

# Typ 356 Northeast NEws

The newsletter of Typ 356 Northeast vintage Porsche® club

Volume 8 Number 1 - February 2006



Visit our site's links  
[www.Typ356NE.org](http://www.Typ356NE.org)

## News

### Presidents message

One month into my term as Typ356NE president and I'm already indebted to so many members for their hard work and contributions to our 2006 Schedule of Events.

Those who have volunteered to sponsor and/or chair events have made our new calendar varied and exciting. Trying to find something for everyone, the club's board and many other members, have made my job as president very easy.

The expected announcement of the 356 Registry's East Coast holiday in Mystic, CT this August, provides our members with a unique opportunity to attend a large, multifaceted, 356 event, that is close to home. I expect that a large number of our club members will take advantage of this opportunity and be a part of this outstanding Registry event. After experiencing the holiday in Williamsburg, VA in 2004, I highly recommend going to the event, and also for everyone to register as soon as the official announcement is made. This holiday will fill up quickly. I'll keep everyone informed once the event is officially announced.

Our annual Spring Tour is coming up in June. My personal thanks go out to Peter Crawford and his "Spring Tour Elves" for all of their time and work on this event. At the time of this writing, the tour has over 42 cars (approx. 76 people) already signed up, and we're only at the beginning of February. This is a tribute to the high quality of tours that we've had in past years and always at a special price that Peter has negotiated for our members.

It's my hope that I get to see every one of our members during the course of the year at as many events as you can make. Keep in mind that the Typ356NE is not only my club or the board's club. We're in existence for all members and co-members to enjoy. Please take full advantage of our new schedule and remember that, your input is not only welcome, but expected!

Thanks, **Bob**



Photo by Ralph Hadley

As announced last fall by the Election Committee, the **Election Results for 2006-2007** were again presented at the Holiday Party. Club Officers:

President: **Bob DiCorpo**  
Vice President: **Bill Collins**  
Secretary: **Larry Bingaman**  
Treasurer: **Jerry Tulis**

The following appointed Directors were selected by a two-third's vote

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Check the Photo Gallery link above for more photos of most events reported – more photo credits too!

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[lbngaman@typ356ne.org](mailto:lbngaman@typ356ne.org)  
[jtulis@typ356ne.org](mailto:jtulis@typ356ne.org)

of the elected Club Officers. Club Officers appointed Directors to fulfill the following roles:

[rswenson@typ356ne.org](mailto:rswenson@typ356ne.org)  
[pcrawford@typ356ne.org](mailto:pcrawford@typ356ne.org)  
[tgentz@typ356ne.org](mailto:tgentz@typ356ne.org)  
[rhadley@typ356ne.org](mailto:rhadley@typ356ne.org)

Membership: **Ron Swenson**  
NEwsletter: **Ron Swenson**  
Tourmeister: **Peter Crawford**  
Technical Chair: **Tom Gentz**  
Website Content  
Coordinator: **Ralph Hadley**

[:annizzaro@typ356ne.org](mailto:annizzaro@typ356ne.org)  
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[johare@typ356ne.org](mailto:johare@typ356ne.org)

Directors to serve as Members-at-Large: **Len Cannizzaro, Dick Chiasson, Greg Graham, George Huff and Jim O'Hare.**

The above Officers and Directors form the Board of Directors. In addition, two very important people contribute to the smooth running of the club:

Webmeister: **Loosey Blake**  
Webprovider: **Brian Horvitz**

Those new to the club shouldn't confuse the plethora of titles and board members with beauracracy or excess formality. With twenty-five-plus diverse events each year, sharing the workload is a necessity. It also doesn't mean there isn't an opportunity for contributions and new ideas. Bring them on.

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Just about my final act as president was to preside over **the Board-members Party** December 6<sup>th</sup>. It's usually a hoot, not much work to do as Planning 2006 is still ahead and 2005 has wrapped up. As usual Dick Chiasson has the Holiday Party under control and the holiday fatigue hasn't set in. That was the case this year. Len Cannizzaro found us a great location, the Café Escadrille in Burlington. We did a little busy-work at the bar and then had a fine meal and focused on the true purpose of evening.

Typ 356 Northeast members who open their homes, shops, garages and workplaces for our events are a special and much appreciated group. Their contribution is part of giving a personality to the club. Whether it's 10 or 80 people showing up -- it invariably makes for a unique event -- something you probably wouldn't experience without Typ 356 Northeast. The NEws ticks off these occasions so I won't repeat them expect to acknowledge our 2005 hosts: **Dave Altman, Len Cannizzaro, Bill Collins, Rainer Cooney, Alex Finigan, Greg McManus and Roger Palm** (usually supported by friends, associates and/or spouses). Thanks for their generosity.

**Ron Swenson**

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**Dues were payable January 1, 2006** and late on February 1, 2006. Thanks to all those who've already renewed. If you haven't yet -- the grace period extends to March 1<sup>st</sup> and ends with the next NEws. See the **Membership** section.

**Ron Swenson**

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On Sunday January 8th, the Typ356NE held its annual **Holiday Party** at the **Stockyard Restaurant** in Brighton. The event was attended by nearly seventy members and their guests. As usual, the buffet at the Stockyard was outstanding.

