

Typ 356 Northeast NEws

The newsletter of Typ 356 Northeast vintage Porsche® club



Volume 6 Number 4 - July 2004

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of most events reported –
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President's Message: Since the last NEws, this spring's crunch of activity (6 events in 6 weeks) really got things underway for 2004. Just days after top-down driving in the thirty degree weather, the Rennsport Reunion II at Daytona Beach, thawed some of us out.

Now we're halfway through the year and we've had 14 events -- of those -- 11 were homegrown, Typ 356 Northeast programs. As usual, this is only possible with the work of a lot of our members (fifteen, plus board-members).

For example this year's Spring Tour planning by Peter Crawford, Len Cannizzaro, Dick Chiasson, Bill Collins, Alex Dearborn and Don Osborne really paid off. The 2004 version of the ramble was a great success by any measure and another club milestone.

It's not only those coordinating events and rolling out the 356's who are participating, this issue has contributions from ten members. The NEws is set-up to work in any length (I was afraid we'd be short on content). As you'll see, your fellow members are providing a lot of copy on a range of topics.

The stories we're all anxious to share are the reports from our intrepid members shipping and driving to the Speedster Fiftieth Anniversary.

'Til then we will...

Keep The Faith
Ron Swenson

also see [Latest News](#)

and

[http://www.pelicanparts.com/swapmeet_pics/Rennsport_Reunion_04/P
age1.htm](http://www.pelicanparts.com/swapmeet_pics/Rennsport_Reunion_04/Page1.htm)

How did **Rennsport Reunion II** at Daytona International Speedway compare with the inaugural event at Lime Rock? As much as I have fond memories of RR1 -- RR2 was bigger and better in lots of ways.

Absent statistics (your reporter is no Mike Wallace), it felt like **twice the participants and twice the spectators**. The ranks of 356 racers and Aluminum-era racers grew in about the same proportion. What didn't climb -- or even maintain -- was the numbers of spectators arriving in 356's. **Steve Ross** and **Mark Reich** showed the flag for Typ 356 Northeast. They drove Mark's coupe from Andover and arrived in style. But I'd say there were only 30 other 356's in the infield. There were many more on the track.

When the factory sends out **001** for a state visit -- Porsche® is making a statement. Maybe the factory would have sent it 3 years ago if with



Alex Dearborn's at Kittery photo by Charles Klir



Staging this Spring Tour's Nubble Lighthouse Photo-op



550-005, 356-001 and American Roadster left the factory museum for the party.

wasn't being fixed after its airfreight incident. It was featured at RR2. Having a chance to drink in the physical realization of Porsche putting their name on a car was good for my **soul**.

Prescott Kelley, Brian Redman, Chris Economaki, Dan Gurney, Karl Ludvigsen and a host of others provided commentary over the three days. I think it was Kelley who parsed out the eras of Porsche History: Aluminum (Spyders), Fiberglass (904-917's) and 911-based and Moncoque (956 and 962 and variants). The first two I can keep straight and generally comprehend. The later two have so many nuances, they're intriguing, but my gray matter can't keep up.

Of interest to Typ 356 Northeast members was Seinfeld's **Mathe' Gmund** coupe we saw at Paul Russell & Co. As Alex Finigan promised during our tour, this collection of parts transformed into an astounding car. The character and patina of the car looked like it was freeze-dried 45 years ago. Then thawed out today. This car and 001 shared the most gawks-per-horsepower trophy.

RSK 718-007 as we saw it at Paul Russell & Co. in Feb 2001 and 2003 won a concours first place. Excellence magazine featured it in the August 2004 issue. Stunning.

Then were the things you just don't see every day:

Convertible D, converted to a **roll-up window Speedster**, when it was new.

Lots of 911's, after all it's their 40th birthday. Forty were lined up in a row – one for each year. Nearby a 911 Polizei unit. And **901** prototype #3. They make a nice car really.

A 356 Cabriolet **Polizei** to keep the 911 Polizei company.

Four **Abarths**

Three **Gmund** coupes

The **150 mph** Bonneville '52 coupe (love the chute)

A **Bobsy-Porsche**

An **Elva-Porsche**

A very cute riding toy Speedster

A very cute riding toy Spyder

The **new Carrera GT**

110 car fields on the track for some racing groups

And a Pre-A riding the groove on the high bank track.

I knew the F1 and NASCAR boys did big time semi's and motorhomes, nut old tubs too? There were scores of each at RR2.

