on and he says to me nothing is covered. Basically, had I wrecked the car all sorts of treasures would be showered upon me. Hotel room, meals, transportation, etc. etc. *But...*because it is deemed a mechanical breakdown I get nothing. No

reimbursement for mailing parts overnight (I could live with that), not for the extra day I'm stuck at hotel, no rental car to get me to destination. *Nothing, Zilch, Nada!* I need to wreck the car.

When I was sold this bill of goods I think the salesman may have been overselling (lying). I wouldn't buy a policy that requires an accident for recouping on incidental expenses. I would be too distraught if Thumper (my speedster) got crunched. I wouldn't need, food, shelter or transport. I wouldn't care. I would be, as I said, too distraught.

At this point and several apologies from my insurance company, I was back to option #1. At 12:50 pm I get a call from Curt Dansby ( who has saved me on more than one occasion). I tell him situation. In the background I hear George Bryan using his best Colonel voice and sounding like he's straightening out my insurance company—at least from what I heard. Curt suggests something; I think rental car because my next several phone calls are to rental companies. I call two Enterprises but they will have no cars till late in the day, if then. Next I call Budget and they have a vehicle. All right! She wants credit card #. I give it to her and she asks if it's a debit card. I said I just got it recently and although that's not what I wanted it does have debit capabilities. She says no. It's a debit card. And car rental agencies don't take debit cards. No way, no how. I've had one high limit credit card in my life. I've used it for 25 years. I could easily buy a new BMW with it without exceeding its credit limits. But after 25 years of \$4000 monthly charges, my daughter suggested getting another card where I wouldn't be predisposed to charging everything. She paid the bills on that card (with my money). So I applied for another card with lower limits but made the mistake of asking if instead of sending me the bill could they just withdraw the money directly from my account and save me the hassle (my daughter thought it good that I actually see what I'm spending and I thought different) thus I guess what I got was a debit card. I had one card my wife gave me 15 years ago then took it back when I discovered you could put it in an ATM and it would pour money out. I think it was the \$500 I withdrew one day, just to have cash, that incurred her wrath. So after possibly two withdrawals, I no longer was a debit card holder. I just used my business card. I never learned debit card limitations. Btw, I suggested to rental car company that I had the credit card number and a photo of it for my Apple Pay, but they said they must actually touch the plastic of the card to get me a car.

Soooo....I now have no car to transport me and a rental is not an option. At 1:04 a call from another insurance company number comes and informs me that, yes, I can get a tow of 125 miles on my lesser insurance company roadside service. After talking with Curt and Glen, it's decided I will tow my car to the limits and someone with a trailer will pick me up, tow me to Tanglewood and scab together parts to get it running and after the Porsche Atlanta event, drive to Macon and retrieve my parts. My insurance company then calls again and I tell them the information of what I want. She asks me what address am I to be towed. I said, "No address—when the 125 miles comes up, just drop me on the road." "Sorry Sir, that can't be done." she informs me. "We need a physical address." I tell her that I'll pull up Apple maps and drop pins to get an address. She'll return call in a little bit. Then someone calls from Tanglewood and I explain I need to find a physical address. I'm told an address in Cleveland where they can drop off car and there would be parts to get it running. My insurance company intermediary called me back and I gave the address in Cleveland. Then she started asking "is this a house, a business, what's their phone number". None of which I knew. I think maybe the tone of my voice caused her to rethink those questions which now became optional. I asked how much out of pocket and she says she can't answer as she has to make phone calls to wherever and will get back to me.

