



# TubTimes

*Official Newsletter of*

TYP 356 ne

Happy  
Thanksgiving



Carl and Phyllis Luck's 356A Coupe

**Volume 24, Issue 10, November/December 2024**

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

## TYP356NE OFFICERS

President— Allen Sisson



Vice President/  
Newsletter editor

Ed Tobolski

Secretary—

Theo Kindermans



Treasurer—

Georg Becker-Birck

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## KEY MEMBERS-

Director—Immediate Past President

Peter Venuti



Director/Membership  
Chairman

Carl Luck



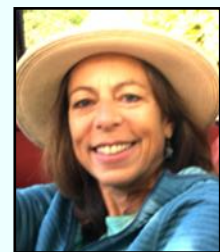
Director

Tom Tate



Director

George Kehler



Director

Greg Lane



Director

Diane Mierz



Director

Peter Thompson



Director

John Consigli

TYP345ne is about 25 years old.  
Below are the members who have been active  
the longest -

Number	Member
0	Gary Resnick
1	Dave Altman
5	Len Cannizzaro
8	Tom Coughlin
11	Fran DeLeo
14	Neil Fennessey
28	Ed Tobolski
30	Weld Morse
31	Sandy Osbourne
33	Roy Ruff
34	Bob Soldani
41	Randy Robinson
42	George Nelson
44	Tom Tate
47	Greg McManus
53	Ed Broadhead
56	Carl Luck
64	Vic Verdina
81	Niece Haynes
84	Jerry Tulis
85	Vic Ziller
87	Jim O'Hare

## PRESIDENTS MESSAGE— NOVEMBER/DECEMBER 2024

Our Club is at a crossroads currently. We had a lot of good events this year with many of you helping to organize them. However, as I have mentioned in my past two President's Messages, we need one of you to step up now to join Ed Tobolski in editing the TubTimes or as of January 1, 2026 **THE TubTimes WILL BE NO MORE!** TubTimes is a vital part of this Club. Without it this Club would be severely diminished. PLEASE will one of you step up now to learn from Ed during this coming year how to edit this publication to benefit all of us.

In addition, I have been President of this Club for the past 7 years. No one prior to this has been President for more than 2 years. I am running out of good ideas for arranging interesting events for us. Come January 1, 2026, someone else with some fresh ideas for this Club needs to run for President. I will be glad to stay on to manage the website and the Club email list, but someone else with some fresh ideas needs to lead us in planning our yearly events.

On Saturday, December 7, 2024, the Club Board of Directors and ANY CLUB MEMBER INTERESTED will meet in person at the Sherborn, MA Town Hall 19 Washington Street, Sherborn, MA 01770 (see page 4). Anyone interested can join us for lunch afterwards at a local restaurant. There will be coffee and donuts at the meeting. If you cannot make it to the meeting in person, then contact Peter Venuti for a link that will allow you to attend remotely. [pvenuti@typ356ne.org](mailto:pvenuti@typ356ne.org)



Several of you have already sent me some good ideas for events next year, but we could always use more. A cars and coffee at a breakfast or lunch spot near you would be nice. Perhaps you could combine that with a nice local drive in your area, but that is not essential to hold a cars and coffee. You could even host one in your own home. If you know any local repair shop you use that we could tour, that would be great. Perhaps you could host an educational technical session for the Club regarding some repair issue for your car that you recently completed. All ideas are welcome.

I hope to see some of you at the Club Panning Meeting in December,

Allen Sisson

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

Phone: 617-921-0532

### Editorial

As Allen mentions in his presidents message above, 2025 will be the last year for me to be the editor of TubTimes. I have enjoyed being the editor for the past 11 years, but now it's time for someone new to take over and continue providing the Club news to the membership.

We are fortunate to have a number of members who regularly contribute articles about events and technical items, etc. to TubTimes. This issue is especially filled with articles from several members. Having these articles makes the job of editor much easier. Once I have all of these articles, assembling TubTimes is not a difficult job, but it does take some time on a computer.

When I resurrected the newsletter in Aug of 2013, I had to create it from scratch. Now, I have a large amount of files, pictures, artwork, etc. that can be easily transferred to a new editor. You'll be amazed at what I have accumulated. TubTimes is designed to be built month to month in a simple format. Putting it all together can be creative, which is the part I enjoy the most.

I use Microsoft Publisher to create TubTimes. It's not the best publishing software available but I've gotten to know how to make it work. A new editor may use it or change to another program. You would have complete freedom to make TubTimes whatever way works best for you.

