

TubTimes



Official Newsletter of

TYP 356ne



Gearheads aren't afraid of no stinking virus!!

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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-

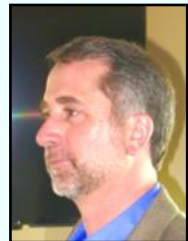
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Tom Tate



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Frank Anigbo



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Greg Lane



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Alex Dearborn



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Editorial

The coronavirus continues decimate or event schedule. As you can see in the listings on page 4 all of the May events have been cancelled, other than the board meeting. Our next scheduled group event is not until June 11th. Let's hope that we will be able to hold that event and Allen's BBQ at the end of the month.

It's hard to tell how much longer this pandemic will last. Certainly all of our events for the year are in question. I just returned from spending 4 months in Florida. It was bad there, but I have to say that it seems worse in Massachusetts. Surprising, given the medical capabilities in this area. Hopefully they will get a handle on it quickly.

The stay at home rules do give us a chance to work on our cars. I've written an article about wax for cars on page 9 and Alex Dearborn sent an article about cleaning a soft top, see page 10. I hope that this information is helpful. Feel free to send me any additional info for future issues of TubTimes.

For now stay safe, follow the rules. Fortunately the weather is great so we can get to drive our cars. Get them waxed up and on the road!!! Keep the Faith!!!

Ed Tobolski, editor



PRESIDENTS MESSAGE— APRIL 2020

In these times of staying at home with our Club events and most other outside activities curtailed, I thought it might be a good time to reflect on the advantages of owning our various, vintage vehicles, not just our 356s. I know many of you own other models than a 356. Personally, my somewhat eclectic mix, from most expensive to obtain and maintain to least, are:

1963, Porsche 356 Oslo blue coupe
1988, Porsche 911 Carrera red Targa
1967, VW Karmann Ghia black coupe
1950, Ford, F1 blue pickup truck

We all have several reasons we own our cars. For me, the primary reason is the driving experience. That direct connection to the road these well-crafted cars provide. Second, is the form following function classic, enduring design especially of the top three on my list. Third, is their relative mechanical simplicity allowing me to do most of the maintenance and some of the minor repairs of these vehicles myself. Fourth, is seeing the enjoyment they bring to others when they see these vehicles at car shows, when I stop for fuel, or in parking lots.

I would like to focus on reason number four today, the pleasure they bring to others when they suddenly, and unexpectedly, see them. I know all of you have had these experiences with admirers of your cars just about every time you drive them. You might think from my list that perhaps the most valuable of these cars gets the most attention. I have been somewhat surprised to find the exact opposite is true. In fact, of the four, the Ford F1 pickup truck, that cost me almost nothing, gets far more attention than any of the others.

To be fair, the truck gets one exposure event the others do not. That is because at least once or twice a week I haul brush to my town dump in the truck. Our dump is quite the busy place. Now, in this time of physical distancing, people are generally keeping to themselves, wearing their masks, quickly dumping their brush and heading on. That is the case when I use my 2016, VW Golf R to haul the weekly trash to the dump. No one says anything to me. However, every time I drive the F1 to the dump people come over to me, often removing their masks, staying six feet away from me, generally, but not six feet away from the truck. When this happens with my cars at the gas station the first question, depending on the car, is what year is it or, in the case of the 356, what is it or is it a VW? The 911 and the Karmann Ghia are almost always recognized for what they are; so, what year is the first question.

With the F1 though the first question is almost never to ask the year, but rather to ask is it a specific year such as is that a 1948, 1949 or 1951? When I respond no it is a 1950 or yes, it is a 1950, on the occasion they guess correctly, that immediately follows with the statement: Wow, my father or grandfather had a 19XX just like that. I then mention that they made the F1 from 1947 to 1952 with minimal change in design, unlikely the F150 of today, so their relative's truck would have looked the same. That then generally follows with a story from them such as: Is this a manual? I learned to drive a manual in my father's truck just like this. I then mention that they were all manuals with no automatic option then. Most are quite surprised to learn that. Others will say I am so glad to see this. I have not seen one of these since my father or grandfather's. Other questions are: How long have you had it? Where did you get it? Are you the

original owner? That last one makes me feel at bit old since the truck is three years older than I am. So, to have owned it since I was 16 would make me 86 years old. I guess, I am not aging too well! I may just start answering: Yep, just call me farmer Al. The truck and I are still poking along at 70 for the truck and 86 for me.