Members were surprised when they entered the function room at the restaurant to find it had been completely renovated since our last visit there. The newly done accommodations were aesthetically pleasing, as well as surprisingly comfortable in allowing seventy people to move around freely and catch up on things with one another.

At the conclusion of lunch, **Ron Swenson** addressed the group, giving praise to its officers and board members for their outstanding work over the past two years. He expressed his thanks to all members who have worked hard to make our club what it is today. As his final address to the group as club president, Ron turned the reins over to yours truly, after which I continued the festivities, stumbling through my initial experience of conducting a club event. Of course Peter Crawford helped me out with my duties by offering a number of suggestions to help me be "More Presidential!" Leave it to Peter, to get the crowd going.

Our thanks go out to **Dick Chiasson** for again making all of the arrangements for this outstanding club event. Dick made sure that all went well and ran smoothly.

The party **began our 2006** calendar of events. Let's hope all of our events this year are as successful as the Holiday Party.

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### **Bob DiCorpo**

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On January 22, 2006, the board and a handful of members convened for the **Typ 356 Northeast Planning Session**. Classic events were joined by suggestions for new events. As usual a mix of Typ 356 Northeast produced activities and other's events we'll attend as a group. See the **Events** section of this NEws to for our 2006 calendar. A few spots remain to be filled and others are subject to confirmation - keep an eye out for e-mail and web site updates as the season progresses.

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**Contributions to the NEws** are always appreciated: technical, historical, even reminisces.

Q. What is the Newsletter schedule?

A. Our target is issue on the first of February, May, July, September and December. Your submissions are needed two weeks earlier at [rswenson@typ356ne.org](mailto:rswenson@typ356ne.org)

Q. I've got photos from an event - do you need them for the NEws?

A. Absolutely, we like to have many members represented. Especially desired are images exclusive to the NEws (i.e. not already available on the [www.typ356ne.org](http://www.typ356ne.org)). Send along a couple of your best shots, 800x600 resolution (like the website) is a great starting



Gmund Coupes getting 'fast' (early publicity photo)

place.

Q. Can't the photos be larger?

A. In an effort not to overwhelm peoples' e-mail service we limit the file size of the NEws to about 500kb. We pack 10 to 20 pages of text and images into the size for one moderate resolution photo. T356NE has many members using dial-up connections; others have corporate limits on incoming e-mail. This approach means we reach the great possible number of our members.

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## **Events**

The entire Board contributed to a busy Planning Meeting on January 22<sup>nd</sup> -- putting together the **Schedule of Events** for 2006.

- |                 |  |
|-----------------|--|
| Feb 18, 2006    | <b>T356NE Tech Session - Gentz</b>                 |
| Feb 25, 2006    | <b>Sandwich Museum film screening</b>              |
| Feb 24-26, 2006 | <b>LA Porsche VW Toy &amp; Literature Show</b>     |
| March 12, 2006  | <b>T356NE F1 Karting</b>                           |
| April 22, 2006  | <b>PCA Porsche Only Swap Meet, Hershey, PA</b>     |
| April 30, 2006  | <b>T356NE Sunday drive</b>                         |
| May 7, 2006     | <b>T356NE Club Swap Meet, Windham, NH</b>          |
| May 21, 2006    | <b>T356NE Shake Down drive, Pomfret, CT</b>        |
| June 2-4, 2006  | <b>T356NE Spring Tour, Cape Cod</b>                |
| June 11, 2006   | <b>PCA - All Porsche Show- Inskip Motors, RI</b>   |
| June 18, 2006   | <b>MoT German Car Day</b>                          |
| July 9, 2006    | <b>BSAAC Endicott Car Show, Dedham, MA</b>         |
| August 6, 2006  | <b>T356NE Founders Day</b>                         |
| Aug 17-20, 2006 | <b>Registry East Coast Holiday, Mystic, CT ???</b> |
| Sep 8, 2006     | <b>Watkins Glen - Zippo US Vintage GP</b>          |
| Sept 16, 2006   | <b>T356NE Tech Session - Meister Restoration</b>   |

Another 8 events await confirmation and will be posted when finalized.

If you mark your calendar now (you should) -- remember to check the web site for events details and updates as the event date approaches. All events will be announced by e-mail via [members@typ356ne.org](mailto:members@typ356ne.org). Don't forget to look for last minute changes (like weather delays) distributed via e-mail on the morning of the event.

## **The Board**

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**Gold** cadmium plating and black powder coatings perk up your engine compartment, nuts and bolts and overall professional look of your car.

Join us Saturday, February 18, 2006, at 10:00 AM, at Tom Gentz's house in Charlestown, Rhode Island for a tech session on powder coating and cad **plating in your home**.

We will discuss how to bead blast or use a fine wire wheel in a bench grinder to clean your parts, prepare them for either black powder coating or gold cad plating, and powder coat or plate your own parts. At the end of the tech session, the mystery will be removed from these processes and you can set your home shop up with the proper tools and equipment.

Part of the day's tech session is for you to bring your own parts (nuts, bolts, pulleys, engine sheet metal (not fan housings as my electric oven is not big enough for this size part, sorry) and carb linkage for plating or powder coating!