Continuity is important for any club. As Allen will do when he is no longer president, I also intend to stay involved and help a new editor (and president) in the years ahead.

We have plenty of time to transfer to a new editor. Contact me if you are interested, so we can determine the best way to handover the job and keep the fun going. Ed. Tobolski, editor [tobolsed@verizon.net](mailto:tobolsed@verizon.net)

PS- You can put a cool picture of your car in every issue!!!





# 2025 Events Planning Meeting

Saturday, Dec 7th at 10:00am

At the Sherborn Town Hall, 19 Washington Street, Sherborn, MA 01770

You can attend in-person or virtually by Teams, see details below.



All members are welcome and encouraged to attend our annual meeting to plan all the Club events for 2025. Bring ideas you have for a Club drive you could lead in your local area, or for a shop tour of a good mechanic or restoration service you use. We will have lunch together afterwards at The Noon Hill Grill, 530 Main St, Medfield, MA [Craft Beer And Cocktails | Noon Hill Grill | United States](#).

If you have an idea for an event but cannot attend the meeting, send an email to Allen (address below) so your suggestions can be discussed at the meeting.

We have secured a meeting room on the second floor of the Sherborn Town Hall for Saturday, December 7, 2024, from 10 AM to 1 PM for our annual planning meeting.

The Town Hall is closed that day. A police officer in the building just behind the town hall will have a key to let us in. Allen will arrive at 9:30am to have the officer let him in to be sure the room is all set up for us. Allen will provide coffee and donuts for everyone. They have Wi-Fi..

The address for the Town Hall is;  
19 Washington Street, Sherborn, MA 01770. The town hall is only a block from the Sherborn Community Center where we used to meet. There is plenty of parking. They also have plenty of charging in the parking lot for electric vehicles since I know all of you have gone EV



Anyone interested in attending virtually by Teams must email Peter Venuti at [pvenuti@typ356ne.org](mailto:pvenuti@typ356ne.org) to get the link.

Note- this meeting will also be our December board meeting.

Coffee and donuts will be available when we get there. For those interested, after the meeting we will do a short tour to the nearby Noon Hill Grill in Medfield, MA , <https://www.noonhillgrill.com/> for lunch .

Please let Allen know (see email address below) sometime before December 7th if you will attend in-person or via Teams. If in-person, also let him know if you will be going to Noon Hill for lunch. He needs this to know how much coffee and donuts to bring and for the number of lunch reservations. Noon Hill has a large parking lot.

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

## Save the Date for the Holiday Party!!!!



**Sunday, February 2nd, 2025**

**A week before the Superbowl, a great time to get out from your winter hide-a-ways!!!**

**Our 2025 Holiday party is going back to the Tuscan Grill in Burlington, MA  
Look for an email and the next TubTimes for full details.**

## 2025 Club Dues

It is that time of year to again renew your TYP356ne Club dues. 2025 Club dues are due on 1/1/25 and are overdue on 2/1/25. If you have paid for several years dues in advance, and cannot remember if this is the year to pay again, just email Carl Luck at: [carlluck@outlook.com](mailto:carlluck@outlook.com). Have no fear, if extra dues are received, they will be applied to future years and Carl will notify you accordingly.



**The Club dues are \$30.00 per year, the same as in past years.**

There are two ways to pay your dues– PayPal or personal check.

You can pay your dues easily by using PayPal even if you do not have a PayPal account. Just go to the Club website: <http://typ356ne.org> and go to the top drop-down menu all the way to the right that is headed **More**. Hover over that and the bottom menu that appears will say:

**Make Payments Via PayPal**. Click on that and then to pay your dues click on the yellow button that says: **Make Dues Payment**. Then just follow the procedure to make your \$30.00 annual dues payment.

If you do not want to use PayPal, you can mail a check made out to: **TYP356ne** to:

Carl Luck, Membership  
50 Sunset Lane  
Lunenburg, MA 01462-2178

### HOLIDAY PARTY

If you are going to attend the Holiday Party on February 2<sup>nd</sup>, you can make that payment using PayPal at the same time by selecting the **Holiday Party Payment** option.

If you want to pay for the party by check, make it out to **TYP356ne** and mail it to Carl Luck as indicated above.

Since you have to renew your membership to attend the Holiday Party you can make both payments in one check. PLEASE indicate to Carl separately your entrée selections.