People generally average at least 5 minutes walking all around the F1 looking at it. You can really tell it makes their day. The guy that operates the huge construction end loader that moves the brush will often climb down the ladder out of his cab to look at it or ask questions. The same operator has done this three weeks in a row to tell me more about his father's old F1.

After the F1, the car that gets the most attention is the Karmann Ghia. Most of these interactions are at the gas station. Most people recognize what it is. They come over asking the year then to tell me about the Karmann Ghia they had in college or that their father or mother had. Like the F1, they will often say that is the first one they have seen since the one they or their parents had.

The 356 is third in getting attention. The attention is different though. The most common question is: What is it? or Is it some sort of VW? A fair number do know what it is with the standard question of what year is it.

Almost no one tells me a story of one they owned. The connection is different. It is more of a curiosity, not of nostalgia of their past.

Finally, the Targa gets the least attention. Many times, no one asks me anything. Occasionally people will say nice car or give me the thumbs up. Rarely they will ask the year. I do not think any stranger has told me a story of one they own.

Although none of this would have occurred to me had I not owned these, but the reason for the attention in the order it is now seems obvious. The more common the vehicle was when made the more people will remember it bringing back fond memories. The exact production figures for the six years of the F1's is a bit hard to obtain, but it seems to have been about 100,000 a year for most years. So, it is likely about 600,000 were sold. There were 445,000 Karmann Ghias made. There were 374,253, 911s made from 1964 through 1993 when the body style changed with the 993. There were only 77,985, 356s made. The rarity of the 356, besides how well it was built, is what makes it so valuable, but it is also why the general public does not recognize it as well as my others. If they do not recognize it and remember it, then there are no fond memories. So, for the public, a bit less interest. The 911, of course, is still made in somewhat the same form. Therefore, it attracts the least interest.

The moral of the story is. If you want to attract attention, you do not have to spend a lot of money on a classic car or truck. Buy a nice example that was quite common in its day. People will love to see it and remember it. Of course, at least for me, trying to attract attention was not why I have my classics. So, I am not recommending that as a reason for purchase. I know fun of driving is the way to go for me and for most of you too.

Stay safe, and try to maintain a physical distance at the gas station with your classic if you can.

Allen Sisson, President TYP356ne



2020 SCHEDULE OF EVENTS

Events underlined in [Blue](#) are TYP356ne organized events, all others are related events that may be of interest to the membership.

MAY

TUESDAY, MAY 5th, 6 – 7pm. [TYP356ne Board of Directors Conference Call Meeting.](#)

Conference call number -712.775.7270. Access code 761409

SATURDAY, MAY 9TH, 10am – 12pm, [TYP356ne South Shore Autoworks Tech Session](#) **Cancelled**
South Shore Autoworks, Kingston. MA

SATURDAY, MAY 16TH, 10am – 12pm, [TYP356ne Sprockets Northeast Shop Tour](#) **Cancelled**
8 Norwood Ct, Gloucester, MA

MAY 29TH TO 30TH, [TYP356ne Spring Tour, Howard House Lodge, Booth Bay, ME](#) **Cancelled**
See page 7 for full details

JUNE

TUESDAY, JUNE 2ND, 6 – 7pm. [TYP356ne Board of Directors Conference Call Meeting.](#)

Conference call number -712.775.7270. Access code 761409

THURSDAY, JUNE 11TH, 10am – 12pm, [TYP356ne Advanced Engine Rebuilding, Inc Shop Tour](#)
Advanced Engine Rebuilding Inc., Wareham. MA

SUNDAY, JUNE 21st, 9am – 3pm, German Car Day at Larz Anderson Auto Museum

SUNDAY, JUNE 28TH, 1 – 4pm, [TYP356ne Sisson/Grace Annual BBQ](#)
28 Forest St., Sherborn, MA

JULY

TUESDAY, JULY 7th, 6 – 7pm. [TYP356ne Board of Directors Conference Call Meeting.](#)

Conference call number -712.775.7270. Access code 761409

THURSDAY, JULY 9TH, 10am – 1pm, [TYP356ne Tom Coughlin's South Coast Drive and Loafer's Lunch,](#)
Acoaxet Club

SUNDAY JULY 12TH, 7am – 2pm, Annual Bay State Antique Auto Club Car Show
Endicott Estate

SATURDAY, JULY 25TH, - [TYP356ne—Retro Automotive Tech Session, Lunch, and Drive,](#)
Claremont, NH