Fleets of 956 and 962 that really looked right on the high-banked turns



Seinfeld's Mathe' Gmund



Gmund as we saw it at Paul Russell & Co. Feb 2004



RSK 718-007 in first place condition



RSK at Paul Russell & Co. Feb 2003

at Daytona.

There are more photos on the "Latest Events" page of our Website. Pelican Parts also has lots of images -- with better coverage of the 911 and Monocoque cars.

So how could Lime Rock have exceeded all this. Well there were shady lawns to sit on. And **Lime Rock is quaint**. No one ever called Daytona quaint. LRP parking lot(s) filled with twice as many 356's as found their way to DIS.

Will RR2 be followed in a few years by another Rennsport Reunion? Probably. Along with twice the participants and twice the spectators should come twice the customers. A shortage to tubs (as we'd see it) probably isn't high on the list over at Porsche marketing. I bought the rumor about reconvening at **Fontana Racetrack** in southern California in 2007.

Ron Swenson

Greg Graham led a **Photo Shoot Drive** on May 8th; the Northwest route took them to Groton.

The **VSCCA Vintage Celebration** opened their New England season May 22, 2004 at Loudon. A bit of rain opened up too. New Hampshire International Speedway did host vintage motorcycles and sidecars as well as a selection of cars. Of 8 members one 356 spectator braved the weather. The wet track kept the qualifying fields small.

The **Concours** de Elegance drew more attention with other events somewhat dampened. Bentley enthusiasts turned out a great show -- who knew you could turn out multiple, local, LeMans-Era Blower Bentleys.

Thanks to Jim O'Hare for organizing the event.

Ron Swenson



Steve Ross and Mark Reich made the trip in Rich's coupe



356's posed at Groton. Photo by Graham



Jim Stein's coupe ran Friday and avoided the race. We didn't



356's, two deep, at Nubble Light, Photo by Don Osborne

This year was our **sixth annual** Typ 356 Northeast Spring driving event. Now dubbed the Spring Tour our first overnight rambles have developed into two-night affairs. For those of you who attended (70+ members and friends), the great drives, hospitality and food are fresh in mind. If you didn't...

Spring Tours '04 convened at member **Alex Dearborn's shop** off Route One in Topsfield on June 4th, this summer's first beautiful Friday. We started out with over 20 of our 36-car attendance, but before we hit the road we perused the nice selection of Mercedes Benz, eyed more interesting cars in the garage and enjoyed a close look at lovely Bugatti cabriolet. And we partook in a nice breakfast, it, like the rest of the weekend's eating was first class.

Platoons of five cars (you learn a lot organizing six rambles) took to the scenic back roads of **Essex County**, the best of **New Hampshire's coast** then slid through a corner of Portsmouth and ended up at Alex's home on **Kittery Point**, Maine. The navigation challenge wasn't too severe thanks to the well-prepared info kit handed out with the goodie bag. The sightseeing demanded a reasonable pace. Without the rhythm of a pod of tubs flowing down these great roads, a couple of spectator stops would be obligatory. This is sure to be a route repeated.

Enough good can't be said about **Alex Dearborn and Danna Chase's** welcome in Kittery Point -- food and drink, boat rides, an Oceanside clearing for parking and a chance to enjoy their lovely home. Our Northern contingent joined us there making up our full complement.

A few more miles up the coast we assembled at **Nubble Lighthouse** for another Typ 356 Northeast signature photo. Some friendly persuasion moved the existing tourists out of about 9 striped spaces into which we promptly jammed 30 cars -- trust us they're there. (n.b. get the photographer some climbing spikes.)

All this before we even got to **The Cliff House Resort** and Spa in Ogunquit Maine -- where we saw Dick's new paint, Niece's new car, new members, new rides, cocktails, ocean, long distances members, clambake, nightcaps, Atlantic sunrise, catching up, brunch, sun, fueling-up at a gas station with shutters, another shoreline tour, triple crown, wine and food pairing, cocktails, banquet dinner, brunch and eventually home (dry). But if you were there you'd know and if you weren't we don't want you to feel too bad. **Thanks to Len, Dick, Don,**



Alex Dearborn's 356 clearing



Saturday's Driver Meeting



More coastal touring Saturday.

Bill, Alex & Danna and Peter.