- Dues only—\$30.00
- Dues and one for the Holiday Party—\$65.00
- Dues plus two for the Holiday Party—\$100.00

### Great Christmas Gift Idea:

When someone special asks what they can give you for Christmas, give them this information and ask them to take care of your dues! (that's what I do and it happens). When using PayPal, please note who the member is.

If you have any other questions, please let me know.  
Enjoy the Holidays and thank you for Keeping the Faith,  
Carl Luck, Membership Chairman

[carlluck@outlook.com](mailto:carlluck@outlook.com)





## **Bolton Bean/Harvard General Store Loafers Lunch and Drive**

Thursday, October 10th,

Below are some pictures taken by Phyllis Luck of our great fall drive. The group picture was in the parking lot at the top of Mt. Wachusett. It was clear enough to see from one end of MA, Boston, to the other, Mt. Greylock.

I want to thank Theo for introducing us to some beautiful and fun new roads on our “spirited” drive to Mt. Wachusett. Great day and foliage.

Carl Luck





## ***356 Tubs in the Catskills!!!*** ***By Tom Tate***

The middle of September brought perfect weather and 356 Tubs to the Catskills in New York. Riedlbauer's Resort in Round Top NY is a German American family run resort going back decades that has hosted our Tubs before. Breakfast and dinners are served family style and the location is perfect for a 356 Gathering. Organized by Cliff and Jean Murray and assisted by the Tate brothers. There was plenty to do and see. Tours, mapped out by Bill Tate found smooth roads with terrific views in the hills of New York.



A planned trip to The Saratoga Automobile Museum found two large groups of Tubs arriving to fill the road around the building. Italy's finest filled every room with red cars and provided lots of interesting displays.

The entire weekend provided no drama. No broken clutch cables, no thrown fan belts, just lots of 356's having a great time chasing each other through the woods. There was an airshow at the Old Rhinebeck Aerodrome with WW 1 Biplanes and waterfalls around every bend just waiting to be photographed.

The big event was the Pig Roast up at Nussy's Bier Garten just up the road at the top of the property. No dark country roads for us, we were already home. Locals joined the fun along with a live band under the new, expanded pavilion.

All in all a terrific weekend of seeing old friends and making new ones. Rumor has it that this event that was to be every other year may become more frequent if just a few step up to help. We need someone to check ID's at the Bier Garten and show people how to park.

Until then, KTF



The Saratoga Automobile Museum



## ***AACA Eastern Division Fall Meet at Hershey*** by Diane Mierz

No one actually attends the AACA (Antique Automobile Club of America) Eastern Division Fall Meet at Hershey actually expecting to see 356s. This huge gathering takes place the first full week of October with American made vehicles being the primary focus. Every once a while an odd or interesting foreign marque will find its way into the swap meet or onto the show field and is usually well worth the anticipation. There are over 9,000 vendors on 4 different fields. The swap meet begins Tuesday and runs through the week with the AACA National Fall Meet on Friday. We have been attending since the mid 80s and no two years are ever the same. This year we were treated to no less than *four* 356 sightings - two for sale and two in the show which had to be some sort of a record. We also saw a couple 914s, a nice 912 and 911 targa and a few cool Volkswagens.

The first 356 we saw wasn't an actual vehicle but a tin model - one of those Distler cabriolets with its original box priced at \$500. No idea whether that was a good deal or not. These days, with access to the internet, people seem to know what things are valued at so it seems there are fewer bargains to be had.

The first real 356 we happened upon was a very nice 1958 outlaw sunroof coupe in a Mercedes silver color with a fairly hefty price of \$228K in the car corral. It featured a 1772 cc 140hp engine with a roller bearing crank, race cam, big bore kit, light flywheel, and disc brakes. Next up was a 1963 B cabriolet in Dragone's of Orange CT's tent in one of the vendor fields. The \$129K price on it seemed fair at first glance but we didn't spend a huge amount of time going over it. Since we don't see reflectors above the taillights we are guessing it was a European delivered car and supposedly numbers matching. Pretty car!

The other two 356s were viewed on the show field; one was a 1961 single family owned Roadster in Aetna blue with a red interior. We have seen this car before both at Hershey and also at the Carlisle PCA meet. It's owned by a local Pennsylvania family and is just a beautiful 356 and in our opinion the best color combination ever offered. It had just been passed down from father to son and both were in attendance. A beautiful red 1958 Speedster was the other 356 entry. It also hailed from Pennsylvania and was vying for a repeat preservation award.