AUGUST

TUESDAY, AUGUST 4th, 6 – 7pm. [TYP356ne Board of Directors Conference Call Meeting.](#)

Conference call number -712.775.7270. Access code 761409

WEDNESDAY, AUGUST 5TH, 10am – 12pm, [TYP356ne Annual Lobster Lovers Loafer's Lunch](#)
Kittery Point, ME

AUGUST 14TH AND 15TH, 2020 New England Auto Auction and Owls Head Transportation Museum
Owls Head Transportation Museum, ME

AUGUST 26TH TO 30TH, 356 Registry West Coast Holiday, Bend, Oregon

SEPTEMBER

TUESDAY, SEPTEMBER 1st, 6 – 7pm. [TYP356ne Board of Directors Conference Call Meeting.](#)

2020 SCHEDULE OF EVENTS

Conference call number -712.775.7270. Access code 761409

SEPTEMBER 5TH, - Unobtanium Open House, Ravena, NY

SATURDAY, SEPTEMBER, 12TH, 9am – 2pm, Porsche Day Larz Anderson Auto Museum

SEPTEMBER 16TH TO 20TH, Catskill 356 Treffen

SUNDAY, SEPTEMBER, 20TH, 10am – 12pm, [TYP356ne Greg Lane Drive Your Porsche Day Drive](#)

Location in CT to be announced.

SUNDAY, SEPTEMBER 27TH, 10am – 2pm, [TYP356ne Club Day](#), Newport Car Museum

OCTOBER

TUESDAY, OCTOBER 6TH, 6 – 7pm. [TYP356ne Board of Directors Conference Call Meeting.](#)

Conference call number -712.775.7270. Access code 761409

NOVEMBER

TUESDAY, NOVEMBER 3RD, 6 – 7pm. [TYP356ne Board of Directors Conference Call Meeting.](#)

Conference call number -712.775.7270. Access code 761409

DECEMBER

TUESDAY, DECEMBER 1ST, 6 – 7pm. [TYP356ne Board of Directors Conference Call Meeting.](#)

Conference call number -712.775.7270. Access code 761409

SATURDAY, DECEMBER 5TH, 10am – 12pm, [TYP356ne Annual Event Planning Meeting for 2021](#)
Sherborn Community Center Foundation, Sherborn. MA



Greg McManus's B Cabriolet

We Just Had to Get Out of the House!!!

Allen Sisson lead two short (isolated) drives in early April. Several masked men, in a variety of cars, took a 1 hour drive through the back roads of Sherborn and surrounding towns. The weather was perfect, and everyone enjoyed the drive.



FOUR SPEEDS AND DRUM BRAKES by Tom Tate

Back to California!!!

With the current restrictions on travel, the trip out to Los Angeles for the Porsche Literature Meet seems like it was years ago. The Boston area 356 group only goes out every other year and 2020 was our year. While some of us did have parts to sell, no surprise, most have long since stopped buying things. We do attend the LA area open houses put on by some of the best known shops in the world but attending every year would only see the same projects twice in some cases, hence the spacing of our trips.

I had made a list of a few nonautomotive attractions that I wanted to see with my kids as Rob and Marie from AZ and Kaitlee from FL were coming out to the left coast to play.

Before the car part of the trip got in gear we took a drive to Downtown LA to see if Olvera St was still there. When I was a kid growing up in LA and before Disneyland was built there were a couple of places that we always looked forward to seeing on weekends. It is a Mexican marketplace with all sorts of handmade items that can only be found there. There's a candle shop, outdoor cafes, and lots



of vendors selling sandals, hats and bright colored shawls called serapes.

By far the biggest treat for us as preteens were the taquitos. They were like a thin deep fried enchilada that were sold in trays of

6 together. As a kid it was a really big deal to walk around eating finger food, remember, McDonalds had not started flipping burgers yet. The Street was exactly as I remembered it although somewhat smaller, when you're ten years old everything is bigger.

Another stop the we made was the Griffith Park Observatory. It is up in the hills overlooking the city and we lived near there in the '50's. The view was great but I was surprised to find a monument to James Dean there. It was to commentate the filming of Rebel Without a Cause done in 1955 on the grounds of the observatory.