**Saturday February 18<sup>th</sup> 2006 Typ 356 Northeast Tech Session – plating parts for the vintage Porsche, Charlestown, Rhode Island**  
Contact **Tom Gentz** [tgentz@typ356ne.org](mailto:tgentz@typ356ne.org)

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Saturday, February 25, 2006 at 2:00pm in the **J.K. Lilly III Automobile Museum Theater**, Sandwich, Mass. Heritage Museums & Gardens will host documentarian and filmmaker Chris Szvedo for a showing of his recent production, **A Gullwing at Twilight**. Szvedo will introduce the film and afterwards entertain questions and comments from his audience. The film depicts the last racing adventure of gentleman racer, John Fitch, across Utah's expansive Bonneville Salt Flats. On the Flats, Fitch attempts to drive a Mercedes-Benz Gullwing faster than any car of its stock class has ever traveled. Many have praised this film as well as Szvedo's other work.

I will be happy to co-ordinate communications if there is interest in carpooling to the event. The contact number is listed below to reserve a ticket. If you do sign up, let me know, and we can do lunch first too.

The registration fee is \$8 for museum members and \$10 for non-members. The registration deadline is **February 11**, 2006. Please call 508-888-3300 X122 to register or for more information.

**Saturday February 25<sup>th</sup> 2006 Typ 356 Northeast at the Movies, Sandwich, Mass.**  
Contact **Peter Crawford** [pcrawford@typ356ne.org](mailto:pcrawford@typ356ne.org)

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[www.lalitandtoyshow.com](http://www.lalitandtoyshow.com)

[www.LAAIIEuro.com](http://www.LAAIIEuro.com)

Typ 356 NE **Winter Weekend Break's** main drawing card has been the Porsche and VW Toy & Literature show at the Los Angeles Airport (LAX) Hilton. Although the **Toy & Literature show** was originally the cornerstone for the weekend, it has grown to include the **All-Euro Car show** and swap meet in Long Beach. Check each at the websites to the left. For the Typ 356 Northeast snowbirds it has also included visits to:

- Willhoit 356 Specialists
- West Coast Classics, world class early VW restorations and a

barbeque.

- The OCTO show, for a shot of the '60s VW culture alive with 100 + pre-'68 buses, parts and aging flower children. This show has been rescheduled for 2006 to coincide with the Toy & Lit weekend.

Our group normally hooks up at the LAX Hilton on Friday evening as there will be pre show parts swapping and hospitality suites throughout the hotel plus a lounge overflowing with worldwide 356 enthusiasts.

The Porsche weekend winds down by mid-afternoon on Sunday and many will catch the red-eye home or wait until Monday for a more relaxed end to a busy weekend.

The LAX Hilton, 5711 W. Century Blvd, may not have set-aside "The Porsche & Vintage Show" rooms left. Try their direct line 310-410-4000. If the Hilton is sold out, the Marriott next door may have rooms.

**Friday to Sunday February 24<sup>th</sup> to 26<sup>th</sup> 2006 Toy & Literature show and All-Euro Car show, Los Angeles**

Contact **Bill Collins** [dkf49vw@msn.com](mailto:dkf49vw@msn.com) or 603-490-1360

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Our third round of **T356NE Day at F1** go-karting returns to the calendar. 24 drivers fill a full hour with race heats and a run-off. We had a good response at the Holiday Party – so we're first-come-first served for the remaining seats.

**Sunday March 12<sup>th</sup> 2006 Typ 356 Northeast Day at F1 karts**

Contact **George Huff** [ghuff@typ356ne.org](mailto:ghuff@typ356ne.org)

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[www.oceanedge.com](http://www.oceanedge.com)

The 8th Annual Typ 356 **Spring Tour to Cape Cod** is already a huge success, and we haven't even taken our covers off the cars yet. As of the third week in January, **forty-three cars**, along with their drivers and guests have booked their rooms at The Ocean Edge Resort in Brewster, for the June 2-4 event. Happily the resort has given us ten more accommodations at their golf resort across the street for those who are still undecided.

Your tour committee, made up of Bill Collins, Len Cannizzaro, Dick Chiasson and yours truly, are in the process of putting the finishing touches on the plans for the weekend. Suffice it to say, we want to make the 2006 tour, the best ever.

Our kickoff drive begins on Friday morning, south of Boston, and winds through scenic, uncrowded roads to our luncheon destination, The Kinsale Inn, on Mattapoisett Harbor. From there we head to the Cape and scenic Route 6 A. On Friday night after the traditional kick off cocktail party, the group will be seated on the front lawn of the resort for a traditional lobster cookout. Our cars will be placed in a semi circle around the lawn so they can keep an eye on us.

More driving on Saturday, followed by free time to antique, swim, or relax in the spa. Saturday night, a more formal sit down dinner will be served under a tent at the pool.



The Ocean Edge Resort Photo by Peter Crawford



It is still **not too late** to book a room at the resort, call 1-800-343-6074, and tell them that you are with the "Vintage Porsche Tour".