We'd be remiss if we didn't also mention one of the most interesting vehicles on the show field that a good friend of ours, Alex Soltanis, owns - a 1944 Volkswagen KdF Wagen. Alex also was heavily involved in its restoration for the past 20 years and the attention to detail is unbelievable. The story behind this car is amazing and it's about to be featured in Crankshaft magazine. This was its show debut and there was a crowd of people around it all day making it impossible to capture pictures of but we did capture one with him in front of it.

The AACA fall meet is a wrap for 2024 and all in all we were pretty satisfied with the 356 turnout, especially when you consider there are some years where not one shows up. Somehow the anticipation heightens the excitement when the odds are so low. We will take what we can get for 2025; even one is better than none at all!

Diane

Below—1944 KdF Wagen's engine



Above—1944 KdF Wagen





## *Pictures from the AACA Eastern Division Fall Meet at Hershey*



Above—1961 Roadster

Below—1961 Roadster interior



Above—1958 Speedster

Below—1958 Outlaw



\$500 Distler model



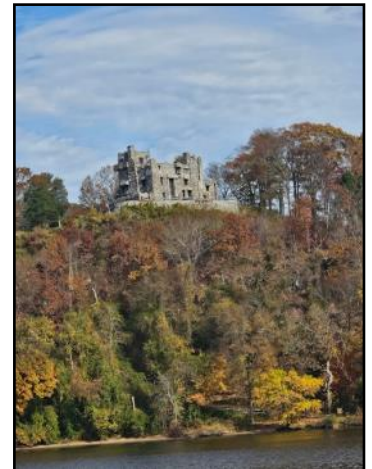


# *a "Spooktacular" Drive in Connecticut*

31 October, 2024 by Greg Lane

"Go for a 356 drive today? Its going to be 70 degrees?" Who could resist? Can this be Halloween and still be nice enough to drive the most remarkable cars ever made? Thus, started a great afternoon of 356 driving, when Greg and Anna Marie Lane met with Diane Mierz for a great leaf-peeping tour. The chosen roads were familiar to us as well as many in TYP356ne. We stuck mostly to the west side of the Connecticut River, with the Gelston House patio our target destination lunch stop. The CT River ferry provided a nice interlude as well as some spectacular Fall panoramas. A surprise "good Samaritan" opportunity presented itself when we spotted, stopped and saved a big, nasty but alive snapping turtle crossing busy Rt. 154. Kudos to us and to the understanding drivers that also paused! We got back home in time to handle the trick-or-treaters. We all felt immensely lucky to have such great cars and such great weather to enjoy them so late in the driving season.

Greg





## Four Speeds and Drum Brakes by Tom Tate

### Another Old Car in the Family

There was an addition to the family a while back that is now in my driveway. Daughter, Kerry and her husband George, had a neighbor with a 1966 Ford Mustang that they admired for a few years and so when he decided to move on they grabbed it. It wasn't expensive, was in great shape and had been used in a movie with Kate Hudson years ago. After a couple of years ( and a few rides in my Turbo S) they decided to replace it. Of course I volunteered to find a new home for it. I love old cars and a chance to explore a 66 year old Ford looked like fun. Besides, it's always nice to drive something new to the train station.

Turns out that this car was as "loaded" as they came in 1966. It had a 289 V8 engine, power steering, power brakes and AC. It had the "Pony" interior which came with two tone bucket seats and a center console. Even chrome wheels were on this ride



One thing that I discovered over the years is to know what you're selling so I drove the Mustang to a local Hot Rod gathering on a Saturday afternoon and asked some muscle



car guys to show me the features. They were great. They explained that the VIN showed the engine to be correct for the car and that the AC unit was Factory installed. I sounded like an expert in no time.

I thought that given its ready to show condition maybe Kate Hudson, the actress in the Movie, "A Little Bit of Heaven" would want it as a keepsake. If not, maybe Goldie Hawn, her mother, might buy it as a gift, Christmas is coming and those folks are hard to buy for. I needed to take a look at the movie and see if the car had a positive role or not. Ebay produced a copy for only \$7 and it was in my mailbox in just a few days.

The movie cost me an hour that I'll never get back and showed me that in the 4 seconds of screen time all the Mustang did was run her off the road while she was riding her bike. Not a great memory, she's probably not a buyer. I'll include the CD with the trunk full of Show trophies but not make a big deal of the movie connection. This car was no Christine.