The final stop before heading off to the Santa Monica City Pier was a walk through the La Brea Tar Pits. When we were kids it was only a short drive to the park that showed us what a sabretooth tiger, a short-



faced bear, and a mammoth looked like thousands of years ago. It was like a dinosaur show only better. Little did I know that in the 60 years since I was there they have been digging away and have pulled hundreds of fossils out of the pits that open and close over time. There are rows of whole skeletons on display that show the array of large and small animals that walked into dirt and leaf covered areas to find that the quicksand like tar was about to end their lives.



The first Open House we attended was held in LA at Sierra Madre Collection and it was a great show. A side street

had been blocked off and rows of Porsches were parked at the curb for blocks. An old New England friend, Alan Surgi, was there with Rommel, his 356A Outlaw, which Kaitlee tried on for size. It fit just fine.



SCM is one of the larger vendors that helps us keep our old

Tubs on the road and has done a great job finding suppliers for every little part we'll ever need. Their Open House gets bigger and better every year. This year included a Taco truck with great offerings that drew a line.

A short ride away was one of the largest and oldest Porsche graveyards, LA Dismantlers, so we had to swing in to see what happens to overdriven P cars. It wasn't pretty but it made us drive a little slower for the rest of the day.





The Literature Meet the next day, sponsored by Stoddard, the biggest vendor dealing in Factory parts, was the largest ever and every table at the Hilton was filled with all manner of Porsche parts, books, photos and accessories. Son, Rob, had driven over from AZ so his car was loaded with plenty of stuff to sell so he'd have gas money to get home. I had a few things to move in my carry-on and a couple of friends helped full out our table. Plenty was sold to help cover the cost of the trip.



The afternoon found us at European Collectibles looking at the largest inventory of used Porsches on the left coast. Walking down the line of restored 356's what do I see but the SC in champagne yellow that I sold last Fall.

It had gone to a collector in Ca who sold it to EC and the price had grown by 30%. I always knew that 356's were worth more out west but this was proof. Of course it hasn't found another new home yet.

The big All Porsche Swap Meet and Car Show was held the following day in Pomona CA under overcast

skies. That didn't dampen the attendance as there were rows and rows of cars we hadn't seen on display. Of course the for sale corral was the first place I went. Rob went off to grab a 1/2 priced 911 gas tank he needed for his '87, I started taking photos of for sale signs for future contact.

There were certainly some great looking cars but don't think that every P car in CA is well taken care of because as the 912 engine photo below shows, they have some neglected examples too.



We were just a few miles from the Porsche Experience Center so a quick stop saw some new models on display and some old warriors in the shop.

It was a great trip that we believed was the start of a great year of automotive events. Little did we know what was to come in just a couple of months.

It turns out that driving our old cars over back roads with little or no traffic is a real plus since it qualifies as social distancing but losing car shows, autocrosses and races is a real loss. Certainly not as bad as actually getting COVID-19, so lets stay safe out there, keep our distance, keep our speed up and KTF.



A Little information about Car Wax by Ed Tobolski

A couple weeks ago Ralph Hadley emailed everyone some pictures of his beautiful C coupe after he waxed it with his favorite wax called



Power Lock Plus. Since I had never heard of that wax I was curious about it and what other waxes and car polishing products are currently available. I searched the internet and found that the amount of information and the number of new products is overwhelming. Therefore, this is a not definitive article about car waxes, or polishes or sealants.

That would be a huge task. Hopefully this article will be informative enough to be interesting and helpful. For more in-depth info google “car wax”.



I’m sure that everyone has their own way to clean and protect their cars. Years ago I knew a PCA member with a gorgeous, concourse winning, silver 356A coupe. While ogling over his car, I asked him what wax he used to get the outstanding shine. He said that he never used wax on the car, because it dulled the shine!!! He only used tooth paste to polish the car. To each his own!!!

I don’t wax my cars very often. They spend most of their life in a garage. I have not washed my 356 in years. I’m always concerned that spraying it with high pressure water can cause the water to get in places it should not be in. Since I don’t drive them in the rain, mostly they just get dusty and I clean them frequently with Meguiar’s Quik Detailer. Note—I have found that Maguire’s standard Quik Detailer (maroon container) will leave streaks on my dark cars (black and Bali blue). Therefore I only use the Ultimate Quik Detailer that comes in a black container. That leaves a nice smooth surface. If I feel anything on the surface I’ll do a clay bar treatment using Quik Detailer. Other manufacturers like Mothers and Griot have similar products. The clay bar does a great job smoothing the surface. When I want to give my cars a extra shine and protection, I use Zymol. It’s a great product, smells like banana oil when you put it on. I found that you have to mist the car with water after applying Zymol then wipe it dry for the shine to come out.