Spring Tour Planning committee Photo by Peter Crawford

## Friday to Sunday June 2<sup>nd</sup> to 4<sup>th</sup> 2006 T356NE Spring Tour

Contact **Peter Crawford** [pcrawford@typ356ne.org](mailto:pcrawford@typ356ne.org)

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### **Reviews - books, sites, &c.**

[jessealexander.com](http://jessealexander.com)

Sighted in the December 19, 2005 **Autoweek**. The retrospective of **Jesse Alexander's** photos of the 1955 Mille Miglia while featuring Gullwings by the handful and the awesome Mercedes SLR, the article had space for a charming 356 pre-A shot. The **bent windscreen** car has neither exterior mirrors nor bumpers. Its racing numeral 238 is obviously painted with a hand brush. Numeral 2 to the left and 38 to the right of the hood handle. The hood is purposefully strapped and the front is punctuated with a single 5' driving light – pierced through the front panel half-way between the headlight and the hood. So genuine it would be marked down at today's big-time concours. The anti-style Shell jump suits would get a modern PR firm fired. Very slick examples of a 550, 550A and an A coupe are also documented -- representing the 21<sup>st</sup> century in today's Mille redo. Fifty years later and they look newer than they were when they were just hours out of the factory.

#### **Ron Swenson**

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<http://www.porsche.com/usa/accessoriesandservices/classic/classic-originalparts/originalparts-technicalliterature/>

**Porsche 356 Owner's Manual -- according to the factory web site**, the driver's manual for the Porsche 356 is once again available. They note: "It can be ordered through your local Porsche Centre. Please quote part number WKD 475 810 when ordering."

<http://www.porsche.com/usa/accessoriesandservices/classic/classic-originalparts/originalparts-neweditions356/>

**"New Editions"** Porsche 356 (on a copywrite 2006 page) you'll find (some with pictures):

"The following parts for your Porsche 356 are available again in your Porsche Center:

Brake shoe for 356 A/B - Brake shoe for front and rear

Door carcass, complete for 356 B/C -- Door carcass, complete, left and right

Door outer skin for 356 B/C -- Left and right door outer skins

Drive assembly for 356 B T6 / 356 C -- Drive assembly with 7:31 ratio

Drive shaft for 356 B T5 and 356 C -- Z = 11

Front luggage compartment lid for 356 B T5 --  
Front luggage compartment lid, without lock and hinge

Intermediate shaft for 356 Carrera 587 1/2  
Intermediate shaft for valve drive -- Intermediate shaft for valve drive

Nose panel for 356 B T5 and 356 B T6 / 356 C --  
Nose panel for the Porsche 356 B T5 and 356 B T6 / 356 C

Tail light for the 356 A (from September 1957) and 356 B/C --  
Tail light, left and right "

It takes quite a few more bits to restore or maintain a 356 but it's a start. How this compares with the "Porsche Vintage" of about 7 years isn't know yet. They're on to something with new hoods. I'm sure some Typ 356 Northeast member will be checking in at their local Porsche Center to see how this really works. As Martha would say "It's a Good Thing".

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**1966, Porsche Radlader Typ 1808-3** "This is a original Porsche Typ 1808-3 Frontloader designed and built by Porsche. The project Typ 1808 was done for Klöckner-Humbolt-Deutz AG in Germany. The machine was too good and too expensive and it never went into production. This is the only remaining piece of 4 machines built. The machine is in good order and runs and works perfectly. It was only used for small demonstrations. It is near Stuttgart. We can ship anyplace in the world." It For Sale on the web...

Buy this and you can be president of **Typ1808 Worldwide**. Forever.



Sighted in the January 2006 **Excellence**. The Typ 114. You might have seen Karl Ludvigsen presenting this 1939 piece of Porsche history at the MOT event last summer. Except for the 108" wheelbase and proposed V10 engine it looks like a precursor of the 1948 356.

**Ron Swenson**

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<http://hometown.aol.com/derwhite/Derwhites/356Literature/Page.htm>

A 356C Accessory: 49. 9249 Leather suitcase, big, brown, for under hood (\$35.00). That's "big".



## **Tech Session – on line**

**Car alignment at home** You may have restored your car and wish

Disclaimer: This procedure does not replace a

to drive it to the alignment shop, check the alignment, or get the alignment "close" before driving the car. Below, we discuss how to align your car at home.

Racecars have used the string alignment technique for years both at the race shop and at the track to align their cars without fancy auto shop platform laser alignment systems or Longacre portable scales.

Tools needed:

- Flat surface
- Eight (8) one foot square floor tiles
- Four (4) jack stands
- Tire pressure gauge
- Ball of string, or fishing line with a loop at one end to go over the conduit and a weight for the other end
- Two six foot lengths of electrical conduit
- Metal ruler
- Carpenter's square [two (2) foot by one and one half (1 1/2) feet]

**Flat surface:** Find a flat surface on your garage floor by using a four foot long level. Roughly measure the tire's footprint of your car (12 feet long by five and one half feet wide) and find the flattest part of your floor in the garage. If possible, spray paint a box around an extra floor tile where your tires will be, then you can roll the car back and forth while duplicating your measurements by returning back to the same spot. Don't use the face of one of the eight tiles mentioned above as the tiles are used to reduce friction when you adjust toe in and out and the paint will restrict the free movement of the tires. Let the painted side rest on the floor.