This car is a hoot to drive around town. Like 356's, people point and wave and getting gas always draws someone over from the next aisle to talk about the one their uncle had years ago.

I do remember these cars all those years ago. Just a year after this car was built Bullet was filmed in San Francisco with probably the best chase scene ever seen. That green Mustang fastback was on every kids wish list. To this day I can still hear the throttle blip between upshifts as Steve McQueen chased that Dodge Charger down to the gas station. I still do that myself if the car I'm driving is loud enough and most of them are.

The automatic is a three speed and the brakes are drums all around so it definitely feels at home in my garage but I can't keep them all. It's been a great summer. Give me a call if you want to go back to the '60's for short money.

KTF



# **The Elva-Porsche:**

## ***The last Giant Killer?*** By Greg Lane

1963 found the Porsche factory racing team moving in another direction\*. The aluminum Type 718 Spyders (RS 60/61) were becoming less competitive in road racing events, unless equipped with the factory-only 8-cylinder engine (W-RS Spyder) derived from largely unsuccessful F-1 initiative. Porsche privateers were not offered the 8-cylinder engine and were facing stiff competition from lightweight British sports-racers such as Lotus, Elva and Lola. The factory's new direction was moving towards GT coupes, namely the 904 Carrera GTS and later, the 906, or "Carrera-6." Not wishing to disappoint the privateers like Joe Buzzetta, Al Holbert and Bill Wuesthoff, Porsche AG investigated the U.S. offer from Midwest Porsche importer Ollie Schmitt and Elva importer Carl Haas to mate the fully evolved Type 547/5 4-cam engine with the Elva's lightweight chassis, the Mk. VII.

Porsche engineers and racing staff worked with Elva, who modified the Mk. VII chassis to fit the wide 4-cam and voila, the 975 lb., 183 BHP Elva-Porsche was the result. Special touches included the horizontal fan shroud and an improved 5-speed transmission. Too late for the start of the 1963 USRRC (SCCA-sanctioned U.S. Road Racing Cup), the first Elva-Porsche was shipped to Chicago just in time for the Road America 500, held in September. The series up to that point was dominated by the also-new 289 Shelby Cobra, in the hands of former Porsche-driver Ken Miles. Driven by Milwaukeean Bill Wuesthoff, the little 1700cc Porsche led most of the race in the face of its much larger and more powerful competitors. How? Lightness, fewer stops for fuel, the bullet-proof reliability of the 4-cam engine and not to mention, an excellent driver. Milwaukeean Augie Pabst (Yes. The beer family) took the wheel after his Ferrari GTO DNF-ed. Pabst had never driven the car! Winning the 500-mile challenge on its first time out, the little yellow Elva-Porsche's victory was amazing beyond belief. Truly a giant killer. Ollie Schmitt's order book filled quickly, and he wound up selling 19 Elva-Porsches, 15 to U.S. customers. Wuesthoff went on in the 1964 USRRC series to take 2<sup>nd</sup> in overall points and Buzzetta third in Elva-Porsches. The Elva-Porsche also took the 1964 SCCA E Sports-racing title in the hands E. Lee Hall (no relation to Jim Hall).

Nevertheless, the factory was less impressed. Edgar Barth considered its handling horrible and called it a death trap. The chassis as tested proved to be torsionally weak. Barth drove it three times in the European Hillclimb Championship and moved back to the heavier, 8-cylinder, aluminum W-RS Spyder.

Flash forward to April 2024, where this author found himself in Naples, Florida at the Revs Institute. That collection of automobiles is astounding, but for enthusiasts of early (1950's through the 1970's) Porsche racing cars, the collection is simply phenomenal and must be seen to be believed. Very well-informed docents abound, and one can walk right up to the cars. Having toured most of the Revs collection by noon, I was informed that none other than Bill Wuesthoff, winner of the 1963 Road America 500 himself, would be working the Porsche racing collection after 1pm. Could not miss that!! Bill proved to be fit, modest, sharp as tack and a delight with whom to chat. We reminisced about my impressions of attending all the big Elkhart Lake races from 1964 through the glory years of the Can-Am and Trans-AM series. Bill never mentioned that the Elva-Porsche handled badly. I guess his big 1963 win and his USRRC Championship second may have proven the factory's impressions wrong. Was the Elva-Porsche the last of the Porsche "giant killers"? The 904 and the white coupes that followed each had their share of "big wins," but this little 1700cc remains as the last Porsche giant killer in my mind.