Ron Swenson

Typ 356 Northeast will be well represented at the **50th Anniversary of the Speedster**. Rainer Cooney, Bill Collins, Angel Martinez and Sid Wilde left on their journey Wednesday June 16th. (Round-trip northern route and even further north on the way back.) Erling Falck, Joel Horvitz, Larry Sorgi and Bob DiCorpo's cars left Thursday June 17th via transporter from Paul Russell Co. Alex Finigan and friends started out on Saturday June 19th. (One-way southern route, shipping back.)

The southern route group could have the most miles traveled to the event. For all that work the **50th Anniversary of the Speedster** will likely be the world's largest vintage Porsche gathering. I'm sure those on the home front can't wait for the photos and detailed reports from Pebble Beach.

We're all looking forward to the event, over 300 cars registered plus 1500 other Porsche types attending. We're staging a "Northeast Corral" at the event with our whole New England contingent that includes cars from Connecticut, Massachusetts, New York, New Hampshire and Maine -- a total of 28 cars. We'll keep you posted

Erling Falck

While part of our group is wending it's way to Pebble Beach - about 20 member cars (including two new members) convened at the MOT's **German Car Day**.

Then, thanks to **Tom and Leigh Tate** we were treated to a cookout in their Medfield home. A few decidedly six-cylinder Porsche' and friends swelled the crowd to over thirty at the Tate's. Tom shared a peek at his newly acquired stash of used and abused parts. (I hope the rotating of the 912 becomes an annual event.)

Thanks Tom and happy Fathers Day to all.

My latest **barn find** complete with eggs -- but where did the chicken go?

Bob Williamson





Williamson photos

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Events

July 10, 2004 T356NE Bristol Rhode Island Museum Tour
 July 11, 2004 BSAAC @ Dedham (a favorite non-club event)
 July 25, 2004 T356NE Barbeque Drive
 July 31, 2004 T356NE Tech Session @ KTR (*revised date*)
 August 8, 2004 **T356NE Founder's Day** - rain date Aug15
 August 29, 2004 T356NE Sunday Drive - Photo Shoot
 September 3-5 VSCCA @ Lime Rock

July 10th we're planning an hour drive to Aquidneck Island in Rhode Island, through Portsmouth (RI of course) and over the Mount Hope Bridge Bristol, RI for a visit to the **Herreshoff Marine Museum**.

The Museum has a collection of 60 original Herreshoff boats, steam engines, artifacts and photographs depicting America's greatest designer and builder during "The Golden Age of Yachting". Located there is "**The America's Cup Hall of Fame**" which displays plaques honoring individual stars of America's Cup Competitions, half models of most challengers and defenders and photos of the America's Cup matches.

If your boat has been taking all your time this season here's your chance drive and get your boat fix.

Sunday, July 10, 2004 T356NE Bristol Rhode Island Museum Tour

Contacts Bill Sooter and Bob DiCorpo northstar_2k@yahoo.com

First (of many hopefully) Typ 356 Northeast / **McManus Barbeque** is 12:00, Sunday July 25th in Brookfield, MA.

Greg and Christine McManus have graciously offered to host us for an afternoon barbeque. They have a very **serious** (you might say semi-pro) **barbeque** arrangement, and have held legendary barbeques regularly in the past. They have facilities that allow for rain or shine, and they have regulation horseshoe pits and a volleyball area.

For those coming from the East, we will be driving a route-to-be-determined from the **Newton Marriott at 10:30**, to arrive in Brookfield at noon. Full details will follow in e-mail form soon. We'll need a "show of hands" before July 4th

Sunday, 12:00 am, July 25, 2004 T356NE / McManus Barbeque,
Brookfield, Mass

Contact Greg Graham ggraham@typ356ne.org

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We have a tech session and tour of KTR in Ayer on Saturday (**not Sunday**). Klaus will be doing the demonstration on something several members have been asking for - **adjusting the 356 valves**. It is a fairly straightforward procedure, but it has to be done on a cool/cold engine, which we've arranged.

The plan is to meet at 9:30 at our route 2A meeting lot and drive to Ayer via a round-about route arriving about 10:30. We'll have some lunch brought in about noon.

Saturday, 10:30 am, July 31, 2004 - T356NE Tech Session at KTR

Contact Dave Willard dwillard@typ356ne.org

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The Typ356NE **Founders' Day** Drive and Picnic has been scheduled for Sunday August 8th. A very exciting and picturesque drive is planned, followed by a wonderful luncheon at the **Westport River Winery** in Westport, MA. The luncheon will consist of gourmet sandwiches and salads that are catered by the Westporter Restaurant. A wine tasting and bottles of wine will be available to purchase for those who are interested. The winery is one of the most scenic locations in the south coast area of MA.