**Floor tiles:** Once you have found a level portion of your garage floor, place two floor tiles, one on top of the other under your four wheels on top of the squares you spray painted on the concrete. The floor tiles allow you to set your wheel's toe in easily as they will act as frictionless surfaces. If your tires are on the concrete surface, they will resist changes of toe in on the concrete floor's surface. Concrete is rough and will fight any adjustment you make. The floor tiles make the tires "float" on the concrete and take the adjustments without false readings when you roll the car back and forth. Note: find the tiles that are the hardest as you don't want the tiles to break when you roll the car onto them. Better yet, use a ¼ inch piece of plywood prior to rolling your car onto the tiles to minimize the tile breaking.

**Driver in car:** The car's alignment will change with the weight of the driver, so if you want an alignment that is as precise as possible, have someone that is the approximate weight of the driver. Some race car shops use sandbags.

**Tire pressure:** Before you begin your alignment check, set your tire pressure to your normal pressure. You don't want to go through this entire process with a low tire and expect a proper alignment.

**Jack stands:** Place each of the four jack stands outside the bumper of each corner. Put them so you can measure the strings and make a rectangle that your car fits into for the alignment.

**String, fishing line or electrical conduit:** Once you have the jack

professional shop's alignment process, nor can it be held responsible for any issues that occur from this process. Use your manuals and common sense to perform this process. You are dealing with your passenger's and your life.

stands in place, you will run two strings down the length of the car. These strings compose the sides of rectangle that makes up the alignment "box" that allow you to measure the alignment. The conduit will run parallel to the front bumper and the rear bumper.

Some racecar shops use fishing line instead of string as it has a thin diameter and can be measured more precisely. This article uses "string" as a generic material for fishing lines too.

Remove the hubcaps on all four wheels so measurements can take place in the front from the dust caps and at the rear from the axle shaft end. Anchor the string to the jack stands fore and aft, so the string is tight and measurements can be duplicated time and time again. Don't kick the jack stands! Place the forward jack stands so the distance from each dust cap is equal. Give yourself about two to four inch distance on each side to start. Then measure the distance of the string in front of the bumper and duplicate that distance at the rear of the car. Be sure to measure twice or three times to be sure the distance from the front dust covers, rear axles ends, front of the car and rear of the car are the same.

Set the height of the string to the centerline of the dust caps in the front and the axle ends at the rear of your car.

Some race shops use electrical conduit with lines scribed around the circumference to reduce the errors of measuring the distance between the strings in the front and rear bumper areas. Cut two six foot lengths of electrical conduit with a pipe cutter. Use the pipe cutter to scribe, not cut the pipe off, a line one inch in on one end of the conduit then cut three or four lines around the circumference so you can use different widths of your cars in the future. The conduit saves you measuring the distance between the lines at the front and rear of the car as you now have two equal length ends of the rectangle. Now all you have to do is be sure the sides are at a 90 degree angle from the conduit by measuring from the front dust cap and rear axle ends.

Set the steering wheel at the top of the steering box and the center of the steering wheel:

With the front end off the ground, turn the car all the way to the left, then count the number of turns to turn all the way to the stop on the right. Then bring the wheel back to the center and see if the steering wheel is centered. Repeat this a few times to see how the steering box works and where the box seems to be centered. You want your steering box to be centered and the steering wheel in the center. If these two are not where you want them, remove the steering wheel from the steering shaft and center the wheel. Note: you must torque the steering wheel properly, as you don't want the wheel to come off in your hands! If you are uncomfortable with this process, leave the steering wheel on and go to a professional.

Toe in measurement: With the string and jack stands (possibly conduit) you have a perfect rectangle. Now, measure the front toe in or toe out at the rims of the wheels. You can use the furthest lip of the rim, or the "step" just below the lip to measure the toe in or toe out at the front. I prefer the step as the rim gets banged sometimes and your measurement may not be repeatable.

If you use your metal straight edge to measure the distance from the rim's step to the string on the front of one wheel and from the step to the string on the back of the wheel, you are measuring your toe in or toe out. Adjust the toe in and toe out using the tie rods that go from the steering box in the "middle" of the car and the steering arm at the wheel. There are lock nuts at both ends that need to be loosened and tightened after you are happy with the toe in numbers. Once the lock nuts on the tie rods are loosened, just twist the tie rod as there are left and right hand threads. Be sure to retighten the lock nuts!

Now move to the rear and measure the toe in or toe out. This adjustment is made by twisting the off-centered bolt in the rear spring plate after the second lock bolt is loosened to adjust the toe in or toe out. Twisting the eccentric one way causes the rear wheel to be moved forward, more toe in, or moved back, more toe out. The measurements at both sides of the rear of your car will tell you which eccentric to move and which way.

Settings: The author uses 1/16 inch toe in at the front and zero toe-in at the rear with the weight of the driver in the driver's seat. One way to confirm your settings is to push the car back and forth to see if the car pushes easily. Some shops sprinkle baking soda on the floor to see if the tire treads "squish" the powder one way or the other while they push the car back and forth.

Camber: Once you have set the toe in or toe out to your specifications, you can see if your wheels have negative or positive camber.

Negative camber is when the top of your tires lean in toward the car from the vertical, and positive camber is when the top of the tire leans out at the vertical. Most racecar shops like 1 to 1 and one half degree of negative camber at the rear and one half degree of camber at the front. Negative camber helps to keep the tire patch square to the ground when cornering. If you had positive camber, the tire would be only in contact at the outer edge, making for a dangerous situation.