### \*Sources:

- Karl Ludvigson: Porsche: Excellence Was Expected.
- Revs Institute
- 1964 Road America June Sprints Flyer

Greg



Bill Wuesthoff pictured with an Elva-Porsche at the Revs Institute in April.

See more pictures on page 13

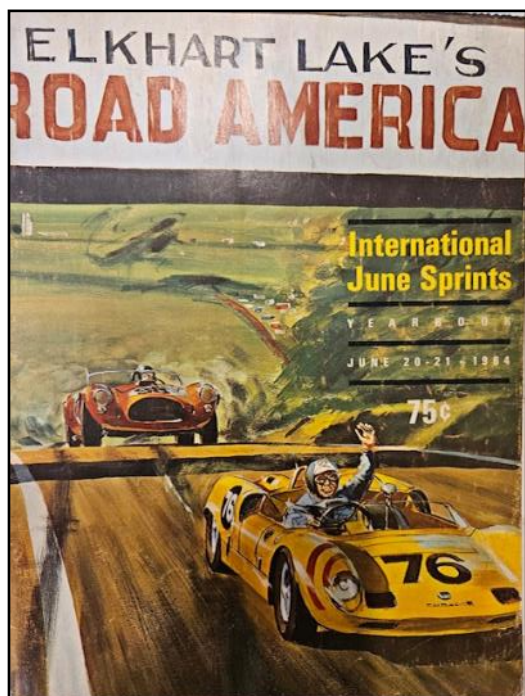


## ***The last Giant Killer?***



Above—Wuesthoff driving the car

Below- Road America 1964 program cover.

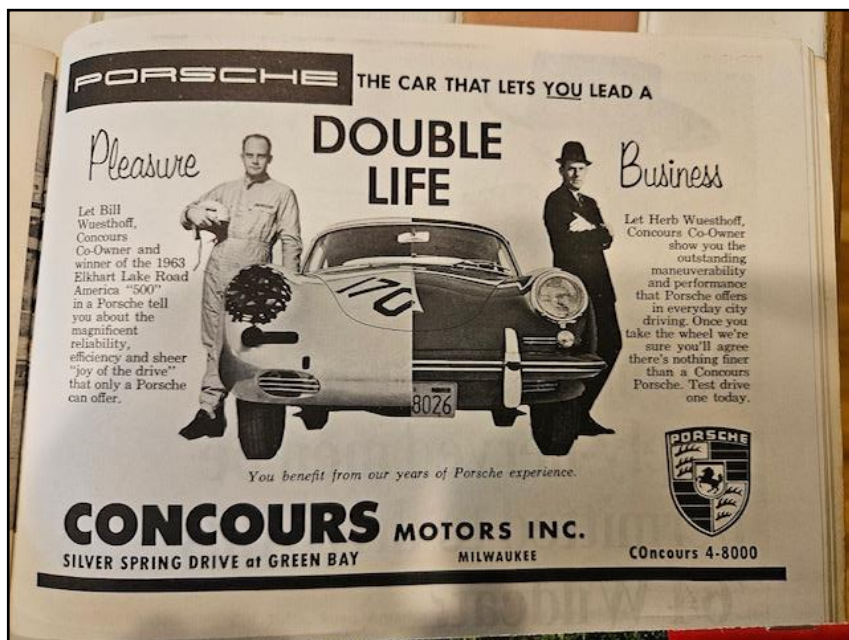


Above– Wuesthoff and Pabst, winners of the 1963 Elkhart 500.

Below– Poster at the Revs Institute



Below– Bill and his brother Herb Wuesthoff were Milwaukee Porsche dealers.





## George Kehler made it to the 2024 Luftgekühlt

Attending Luftgekühlt had always been a dream of mine. When Dick Yirikian called and said he had an extra ticket, I said, "I'm in" !! And what an event at Universal Studios back lot !! Carefully curated by Patrick Long, Jeff Zwart, Patrick Dempsey and others, the colorful facades of these "buildings" was the perfect venue to showcase the beautiful and visual aspect of air cooled Porsches. This is the second time that Universal Studios was used as a backdrop. These are pictures of the 356's on display. We walked for what seemed miles to see all Luftgekühlt Porsches !! Highly recommended to attend if they return to Universal Studios. George



Speedster at Luft!!!