Last year's Founders' Day event was also held at the Westport River Winery and proved to be one of our most memorable events of the season and one of the best attended. Let's hope the turnout this year matches or exceeds last year. This event is perfect to take our better halves too, since it goes far beyond just a driving event. Keep an eye out for meeting point and our headcount. Hope to see you there!

Sunday, August 8, 2004 - T356NE Founders' Day Drive and Picnic

Contacts Bill Sooter and Bob DiCorpo bodee5@hotmail.com

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The **Louden Vintage races** were a bit damp as reported -- back when Spring refused to get going. Fear not, by September 3-5, it's sure to be summer for the VSCCA races at Lime Rock. Last year saw a new promotion strategy and an expansion in the number and quality of the cars racing. It's a great way to celebrate the summer's climax.

Registration is nearly filled for the **2004 East Coast Holiday** on September 29th to October 3rd in Williamsburg, Virginia via the Porsche **356 Registry web-site**.

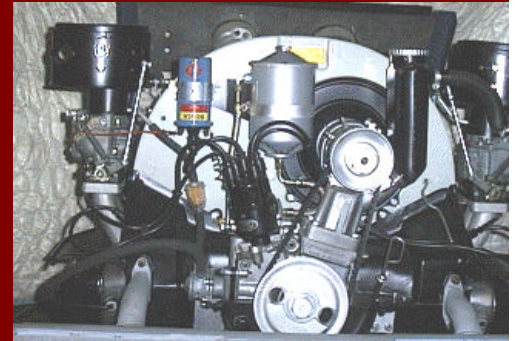
Look for e-mail later this summer to coordinate travel route, time and other plans.

September 29th to October 3rd, 356 Registry East Coast Holiday, Williamsburg contact Erling Falck oef@comcast.net

The **Schedule of Events** has a September with events almost weekly. More about them next issue.

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Reviews – books, sites, &c.

www.willhoitautorestation.com

Want More Power in Your 356? Unless you have a 4 Cam, who doesn't!! John Willhoit of Willhoit Auto Restoration, Long Beach, CA has the answer, and it is going to be unveiled at the Speedster Fest in Monterey, CA in July. He has developed a 1925 CC fuel injected, **twin plug** engine. The engine is currently installed in an absolutely immaculate black Speedster that he is taking to Monterey. My prediction is that this car and this engine will create quite a stir. A sneak preview of the engine components and the dyno specs have just been put up on his website: www.willhoitautorestation.com. The lucky Typ 356 NE members who are heading to Monterey will get a first-hand look at this very nice package.

In addition to building engines, John and his able crew of three other long time employees have been specializing in 356 restorations for 28 years in Long Beach, CA. The newest employee has been with John for over 11 years. Visitors are truly welcome at the shop. Both John and Jack Johansen couldn't have been more gracious to my wife and I when we stopped in. The shop had fifteen 356's in various phases of mechanical repair or body restoration.

In particular, the parts warehouse was truly outstanding. The storage areas are full of engines, transaxles, suspension parts, brake drums, etc. all neatly stored on racks. What really caught my attention were the RUST FREE body parts. There are racks of doors, hoods, engine lids, and nose and tail clips. You name it, they have it. They use these parts in the restoration of shop cars but also sell them. Anyone undertaking a restoration or repair and needing body parts would be well advised to check with John or Jack. The southern California climate is very kind to all automotive sheetmetal, especially the 356 variety.

Take a minute to look at their website. This is a first class shop run by a crew of very nice guys. Sally and I can attest to the fact that:
"Visitors are truly welcome".

Jim O'Hare

www.splitwindowregistry.org

Split Windows ended somewhere in the 1952 model year. Sometime before my (and previously Vic Zeller's) former bent window coupe s/n 11500 of May 1952. Two windshields are better than one.

Ron Swenson

<http://home.tiscali.be/johan-wellens/index.htm>

356 **Carrera Speedster inventory** by serial numbers, great mini-histories on many of the cars. Find you car. Even if you don't own it yet. "At the Paris Salon in October 1955 the first pre-A speedster with Carrera badging, believed to be # 81060, was shown to the public."