Sources: Here are some sources for viewing tools to assist you in these processes:

Smart Racing's string device (page 16):

<http://www.smartracingproducts.com/pdfcat/srpcatalog2005.pdf>

Smart Racing's string device reel:  
[http://www.smartracingproducts.com/pdfdocs/011410\\_smartstring\\_reel.pdf](http://www.smartracingproducts.com/pdfdocs/011410_smartstring_reel.pdf)

Longacre's camber device:

Ralph Nader ruined the Corvair's reputation with unsafe at any speed with the positive camber that this GM car generated in harsh cornering. VW's and their rigid rear swing axles "jack" when cornered hard causing the outside of the tire to "bounce" time and time again if a lot of positive camber is induced into the transaxle. Our little cars have the same suspension as an early VW.

Some racers use a camber compensator, Z-Bar or even Kevlar straps to keep the rear wheels from going positive in a corner.

Measuring front and rear camber is important for safe driving.

Carpenter's square: Place the shorter end of your carpenter's square on the floor and put the long end vertical on your tire. If there is a space at the top of the carpenter's square then you have negative camber (a good thing), if you have the top of the tire touching the carpenter's square and the bottom is not touching, you have positive camber (a bad thing).

<http://www.longacreracing.com/catalog/item.asp?id=130&catid=5>

<http://www.longacreracing.com/articles/art.asp?articleid=3>

To measure the camber in degrees, measure the gap at the top, assuming negative, or good camber and measure the distance to the floor. Divide the top measurement by the distance to the floor and divide by 360 (degrees) and you'll have the camber in degrees.

Changing the rear camber is done by re-indexing the torsion bar in the chassis. Changing the front camber is accomplished by the washers on the inside and outside of the link pins. Be careful to not bind the link pins by placing too many washers on one side of the link pin.

Caster: Caster is how far forward or back the bottom of the torsion bar is in relationship to the tire. Caster helps you to have the steering wheel return to the center. Caster can be measured by a caster gauge. The Longacre caster gauge is relatively inexpensive, but its use is beyond the scope of this article. If your steering wheel is not returning to center after a turn, have a professional shop adjust your caster.

### **Matt Blast at Eurometrics Favorite Restoration Tool:**

When Matt works on brass fittings or jets, he soaks them in Zep's Acidic Toilet Bowl Cleaner, Product code HD1040128PF. I picked up mine at Home Depot. This slightly acidic solution cleans all the corrosion from the brass parts and allows easy cleanup of whatever our little cars have gotten into over the years.

Some items to clean with this solution:

- Carb jets, floats (Tom uses Brasso once the corrosion is removed by Matt's product to polish the floats)
- Brake fittings, carb fittings and copper/brass gaskets.

### **Photo albums** for documenting your restoration:

I have been taking digital photos of my restoration project. When I shared the photo albums with some board members, they suggested that I share the process with the members.

I use Kodak's site: <http://www.kodakgallery.com/Welcome.jsp>

I upload my .jpeg photos into an album that I have created. The Kodak album allows me to write text about each photo. Once I have between 20 and 80 pages of photos with text, I can have Kodak prepare an album for me. A 20 page album costs \$29.99 plus taxes, shipping and handling.

### **Tom Gentz, Technical Director**

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A friend has **located a car he's going to fly to inspect** so I thought I'd write up a few points for him. Since he's quite handy with old mechanicals (has another old sportscar) I kept my list to 356 specific areas. How many critical things did I miss or screw up? I love you guys for keeping me on the straight and narrow.

### **356 Inspection points**

- 1) With the doors open, **reach inside front fender** and follow the seam down to the bottom looking for evidence of plastic or other repairs. The original seam was metal bent back over itself and smooth all the way. Welded in metal or plastic is often found here.
- 2) With the doors still open, **inspect the whole door post** area where the doors latch for signs of rework. This area was finished with lead at the factory. Fixing rust here is expensive because the original lead melts. Be suspicious of any small bubble or crack. Inspect the same area from the back by reaching inside the rear tire wells. Note that water from the tires hits this area.
- 3) Under the doors and rocker panels are the longitudinal members which tie into the floors. At each end they are closed with panels that serve to keep out water throw from the tires. These are often the first to rust, and if rusted will typically signal the need for complete replacement of the longitudinal members and maybe the floors as well. Look closely at **the seam between the longitudinal members and the floors** for signs of rust. Inspect the area around the torsion tubes closely as this is a tricky area to fix. While under there, check the bottoms of the doors for signs of **plugged drain holes** and rust. Doors repaired with patch panels are detected by the increased thickness of the door panel in the lower 6 inches.
- 4) Lift the front trunk lid and look at the under side of the hinge brackets looking for evidence of having **been bent**. To close the hood one first has to lift to release the mechanical lock. These locks are so good at resisting pressure that the hood will bend before they give. 99% of 356s and especially those with the gas fill under the hood have had their hoods bent.
- 5) Under the car at the front there are several things to check. These are **the tow hook, battery box floor** which is visible from inside the hood and highly prone to rust even in dry climates, and the diagonal member. The latter is a "V" shaped stamped metal piece, which connects the front of the car to the floors at the foot well area. Also check the fender brackets, which are ahead of the front tires and on which the horns mount. Check them for bending or rust.
- 6) Feel all **the body edges** along the whole length by curling your fingers up under the seam to feel what you can't see. Originally they were smooth.
- 7) Under the dash is the **fuel reserve and cutoff** (aka Petcock). From the left, Zu, Auf, Res. Zu is off, Auf is on, Res is reserve. If reserve is not used often it can clog. When the car is running it's best to check Res at speed. If the car runs for 5 minutes after switching to Res it's fine -remember to switch back to Auf.
- 8) From the rear, the transmission filler is on the right side of case. Before driving, unbolt the plug and use your finger to check that there is **fluid**. If not, don't drive until you fill it. At the same time inspect the axle boots, which are the same as V.W. **axle boots**, for signs of any wetness.