Then at 1:53 pm, a call from another insurance company supervisor comes. He identifies himself and in a most soothing, smooth, cultured voice he informs me of how sorry he was for this mornings misunderstanding. He apologized profusely and said, "Whatever I'm out of pocket, just send us the bill, we'll take care of it." He sounds quite important and I was outside at the time and didn't record his name—unfortunately. But I think ok, they've come to their senses, don't want to lose a customer and even though he didn't really offer for any other expenses, I'll take what I can get. I call Curt and tell him now I have an option. Would they rather I come to Tanglewood or to the original location. He says Tanglewood. Note: I'm skipping a few calls during this last couple hours as they were coming in on top of each other and my phone gets a little confused when it receives 4 calls at once. This happened twice and once when I was on a 2 party call 2 calls overlaid that, losing both. Now I don't know who called who but the insurance company intermediary calls me and says that to get to Cleveland is \$160 after my 125 mile limit. And the whole way was \$200 and something. I've just recounted in very truncated fashion, eliminating a lot of detail and several phone calls, because now is where the fun starts. Btw to fully understand my frustration you should know there were 35 calls to me concerning the towing. Nineteen of which were from my insurance company or its minions. To add

to the confusion there were 10 different phone numbers used by the minions, several of which I asked "what number do I call back?" For sake of brevity (I think that ship has sailed) I'll just say that the answer was "I don't know what number I'm calling from," or "I don't have calling out capabilities thus. . . ( see first answer) or "let me check with a supervisor because I'm not sure" and lastly (and somewhat satisfying), "whatever number is on your key tag" even though it seemed that number was only the right number for the very first phone call.

Hell, I'm writing this thing, and experienced it and I am confused as to where I am in this story. Let's see....Oh yeah, I'm now to be towed to Tanglewood and I'll just send the overage to somebody at my insurance company. There was a call or three in there somewhere but I can't recall their importance, as two would come on top of each other, each from different factions in Roadside Assistance. And although I was one case, I had two completely different case numbers to be used depending on who I talked to which I didn't know at this point. I think there were five separate warring factions. 1) My insurance company roadside assistance 2) My insurance company trip interruption assistance 3) some company that had letters in their name that I think handles some of the dirty work. This one knew the least. Not even their phone #. 4) My insurance company supervisors and 5) the end tow truck company.

So, at this point, I know where I'm going, I'm willing to pay the difference, and I just want to be gone.

Then , surprise, another phone call from UNKNOWN comes in. I deduce (actually, I asked) if he was the tow truck guy. He says "Yes." Hallelujah! He tells me he's gonna tow me. I say "Ok, I get 125 miles and then the last 40 or so, I will pay for." Very easy I think. No! Wrong again.

He says he had to call my insurance company to do whatever. I am now on a conference call with him and my insurance company's hold music which is neat old car songs. Except the 45's they're recorded on have been left in excessive heat and have warped and the cheap record player is on full volume to where it's distortion level exceeds anything Jimi Hendrix ever dreamed was possible. Even the tow guy commented on the volume and quality of their "on hold music". So we sat on hold and I tried to ask questions but he said the music made it almost impossible to hear me. Now comes another insurance company rep and the hold music is gone. He states that I can get towed 125 miles. Then I'm on my own. I tell him that's ok

because I was told different by a supervisor and I'll just pay and argue the bill later. He would have none of that; he needed to check with another supervisor, etc. and we'd have to hold. More loud wobbly distorted music. The tow guy and I held for a while then another came on the phone and said pretty much the same thing. It's all a blur now but I think another person came on and at some point the tow truck guy said he needed to actually work as his limit on holding was about 20 minutes. He then hung up.

It was me and my insurance company alone now. All of which I cannot remember as I was now anesthetized. But phone records show one last phone call. And I know it was a lady. I told her I was exhausted from this ordeal and had they just quit a half hour before I would have just paid whatever and have it done with. But for some reason she wouldn't let it go. Its like "we're not giving you anything, because rules is rules, but we want you to be a happy and satisfied customer." And I was like "I just am tired of this whole thing, I would have gone and paid an hour ago but now I don't want anything to do with you. The last call broke my post surgical back". I'm through.

At this point I will add this note for fairness. That is that I've dealt with my insurance company roadside assistance once before (not the trip interruption part). I called for a tow of 100+ miles at 8am and they had a truck loading my car by 8:20. Absolutely no muss, no fuss. I spent less than 5 minutes on phone to get it done. It was totally painless. Unlike this experience. So I wouldn't judge them from what I experienced. This may just have been the perfect storm.

But I've learned from this as I have from other past trips.