<http://www.jerry.digisle.tv/room.html>

Hopefully you can view this entertaining video ..herein are 3 elements most of us really like. Jerry **Seinfeld, Superman and a 356**.

Fran DeLeo

Members are always welcome to submit links to interesting web-sites, whether to the NEws or via members@typ356ne.org. Sites listed in the NEws are from time to time added to Typ 356 Northeast 's web-site's Related Links section.

Tech Session – on line

This may be above most member's ability to perform, but interesting. Dave Willard

Restoration Blues

"Angle of the Dangle" – Setting Rear Wheel Camber

*"When the world and I were young, just yesterday
life was such a simple game, a child could play."*

The Monkees, circa 1966

Many years ago, in my youth, I decided **Gertrude** would look pretty cool if I "**decambered**" her rear end, making the top of the rear tires closer together than the bottom. Also known as "**negative**" camber, decambering lowers the rear end and apparently gives a 356 better road-hugging ability when auto-crossing. It also looks way cool.

Now I want to undo my negative camber and straighten the rear geometry back to factory specs. When I got Gert, she was positive cambered, and looked ridiculous. The angle, which I should have measured at the time but didn't know how to, was probably set for a car without a compensator spring, and she had one attached. So I decambered her. I need to somewhat positively alter the inclination

angle back, and this is done by adjusting the angle of the trailing arms, which are the 3" wide, 2' long plates connecting the rear axles to the **torsion bars**. They can be easily seen with the rear tires removed.

The greater the arm inclination angle from level, the greater the positive camber, and the less the angle, the more negative the camber. Different models have different angle specifications. For example, the "unloaded" angle (where the arm is hanging free, not held against the bottom torsion bar cover mounting nut) for an "A" coupe is 13 degrees, while a Speedster is 11. Gert, a C with a compensator spring, wants to be set at 17 degrees. If she didn't have a compensating spring, the setting would be 21 degrees, 30'.

Since I'm presently decambered, I'm going to adjust the arm angle in a positive direction, to get it back to factory spec. If you want to adjust your trailing arms, you can follow along. First loosen the lug nuts on both wheels, jack the end of the car up, place jack stands under each torsion bar tube, remove the tires, lower the car onto the stands, then remove the jack.

Note: Owner's of cars with a compensator spring, now is the time to relieve the tension from the spring. There is a 6" shoulder bolt anchoring the spring to the axle tube's bearing housing on each side. Place the jack under one end of the spring, and lift it. With the jack taking the spring's tension off the bolt, pull out the cotter pin from the end of the bolt and remove the castle nut. Now slowly lower the jack, and the spring will follow, along with the bushings. You can take the mounting bolt and associated hardware off. Since the spring is now unloaded, you can repeat this step on the other anchor side without the jack.

Everyone, now place the jack under the shock absorber's lower mounting bolt bracket. The lower mounting bolt of the shock goes through this bracket. Jack up the bracket to relieve the tension from the shock and remove the lower mounting bolt nut and washer using a 19mm socket. Pull the shock off the bolt and lower the jack. Remove the shock's top mounting nut and pull the shock out of its upper bracket.

Stick your head inside, behind the trailing arm and locate three 19mm nuts securing it to the axle tube / bearing housing. Remove the three nuts (and washers). Compensating spring owners, you will not have a third nut, but rather, a cast bracket that holds the long shoulder bolt. The bracket doubles as the third nut. Remove it by holding it and loosening the bolt. With the three (or two plus bracket) nuts removed, you can push out of the way the bracket that holds the rubber bump stop. Now pull back the axle tube from the end of the trailing arm. You may want to disconnect the metal brake line from the rubber hose to get enough movement so the axle tube out of your way.

Do not even think about touching the bolt and thick washer you should see attached to the trailing arm. Although it seemingly serves no purpose, it's placed there by the factory during alignment of the rear axle tubes. When aligned perfectly, the washer is placed against the bearing housing as a reference point, should the tubes ever be pulled from the trailing arms, as we are doing now. Here's a picture of the alignment washer: (Fig. 0110)



Fig. 0110

Now remove the three 19mm bolts and pull the axle tube / bearing housing back, out of the confines of the trailing arm. Remove the four 17mm bolts securing the torsion bar cover, located at the opposite end of the trailing arm, and pry off the cover and the rubber "donut". All but the "C" covers have the end of the torsion bar going through the cover. The "C" cars have shorter torsion bars and they don't go through the cover.