Please send me any **suggestions** to add this list.

(Editor: use caution when inspecting by feel (like #6). As much as you'd love to be feeling a factory smooth seam, you're likely to find a rusty razor edge. That said we'll add suggestions from others.)

**Tom Coughlin** TLC356sc@aol.com

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<http://wireless.fcc.gov/services/personal/generalmobile/>

**Two-Way Mobile Radios** When going on road tours with the TYP356NE club we have found it extremely helpful to be able to communicate with each other with two-way mobile radios. These inexpensive radios allow immediate contact with everyone in the group for many purposes: From anyone in the group to you -- route changes, re-joining after traffic light separation, road hazards, scenic tips, unscheduled stops, health problems, mechanical problems, radar traps, trip updates, etc., etc. Similarly, you can advise the group of any concerns, problems, information or advice that you may have -- for instance, you may simply want to say that you are leaving the group for a variety of reasons, that they shouldn't stop and you'll rejoin later.

*Len's information on Radios was first seen in email form for our Spring Tour to Stowe*

There are two types of mobile radios: Family Radio Service (**FRS**) and General Mobile Radio Service (**GMRS**). FRS are lower power -- up to .5 Watts that have a range of 2-3 miles and require no FCC license while GMRS generally broadcast at 1-5 Watts, technically require an FCC license and have a range of 5 and higher miles depending on the individual power of the unit. If you are interested in the technicalities, go to <http://wireless.fcc.gov/services/personal/generalmobile/>.

For our purposes, we recommend a radio with at least a 5 mile range. While on tour, we use Channel 10.0. Both FRS and GMRS radios will be able to be set to this channel and will put you in communication.

There are many brands of two-way radios available through either websites on-line or at most any store that sells electronics. The radios are available as single units, but most are available in pairs. If you buy a pair, you could share the cost with another member. However, you may find it useful to have two and loan one to another while traveling or hiking/biking/camping or whatever. You will find that some radios are powered by re-chargeable batteries, some only by replaceable batteries and many use both forms of power. As an example of availability, a recent visit to a Walmart store had the following units available: a single Uniden - 3 mile, \$8, Uniden pairs - 6 and 8 mile, \$29 and \$40, respectively. Audio-Vox pairs: 6 and 10 mile, \$40 and \$70. Motorola pairs: 3 and 5 mile, \$25 and \$30. There are many feature differences between brands and within models.

For on-line purchase you could visit these and many other brands: [www.uniden.com](http://www.uniden.com), [www.motorola.com](http://www.motorola.com), [www.audiovox.com](http://www.audiovox.com) or [www.radioshack.com](http://www.radioshack.com).

Again, we highly recommend acquiring one of these radios. You will feel "in the dark" without one while on club tour.

**Len Cannizzaro**

... Regarding the two-way radios we use to communicate while touring, some noteworthy information has come to light. Without getting into a long technical discussion of the FRS (2 mile range) vs. the more powerful GMRS radios, it happens that -- due to FCC regulations -- both radios can transmit at their **full wattage on channels 1-7** while ALL radios will only transmit at .5 watts (2 mile range) on channels 8-14. The more powerful GMRS radios are designed to automatically transmit at the lower wattage on 8-14 and cannot be changed.

As you know, TYP356 has been using Channel 10.0 to communicate during touring, to date. We are now changing to broadcast on **CHANNEL 7.0**. This will allow those with the GMRS radios to utilize their greater range while the FRS radios will operate as usual.

Of further interest, those of you with the 22 channel GMRS radios who use them during your own hiking, biking, camping, boating, etc., should be sure to use channels 1-7 or 15-22 or you will automatically be limited to a maximum 2 mile range.

### Len Cannizzaro

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<http://www.mainlycustombydesign.com/enginecomponents.htm#airfilter>

From time to time we include an interesting thread from **356talk**: This one happened to have a response from T356ne member **Bob Futterer**.

----- Original Message -----

From: "Todd Pedersen" <tpedersen@plexsci.com>

To: <356talk@356registry.org>

Sent: Friday, January 20, 2006 2:25 PM

Subject: [356Talk] Air Filters for 64 C Solex Carbs

Hello,

I have had my "C" coupe for almost a year, and I am in the process of restoring it. The **Super 90 engine** is in great shape but the **air filters** (came with the originals) should be replaced. Does anyone have any ideas where I can get a complete air filter set for it? I know that Stoddard has some in their catalog for over **\$300**. Are there any others out there?