I've learned:

- 1) Don't reuse exhaust gaskets when u change mufflers even if they were only run a few minutes.
- 2) There's no such thing as a "its good enough" gen-

erator pulley.

3) When on a long trip, do not give away all your spare parts to needy 356ers unless you have some more spares.

The above were learned on the Washington WCH.

4) Carry spare parts such as pulleys, generator hubs, belts, clutch cables, Clevis pins, oil, spare drain plug. This one I learned very early.

And now

5) Always carry a spare generator.

This I should have learned at the Cleveland ECH as it was my first generator bearing failure (from which Curt saved me). If not at Cleveland ECH, then I should've learned from the Boston ECH bearing failure from which George saved me. I learned from Stevenson Wa WCH not to give away all my hubs and woodruff keys. My generator came through and a good thing because I gave my spare to someone at WCH. But my use of notched hubs came to bite me after a few thousand miles. And I'd given them all away to people who lived thousands of miles closer than me. I now carry many.

I'm sure I've got a few more lessons to learn. And I suppose the ease with which I escaped being stranded did not impress upon me fully the notion of "be prepared." But I can assure you, this incident is fully burned into my long term memory. At least there is one saving grace. And that is "thank god, I don't drive a British car."

PS: I want to thank Curt, George, Glen, Frank and whoever else for their "leave no man behind" ethos. These guys are good soldiers and show the true spirit of the Registry like no others I know. I'm proud and thankful to know each and every one of them.

Sent from my iPhone. Speedster Jack



## CLASSIFIED - FOR SALE/WANTED

### For Sale

1965, 356C coupe, that I have had for some 38 years, a 9 1/2 out of 10. If interested I will send pics and an info sheet--[garyr356@aol.com](mailto:garyr356@aol.com)



### For Sale

A set of two (2) seat belt strap cushions for the car- they are velcroed and have the "P" name and logo- are very soft and not hard as the seat straps are-- have only a few left- \$25.00 including shipping--- [garyr356@aol.com](mailto:garyr356@aol.com)



### Wanted Items

A 356 A owner's manual for 1958 Speedster (not sure if there was a supplement for Speedster) Also a 1968 912 (Soft Window Targa) owner's manual, tool kit, jack, and Targa roof bag  
Tom Zarrella, [Tmz944@gmail.com](mailto:Tmz944@gmail.com) or 978-375-2999

### For Sale

A 1970, 911E Targa chassis for sale. No engine, transmission or suspension.  
It can be saved. \$3500.  
I have more pics.  
Jay Barry  
[jbarry.co@gmail.com](mailto:jbarry.co@gmail.com)  
978-879-7185



### For Sale

1965, Light Ivory, 356 C. Lots of documentation. An original car, matching numbers with a Certificate of Authenticity and a strong 1720cc engine. Recently checked out by George Nelson, and he pronounced it right and tight.  
\$62K.  
Paul Murray  
[pmurray2@charter.net](mailto:pmurray2@charter.net)



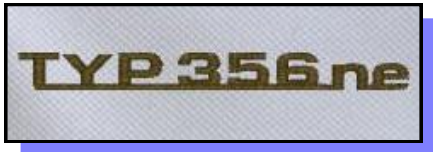
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## CLUB ITEMS AVAILABLE

**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](mailto: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](mailto:pvenuti@typ356ne.org) for further information.



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Owner: George Nelson  
 Tel: 617-333-0275  
 E-Mail: ggn356@comcast.net

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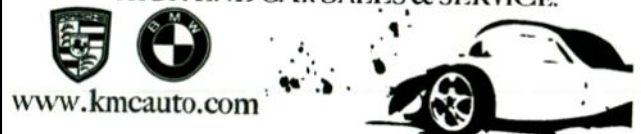
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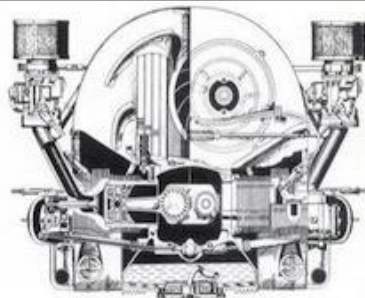
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