Here’s a few items that I picked up from my internet search.

There are three main kinds of car wax: spray, liquids, and pastes. Spray-on car waxes are the easiest to apply and remove and as you may expect they are not as deep cleaning and durable making them more desirable only for newer finishes. Liquid car waxes are better for older cars that require more aggressive cleaning and sealing. These usually provide good shine and durability. Paste waxes may take more elbow grease to apply and while they don’t always outlast the liquid waxes, they do have a reputation for slightly better durability and little longer shine. In general the protection provided by wax starts to decrease after 5 weeks and should be reapplied after 3 to 5 months for maximum protection.

Most of the natural products use a vegetable-based carnauba wax because of its high gloss, durability, and ability to provide considerable protection from water, sun, and various contaminants. Today there are more synthetic waxes on the market that are made up of several different polymers. These synthetics can provide excellent protection to your vehicle and last from 4 to 9 months. I just saw an adv. on TV for a product called Nano Ceramic. Sounds like the next big thing!!!

A google search on the internet turned up several lists (R&T, Consumers Report, etc) of the best and most durable waxes currently available. Note that neither Zymol or Power Lock Plus appeared on any of the lists. Note- Alex Dearborn, who once had a detail business, says that he believed that the wax used was less important than the waxer. No doubt a good point. Below is a list of the products that appeared in more than one of those lists-

- Meguiar's G18216 Ultimate Liquid Wax.
- Chemical Guys WAC 201 Butter Wet Wax.
 - Aero Cosmetics Wash Wax All Wet.
 - P21S 12700W Carnauba Wax.
 - Car Guys Premium Liquid Wax.
- G7014J Gold Class Carnauba Plus Premium Paste Wax.
 - Meguiar's A2216 Deep Crystal Carnauba Wax.
 - Collinite No. 845 Liquid Insulator Wax.
- G7014J Gold Class Carnauba Plus Premium Paste Wax.
 - OPT SW2008P Optimum Car Wax.

Note that the lists contain liquid, paste, and spray waxes. The Meguiar's products were on every list. Carnauba, the ingredient always considered the best, is in many of the products, but not all. Some are synthetics and some are a combination. The big surprise was the inclusion of spray waxes. Watching a YouTube video of the Aero Cosmetics Wash Wax was interesting. It's referred to as a dry wash, like the Quik Detailer, but is reported to have the durability of a paste wax. The new ceramics were not included.

Georg Becker-Birch sent me a link to the 912 Registry's facebook page that had some info about car cleaning. From that page I found a connection to the Autopia Car Care website that has lots of info about cleaning and waxing cars, check it out- <https://www.autopia-carcare.com/how-to.html> — Ed

HOW TO PROTECT YOUR SOFT TOP by Alex Dearborn

As the fabric ages it gets dried out, mostly from sun exposure. Dry in the extreme means brittle, or at least not as flexible as it should be for folding. The fabric also loses its repellency, so bird poop is harder to remove. In the extreme case, the fabric actually gets porous. So that's the problem. The fix?



I use RaggTopp fabric protectant. One can should do for a 356, but just barely. Skip the cleaner they sell, and just shampoo the top with a soft brush and the car soap you use. Dry well. Might be a good idea to cover the windshield and painted stuff with a bedsheet or similar before spraying the RaggTopp on. The directions say to spray the top at a distance of so-and-so, but I find I need to get up close, and massage it in with a soft brush.

The fabric will look younger, repel stuff better, and slightly improve flexibility of an old top. It probably will resist shrinkage better. Water will bead up! Don't fold the top for a few days. By the way, if your soft top already beads up when wet, you don't need this treatment. (You also don't need it if you have a Speedster with a roll bar, Tom.) Alex



Bob McKittrick is up-fixen his 356

Sometime early in the driving season of 2016 my 1965 356C developed a very significant skip. Because my business was struggling, I didn't have the time to work on the car so I just put it away and enjoyed my 1996 993 Targa.



The engine ready to go back in.

Fast forward to December 2018. My business has closed (industrial supplies), been liquidated, and the real estate sold. I prepared for a thorough tune-up including acquiring all necessary tune-up and lubricating supplies. As I remove the spark plugs #1 came out with difficulty. Inspection with a scope showed what appeared to be dirt/carbon on the threads. Not something to be ignored or cleared with a tap. Thus, begins the journey.