Thanks,  
Todd Pedersen

From: "Bob Futterer" <bobfutterer@comcast.net>

To: "Todd Pedersen" <tpedersen@plexsci.com>

Subject: Re: [356Talk] Air Filters for 64 C Solex Carbs

Date: Fri, 20 Jan 2006 18:44:53 -0500

format=flowed;

charset="iso-8859-1";

reply-type=original

Hi Todd,

We, "**Mainly Custom By design**" manufacture a set of Billet Aluminum air filters that will fit your Solex Carbs. These would **not be stock**, but would differently filter the air better than the stock wire



Fletcher Aviation Spyder '53 (recent publicity photo)

mesh type. Another benefit is, that they are manufactured with internal velocity stacks, for better air flow. This is a link to our web site for more information. If you have any more questions about them, please email me off line.

Thanks,  
Bob Futterer  
Mainly Custom By Design  
Member #15757  
65C "Outlaw" Coupe

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## Members

Typ 356 Northeast functions on the hard work of a big group of members – your **dues** helps implement their ideas and share them with the whole membership. For example this emailed Newsletter helps the 2006 club dues remain the same as the last several years.

That's \$30.00 for the entire year. Or wait until March and send in the \$10 late fee too.

Send your check (payable to: **TYP356NE**) to: **Ron Swenson, 81b Warren Street, Charlestown, Massachusetts 02129**, call 617-242-9213 if you have any questions.

**Ron Swenson** Membership Chair [rswenson@typ356ne.org](mailto:rswenson@typ356ne.org)

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The web site has space for **your car** and its story. Take a few minutes and send a photo of your 356 to me to the **Members Cars** section.

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

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Please note: we have a **privacy option** if you would prefer your name / e-mail address / phone / cell not be listed in the "members-only" contact section of the site. I don't recall any complaints about this access being ever being abused – as it's only available to other members.

You can also choose to not be included in [members@typ356ne.org](mailto:members@typ356ne.org) e-mail distribution.

We appreciate member's thoughtful use of these tools – focusing on **356 content** of interest to our members and assisting in **enhancing our events**.

**Ron Swenson** [rswenson@typ356ne.org](mailto:rswenson@typ356ne.org)

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### New Members:

**Ray Egan** -- Boothbay, Maine, is looking for a car  
**Lou Maiuri** -- Topsfield, Massachusetts, 1965, 356C, Cabriolet  
**Albert Beaumier** - Springfield, Massachusetts, 1963, 356 B, coupe

## For Sale / Wanted

Typ356 Northeast is not responsible for omissions, errors, misrepresentations, payment or anything else to do with these classified advertisements.

Caveat Emptor,  
If only to stay in practice.

Occasionally For Sale / Wanted items are included from Typ 356 Northeast's members@ e-mails. Please let us know if they are no longer current.

ads run three times unless renewed or removal is requested

**Wanted:** Speedster low bow convertible **top frame.** Bob DiCorpo  
[bdicorpo@typ356ne.org](mailto:bdicorpo@typ356ne.org) v7n5

**For Sale** We just (Sep.) got in a **65 356C coupe**, Champagne/Black, Ca. car with original floors, longitudinals, battery box, etc., great gaps, and no accidents. All matching numbers, seats done over in leather, otherwise exc. original. Chrome wheels, luggage rack, Blaupunkt. Engine recently rebuilt with Webers. The downside is that the car has been spotted in, and the color on the hood, and doors are a little off. It will go on the website today for \$30k, and I need \$27k. It's got 50k miles on the chassis. Alex Finigan v7n5

**For Sale** one **356-c** master cylinder vg condition -\$25, one full hood "P" bra with bag - \$75, one -still wrapped book - MOMENTS- official Porsche 50th anniversary issue - \$50, one set front hood release assembly - \$20, one headlight assemble complete - \$20, set of four (4) steel rims, off 356C \$150, lots of PANOS, EXCELLENCE and CHRISTOS - send for lists, also 911 books, lots of 356 models. Buyer pays shipping. contact GARY R 508-240-6909 or [garyr356@aol.com](mailto:garyr356@aol.com) v7n4

## Sponsors

[603.776.3561](tel:603.776.3561)  
[phone / fax](tel:603.776.3561)

**Meister Restorations**  
Route 28, North Barnstead, New Hampshire 03218  
**Rainer Cooney**

[ggn356@comcast.net](mailto:ggn356@comcast.net)

[617.333.0275](tel:617.333.0275)

**G. N. Engineering**  
1238 Canton Avenue, Milton, Massachusetts 02186  
**George Nelson**

[978.777.3077](tel:978.777.3077)

**Stuttgart Northeast, Inc.**  
507 Maple Street - Route 62, Danvers, Massachusetts 01923  
**Jim Mallette**, owner / technician

[www.foreignintrigue.com](http://www.foreignintrigue.com)  
[ngrishman@foreignintrigue.com](mailto:ngrishman@foreignintrigue.com)  
[800.800.8070](tel:800.800.8070) [207.698.1000](tel:207.698.1000)

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**Michael Grishman**  
[Porsche and Imported Car Parts](http://www.foreignintrigue.com)



**FOREIGN INTRIGUE inc.**