With a screwdriver, lever the trailing arm up and off the cover's bottom mounting nut, which the arm probably is pressing against. You want to make sure the arm is unloaded, and free to hang, because the specs are set for unloaded arms. (Fig. 0109)

Measure the trailing arm's angle of inclination, also known as the "angle of the dangle". Place the jack under the battery box and raise the front of your baby until level. You can check for level by placing a spirit level on the door sill mat or along the top of the inner longitudinal. Slightly raise or lower the front end until you get the bubble exactly centered. Here's where I put the level: (Fig. 0101)

Determine the trailing arm's inclination, from level, on the side you have the spirit level. I use my father's WW II Army machinist's protractor to do this. Set its base along the top edge of the arm, and then adjust the protractor's spirit level until the bubble is perfectly centered. Remove the protractor and read the vernier scale, which indicates by how much the arm's inclination is from level. Here's how to set the protractor on the trailing arm to measure its inclination from level: (Fig. 0105)

If the inclination angle is correct for your car, great. If not, you must adjust the trailing arm angle accordingly. As an example, assume we are measuring the right side training arm angle and the vernier scale indicates it is 16 degrees, and spec for your car is 17 degrees. You have a situation where the rear wheel is decambered by an arm setting of 1 degree. You want another degree, you'd give a king's ransom for a measly degree, but where can you find one? Well, you know the arm needs to rotate CCW, toward the ground, to increase the angle. You pick up the 1-degree through the splines on each end of the torsion bar.

If you didn't notice when you removed the torsion bar cover, the trailing arm is held on the bar by splines. There are 44 splines on the outer end of the bar. The inner end of the bar, where you can't see, is held to its anchor point by splines also, 40 of them to be exact. The difference in the number of inner and outer splines allows changes to be made to the arm angle as necessary. Quick computation says that one outer spline rotation is "worth" 8 degrees 10' (360 divided by 44), while one inner spline is worth 9 degrees (360 divided by 40). Moving the trailing arm CW then CCW along the axis of the bar will allow you "find" degrees in 50-minute increments.

With some paint or nail polish (I like "Hot Pink" myself), put a dab on the splines and the trailing arm interface to orient the two before you start moving things around refer to Fig. 0102). Next, adjust the trailing arm angle to get it to 17 degrees. Ever so carefully, grab the end of the bar and training arm, and slowly pull it toward you just enough until you can feel the inner splines slip from its anchor, then carefully rotate the bar CCW one spline (you will feel it), and then push the bar back in



Fig. 0109



Fig. 0101

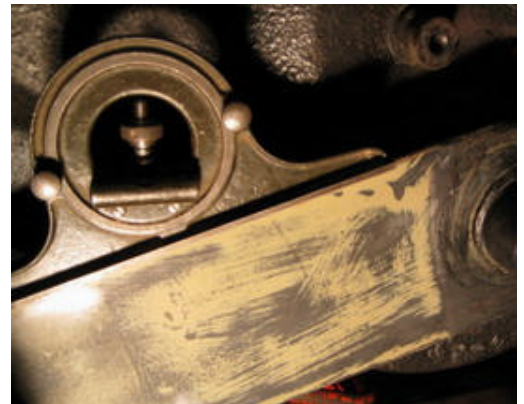


Fig. 0105

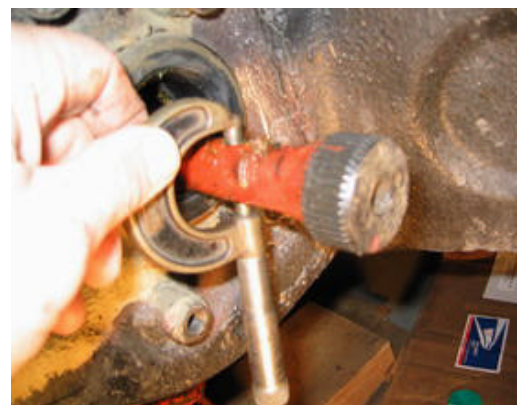


Fig. 0104

to its seat. You have now altered the inclination angle down by 9 degrees ($360 / 40$, remember?).