In early January 2019 I removed the engine. I carefully photographed, took notes, and disassembled the engine down to the cases. I deemed it not necessary to and did not open the crankcase. All parts were carefully and thoroughly cleaned, inspected, cataloged, and bagged. Some of the major problems discovered were:

Worn, scored cylinders. These had already been bored from 82.5 to 83 MM and wouldn't take enough further boring to eliminate the scoring.

Badly worn valve guides and valves with stems that were worn to their limits.

Fouled spark plug threads in #1 cylinder.
Badly worn clutch.

New parts were ordered from a prominent supplier. Major parts included a Mahle 82.5 MM cylinder/piston set, clutch, valves, valve guides, and gasket set. In addition, many small pieces including screws & nuts, individual gaskets, paint, etc. were purchased.

The pistons and cylinders assembled fairly easily. The heads required much work and, after disassembly, cleaning, carefully bead blasting and running a tap through the spark plug holes, and inspection of the cores (found to be straight and good), went to Performance Auto Technologies for work. Work included (I participated in some steps):

Careful inspection all new parts.

Truing up the new valves. All 8 were out anywhere from .002-.005" at the seat contact area and .003-.006" (concave) at the rocker end. The .006" combined with the valve lash of .006" (exhaust valve) would have yielded a net valve setting of .012".

Installed and sized/honed new valve guides.

Lightly honed the seat area and then seated the valves.

Tested, shimmed, and installed the valve springs with the new valves.

Careful cleaning and inspection.

Reassembly of the engine went ahead at a slow but steady pace and was completed in June 2019. At this point family and travel took up the summer and work in earnest did not begin again until December. The engine bay and transaxle were cleaned and inspected. Minor issues were addressed. At that point I realized that the right rear axle seal was leaking. Disassembly showed that it had been leaking for years (I never saw oil on the ground in my 16+ years of ownership). The parking brake was thoroughly fouled. At that point I disassembled the left side and found in to be slightly leaking (again no prior evidence).

I decided to rebuild the calipers while I had them off. All necessary parts were ordered. Meanwhile everything was cleaned and inspected and cosmetically re-finished. The parts came and reassembly started. I found that the large O-ring as supplied was too small to fit the space at the outer circumference of the bearing and I ultimately sourced the correct size from a former supplier to my business. I did send the information and a sample O-ring to the Porsche parts supplier so they could upgrade/correct their supply. Work proceeded smoothly with the exception of the parking brake. 2 hours on the first and 20 minutes on the second.



Rebuilt and refinished front calipers.

So, while the car is apart, why not do the front brakes too! The fronts have been simple with no major problems. Cleaning the buildup of grease and dirt from the front-end components has been the biggest time consumer. At this point I still need to clean the components between the inner fender area. I hope to have this work substantially completed and the car ready to go by mid-May.



My intent is to have a reliable, good performing driver quality car. Robert S. McKittrick

Left and right-
Before and after cleaning on of the front spindles.



CLASSIFIED

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.

For Sale



Seat recliner for a late B, T-6 (per an article in the Registry). Chrome is not perfect but it's decent. 4 chrome L shaped hooks are included. I don't know anything more or have any other parts but if you can use it, give me \$100 and it'll be yours. Pickup in Dedham.

Contact -Tom Lamar Coughlin,

tlc356@verizon.net, 781-461-0495



Wanted

Blaupunkt Frankfurt G or Q series US band 6-volt radio for a 1958 356 Porsche, working condition or not. Hoping to find a complete (2 part) radio with the proper face plate, buttons and front all in quite good condition. The two parts of this radio are apparently the separate amplifier section which is a tube amplifier, and the radio section (also tubes) which is through the dash with face plate, etc. Would also purchase just the "front" section alone (which is the through the dash unit with face plate, working buttons, etc.) as long as it is in good, presentable condition. Also have available for sale or trade a 12-volt Blaupunkt Frankfurt US stereo radio which I have been told is in working order with correct face plate and front in good condition. It is for an early 1970's (912-911) car and 12 volt. Contact Chris Roosevelt - cdr@cdrose22.com



Free

If anyone is looking for a 1961 Year Of Manufacturer plate (also good for 1962) I am happy to pass it on. First you have to get approval from the DMV that it is an original plate, then you send it out to be refurbished.

Contact Dennis McGurk at denmcg99@gmail.com

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.

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

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