Patrick Long , Jeff Zwart, Dempsey, in yellow cap, plus others standing in front of a 1963 B cab

## Pictures from Luftgekühlt 2024



Dick Yirikian pumping gas again!!!



Below—Emery 356 customs



Below—Notchback coupe





## 356 Market Place

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

Below are a few recent auction results of 356s



1958 Porsche 356A Coupe  
Sold for \$150,000 on 10/31/24  
Eds note- A very tricked out car!!!



1965 Porsche 356C Coupe  
Sold for \$68,500 on 10/29/24



1961 Porsche 356B Sunroof Coupe  
Sold for \$140,000 on 10/17/24



1957 Porsche 356A Carrera GS Coupe  
No sale, bid to \$616,000 on 10/28/24



53-Years-Owned 1961 Porsche 356B Coupe  
Sold for \$60,000 on 10/11/24



EV-Conversion 1960 Porsche 356B Coupe  
Sold for \$68,000 on 10/07/24





356 Enterprises Porsche Type 616/39 Engine  
Sold for \$34,500 on 10/16/24

## 356 Market Place

More items sold on Bring a Trailer recently



Subaru-Powered Porsche 356 Speedster  
Replica by JPS Motorsports  
Sold for \$60,000 on 10/24/24

	<u>Porsche</u>	<u>2024 Miles</u>
Phil Brzezinski	2006 Carrera	1752
Ed Fanning	356A Mel	1124
Randy Robinson	356B	217
Bill Slinko	912	1750
Theo Kindermans	356B Sunroof	677
Theo Kindermans	99 Targa	337
Ed Tobolski	356A Coupe	395
Ed Tobolski	911SC Coupe	797
Al Hanmer	68 912	45
Tod Beaty	356C Cab	386
Greg Lane	356B	876
Greg Lane	Boxster S	2705
Carl Luck	356A Coupe	1337
Tom Gentz	1967 911	148
Weld Morse	356B Cab	249
Ray Ashenhurst	356B Cab	880
John Henry	356C Coupe	973
Steve Turino	356B Coupe	1204
Steve Turino	Boxster S	1498
Peter Thompson	356	350
Peter Thompson	911	650
Peter Thompson	Boxster S	675
Diane Mierz	356SC Cab	2096
Allen Sisson	356B S90 Coupe	1442
Allen Sisson	68 911	396
Allen Sisson	88 911	5684
George Kehler	Pre A 356 Coupe	315
John Consigli	356C Coupe	320
John Consigli	914	295
Georg Becker-Birck	912	1410
Neil Fennessey	O'l Blue 912	3275
Judy Hendrickson	356SC CAB	880
Judy Hendrickson	914/6	1414
Judy Hendrickson	911 C2	1746
Rich Westlake	356B	189
Wick McConnon	356SC Coupe	916

Total 39403

## Porsche Miles Driven in 2024



## **CLASSIFIED**

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

### **For Sale**

Dennis McGurk is putting a couple of his beloved Porsches up for sale. His 1960 356B black Roadster and his 1988 blue Carrera coupe are going to be sold. He has complete records, more photos, lots of original parts. The cars run beautifully. Dennis would be happy if they stayed in the Club! If you are interested, contact Dennis for more pictures and full details.

Dennis McGurk 978-290-2728 or [denmcg99@gmail.com](mailto:denmcg99@gmail.com)



### **For Sale**

Leitz Luggage Rack for twin grille: excellent condition with original fasteners. In storage for past 20 years.

\$250 with free delivery within 40 miles of Concord MA.

Richard Buckles, 781-249-3639.





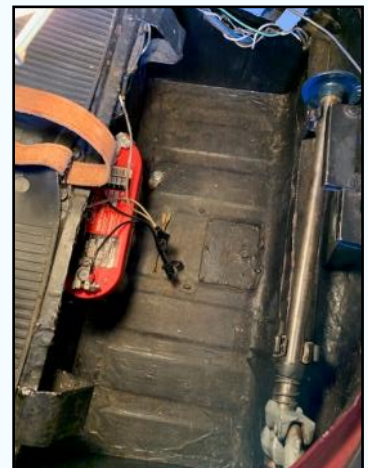
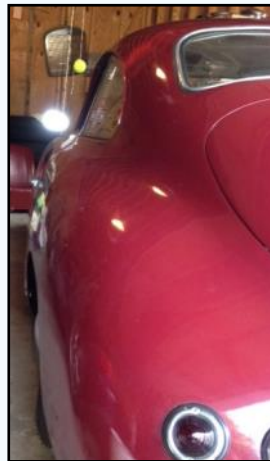
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### **For Sale**