Note: Not to break up the process at such a critical juncture, but now is a good time to be sure you have the correct torsion bars installed, as there were a variety of torsion bars installed over the lifetime of the 356, and are you sure the ones in your car are original, or even correct? A and B cars have torsion bars with a 24 mm diameter. C car bars are 23 mm for a softer ride. C's with the compensator spring got special 22 mm bars. Since you have the bar out of its anchor, measure its diameter (obviously the smooth surface). Use accurate micrometers (or even calipers) to measure. If you have the correct bars for your car, this is good. You still haven't wasted your time, because you might pull on the bar and find it's broken! If so, it's probably why your car sags so far down on one side! Or if both are broken, that's why the rear bumper is always trailed by a shower of sparks!! Get a proper replacement. Do the same if you discover that some previous owner swapped torsion bars with an incorrect set. Or scotch taped a broken bar back together, thinking you'd never be the wiser! (Fig. 0104)

OK, back to what we were doing. Next, without pulling the torsion bar out of its anchor, carefully pry the trailing arm off the outer end. The bar will most likely be stuck to arm, so, while holding the arm, carefully drive the torsion bar back to seat with a drift (a large socket?). (Fig. 0106)



Fig. 0106



Fig. 0107

It helps if you use all three of your hands to do this. Repeat until you get the arm splines almost off the bar, where you can pull it off by hand carefully, so as not to drop the arm on the floor and lose your orientation. Now rotate the arm one spline's "worth" CW (you will feel this). By doing so, you have just retrieved 8 degrees 10 minutes' worth ($360 / 44$) of splines. Think about it: you added 9 degrees to your previous angle of 16, then subtracted 8 degrees and 10 minutes. Since you "added" 50 minutes, you now have now altered the trailing arm inclination angle CCW to 16 degrees 50 minutes (50') (9 minus 8 10'). Another way of putting it, the trailing arm didn't go back "up" (CW) as much as it came "down" (CCW), by 50'. The inclination angle is now increased to 16 degrees 50', which is pretty close to the spec of 17 degrees. Check this angle with the protractor back on the top of the arm to be sure you have not screwed something up. Seat the trailing arm all the way on torsion bar with a rubber mallet, then put some powdered graphite on the inner bore of the rubber bushing. (Fig. 0107)

Push the bushing in place over the bar end, and replace the cover. Torque the four torsion bar cover bolts to 25 ft/lbs. Push the axle tube back into the trailing arm, all the way so the bearing housing is butted up against the thick alignment washer. Put the bump stop bracket on the bolts, replace the nuts or compensator bolt housing bracket, and torque the nuts/bolts/brackets to 68 ft/lbs. You are finished with this side. Repeat this process for the other trailing arm.

If you decided to disconnect one or both of the steel brake lines to more easily move the axle "out" of the trailing arm, reconnect the line(s) now and bleed the system. Other than replacing the wheels and testing the brakes, we're finished. Now, let's go out and tear up this town, Gertrude!

Rick Veneski leahrick@gis.net

Whatzit? The item is called a "**drain channel**" and is mounted on the gas tank filler neck beneath the right fender on T6 bodies. If you spill fuel around the gas filler when refueling, this piece drains the fuel out onto the ground

Steve Huntley



www.autocolibrary.com

I saw this site on the chat line for another car and thought I'd pass it along. They have the paint chips for most Porsches, as well as most other cars, and claim to be able to match the colors exactly in several types of paint. Check out www.autocolibrary.com.

Len Cannizzaro

Fellow Typ 356 Northeast member J P Fitzpatrick told us about **Central Paint Supply**, 159 H Memorial Drive (off Route 140) in Shrewsbury, Massachusetts 01545. Their "**color expert**" is Warren at 508 842 7900.

Jim Stein

In case you missed your opportunity when Tom sent this out to members....

"At the (Hershey) Swap meet last week I bought one of the **heat shields** that is fitted between the heater boxes to shield the engine (and oil pump) from exhaust heat. I have never seen one in all these years but am told that they were an original part. It seems easy enough to make so **I'm having some made** for future use. If anyone wants one I can have one stamped out for you for \$20.

They are sold on Ebay for \$29.95. You'll have to paint it yourself as I really don't want to start a business here. Payment is expected in advance (did I mention that I don't want to start a business?) Any interest?"

Thomas Tate Tom.Tate@advest.com

Members

New Members:

Dan Abrahmsom -- Lee, New Hampshire -- 1959, 356 A, Convertible D

Ralph Hadley -- Andover, Massachusetts -- 1965 356 SC, Coupe

Joanne Slinko -- Barrington, Rhode Island -- 1965, 912 Coupe

Keefer Welch -- Hingham, Massachusetts -- 1959, 356 A Convertible D
Sid Wilde -- Alton Bay, New Hampshire -- 1954, 356 Speedster; 1962, 356 B Notchback Coupe
Mark Reich -- North Andover, Massachusetts -- 1961, 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: Original **fuel sending unit** for early A car in good working condition. Bob DiCorpo bodee5@hotmail.com v6n4

For Sale:

one 356c master cylinder -good condition-----\$ 25
one "P" beer stine w/ Porsche crest-never used-----15
one full hood "P" bra with bag-----100 or b.o.
one -still wrapped-never opened book MOMENTS
official Porsche 50th anniversary -limited edition-----100 or b.o.
one set front hood(top/bottom) release-----25
one headlight assembly-complete-----30
lots of old Panos, Porsche-Excellence mags and Christos---?\$
set(4) steel wheels painted grey off a c car-----200 or b.o.
set(4) fuchs 911 lightweight wheels(near mint)-----1500

** buyer pays shipping

Gary Resnick garry356@aol.com 508-240-6909 v6n4

For Sale: I have a set of **weber carb's** that have been on my Super 90 for the past couple of years for sale, as I have had the original Solexes rebuilt and re-installed this past week. The Weber's come complete with the manifold kit and air cleaners. A new pair is currently priced at \$699. I am looking for \$400. I will be posting them on the Registry site soon. Here is a link to see what they look like and the new cost.
http://www.motormeister.com/suz/carb_access/356912_weberkit.html
Peter Crawford pcrawford@typ356ne.org v6n4

For Sale: Tom Coughlin's famous **RACE CAR** (the one you've never seen) is for sale. Only driven on weekends! Former SCCA E Production open racecar (topless). You could convert this to OUTLAW street legal or for AutoX or use it for club racing (but not vintage which requires major-read expensive-mods). Don't even think about converting back to stock. Hot and fast 912 engine, fiberglass fenders, hood and engine lid, coil over suspension, fuel cell, pinned doors, lots and lots of modifications. A radically unique car. Price \$26,500 includes delivery, Greater Boston to So. NH. Tom Coughlin
TLC356sc@aol.com, 781-461-0495 v6n3

Wanted: An acquaintance in Germany is in the market for "**An original Speedster**" as he put it. If anyone knows of one for sale, please email me with any particulars. I will put the seller in contact with the person in Germany. Bob DiCorpo bodee5@hotmail.com v6n1

For Sale: A friend who has some 356 **tool kit wrenches** and **Messko tire gauges** available. These are guaranteed to be authentic and original to the 356 tool kits. Tools he currently has available:

1. 8x9 Hazet 450 stamped numbers wrench
2. 11x12 Hazet 450 stamped numbers wrench
3. Spark Plug wrench for a C

4. One Phillips red handle screwdriver and one Jorg #7 screwdriver both restored by Victor Miles. Approx. \$900.00 for the pair.
5. Two dual scale chrome Messkos, no pouches Very good cond. \$375.00 ea.
6. One early chrome Messko "Balloon" w/ original pouch. Near perfect. \$475.00
- 7 One Reproduction C tool kit from PAP w/ tire gauge. \$350.00
8. One 1962 gray tool bag, very nice cond., small stain on inside.
9. One six volt yellow fog light relay NOS \$125.00

Bob DiCorpo bodee5@hotmail.com v6n2

"Wants" are definitely desired for the For Sale / Wanted section.

In the past we've had as many Wanted's as For Sale's. Both types are usually picked up from e-mails - as compared as submitted directly for inclusion in the NEws.

Anyone with either can send them to rswenson@typ356ne.org. Those Wants can include: Want Advice, Want Recommendation, Want tools Want Cars, Want Parts, Want Literature. Anything legal and on topic.

We run For Sale / Wanted for **3 issues** unless notified otherwise.

Since the NEws gets passed around by e-mail more that physical copies used to it's reach a wider audience. That includes Presidents of other Regional Clubs. Your free For Sale / Wanted could end up **just about anywhere**. Plus the NEws is on our web-site and the truly persistent seller's may seek you out.

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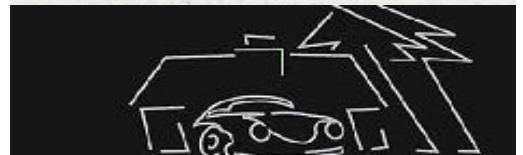
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Jim Mallette, owner / technician

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