1955 Porsche 356 bent windshield Pre-A with twin plug 912 and OEM engine (numbers matching), painted in the OEM Turkish Red. The twin plug engine (mildly hopped up) delivers extra torque which makes this car a really spirited driver. Although many components are OEM, this is not a concours car but a really fun driver that you can enjoy without worry. The twin plug 912 engine was a new build 7,000 miles ago (by Jack Morris a leading 356 engine specialist) and the OEM engine has been totally rebuilt by Rainer Cooney and hand turned monthly. The transmission was recently rebuilt by Vic Skirmants. The floors were replaced and its solid underneath. This is a fantastic driver so if you want a great driving Pre-A, come drive this car and make me an offer.

Tom Lamar Coughlin 617-875-3975, [tlc356@verizon.net](mailto:tlc356@verizon.net)



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### **For Sale**

For your man cave. \$250 fob Dedham, MA.

Tom Lamar Coughlin, [tlc356@verizon.net](mailto:tlc356@verizon.net)



### **Words of Wisdom!!!**

**You only need 2 tools in life... WD-40 and duct tape.**

- **If it doesn't move and it should, use WD-40.**
- **If it moves and shouldn't, use the duct tape.**





## TubTech— Winter Storage Tips

### 356 Winter Storage Tips

The winter weather is almost here and it's time to think about storing our cars during the cold months. The following is a list of suggestions selected from various sources along with some of my own. ET

- Don't put it away dirty. Wash and clean your Porsche inside and out.
- This would be a good time to go over the paint with one of the clay bar paint cleaning products.
- If your 356 is in a damp area, to prevent mold/mildew buildup, consider using desiccant moisture drying packs. These packs are capable of staining, so put them on a disposable baking pan. I crack open the windows a little bit to allow air circulation.
- Cover the car to keep dust off of the paint.
- Change the oil and the filter. Note—the experts are split on when to change the oil. Some say to do it when you store the car others say when you open it up next spring and some say to do both. Take your pick.
- Don't let condensation infiltrate your gas, top off the tank.
- Keep the gasoline from going stale, add a fuel stabilizer like STA-BIL or Star-Tron.
- Turn your on-off-res gas tank valve to the off position.
- 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.
- Don't let your battery run down. Attach a battery tender to maintain voltage or disconnect the battery.
- Don't apply the parking brake. Leave it in gear or in neutral and use wheel chocks.
- Rodents can be a problem if they get into your car. Here's a few tips on how to deal with them.
  - ◇ Use a granular animal repellent. These repellents aren't poison but a mixture of predator scent and in some cases a natural irritant derived from cayenne pepper
    - ◇ Decon or Rat-X works well, but don't use it if you have pets in the garage
    - ◇ Dryer sheets work but buy the good ones....The cheap ones don't last.
    - ◇ sticky traps in the car work also, just to catch any mice with sinus issues.
    - ◇ **Do not use Moth Balls inside your car, you will never get the smell out.**
  - ◇ Use an old tennis ball to plug the end of your exhaust pipe to keep them out.

◇

Note from AAA - If you have properly stored your car for winter there will be no need to start it during the season. Some people make the mistake of starting their vehicles every week or so. Just letting the engine run does nothing to help maintain the car and only contaminates the engine oil.



## CLUB ITEMS AVAILABLE

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

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

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



***Name Tags -*** We have found a new vendor at [nametagwizard.com](http://nametagwizard.com) who can make you a personalized TYP356ne name tag. All name tags come with a magnetic attachment which means you do not have to put pin holes in your TYP356ne polo shirt to wear your name tag. They are \$11.48 each plus fees and shipping. Payment can be made by credit card or PayPal.

**ED TOBOLSKI**

**TYP356NE**

Email Ed Tobolski, [tobolsed@verizon.net](mailto:tobolsed@verizon.net), and he will send you the detailed directions you need to order the name tags online. Follow the directions and within a few days you will have your personalized TYP356ne name tag delivered right to your door.

### ***New Club Grille Badge***

Club members can purchase the "Official Club Badge" for a cost of \$36.00. It is a beautiful badge complete with mounting hardware.

To order a badge, first contact Peter Venuti at - [pvenuti@typ356ne.org](mailto:pvenuti@typ356ne.org) and give him your mailing information. Payment can then be made by PayPal on the club website.



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