

Typ 356 Northeast News

The newsletter of Typ 356 Northeast vintage Porsche® club



Volume 6 Number 3 - May 2004

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www.Typ356NE.org

News

Presidents Message: This Speedster **Fiftieth** Anniversary fever is building momentum. Trolling through my pictures I find a lot of shots, it's just too hard to walk by without finding another angle to shoot. Everyone probably has a different slant on **Speedster appeal**. Take a highly engineered and styled automobile – trade a sensible steel roof or a mechanical marvel of a cab top – for a chopped windscreen and a buggy top. If you must, do the math on reduced wind resistance and lower weight. Don't worry that there's no slot for a radio. Just enjoy it. Infatuation, disbelief, near-bankruptcy -- everyone with 356 credentials has had some sort of **encounter**.

The short story on the Speedster is distributor **Max Hoffman** advised the Porsche Werkes that a decontented 356 with loss leader pricing would help increase the sales of Damen and Continentals, coupes and cabriolets. Oh, and give it a name -- not a number. They believed him. The rest is history.

We'll just have to deal with a bit of Typ 540 overload for a few months. (Ohmygosh, wait 'til the August issue.) Not that there's anything wrong with that. And fear not -- next year is the Fifty-Fifth Anniversary of the steel **coupes**.

In other news:

The Sixth Annual Typ 356 Northeast **Spring Tour** is just about here, it's sure to be a winner.

Read about the East Coast **Holiday** - taking the long way home.

Keep The Faith
Ron Swenson

The Simple 356 Back in the days before tires were fat and drivers were skinny the 356 was an engineering marvel. It had a horizontally opposed air cooled engine, a fully synchronized transmission, and a torsion bar suspension. It was all on the cutting edge of technology in the late forties. Very heady stuff in those days. Tachometers and temperature gauges were standard at a time when many cars only had a wooden stick for a gas gauge. And yet one of the endearing features of a 356 to me is its simplicity. Especially the Speedster.

No fluff on that car, not even an interior light or glove box. Just the bare essentials. Did I mention no windows? A great motor, excellent gearbox and no extra weight. It makes all the right noises and commands my full attention. That's quite different than the cars built



29 never looked so good (like most of us – stopped counting birthdays about 1983) (recent publicity photo)

Please don't mind if the photos don't synch with the adjacent articles. It's Speedster year.

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



Tom's black beauty adds to the Porsche Fest 2003 speedster row. It seen twice again with this line-up later in this issue (Swenson photo)

today. I'll give you a few examples that reminded me why I am such a fan of the 356. Want to do an oil change on your family car? Go to Jiffy Lube. I say that because odds are that it's much too complicated to do at home. You'll need to get your two-ton ride up high enough to crawl under because you'll have to disassemble the underside of the car just to get at the drain plug. The underbody fairing on modern cars means that you need a two-car garage just to start so that you have somewhere to lay the parts as they come off. Once accessible, you'll need a really big bucket for that waste oil and of course a disposal plan for the 2 or 3 gallons of toxins. Finding the filter is a contest in itself. These are hidden on purpose for dealer **job security**. Compare that with a 356 where a couple of 2 X 4's to drive up on will put the car up high enough to drain the oil. That's because you don't even have to get under it at all. Just reach up with a 19 mm wrench and pull the plug. There's less than a gallon to drain out and you can probably just pour that into an oil can to use for oiling the screen door hinges out back. The filter is right up on top and can be removed while standing up, what a concept. Ease of maintenance is good engineering in my book. Especially as I get older and less flexible.

Do you have a taillight out and need to replace it? No problem with a 356, just take the lens off the taillight by removing the two screws and replace the bulb. **Gone in sixty seconds**. But a "modern wonder" is not that easy. First open the trunk and remove the spare tire. Yea, I know I said that you had a bulb out not a flat tire. But you need to remove the tire to be able to unscrew the rear inner panel that covers the back of the lights. Then go back to the toolbox to get the Torx sockets to remove the light bases. Pull the back off to discover that the bulb looks like nothing that you've ever seen before let alone have in the garage. Sorta like a cross between flashlight bulb and an electric toothbrush socket. A headlight has lost its glow? One screw on a 356 will put the entire fixture in your lap for closer examination and repair. Some European cars can have their bulbs pulled from the engine compartment but only after removing most of the engine and radiator cowl. And the new Xenon lights require that most of the front of the car be removed and only by a trained electronic technician. Did they think that the bulbs were never going to wear out or just not during the warranty period? Is it just me or does it seem that fully half of the new VW products that I pass have one headlight out?



Porsche Fest 2003 (Swenson photo)

There's a thread on the Audiworld site that cautions owners about adjusting the wipers on their A4's. It seems that it's easy to break a windshield while trying to remove the wiper arm with the hood up (the only way it can be done). With the nut off the shaft on a 356 the arm comes off easily in your hand and is a long way from the windshield. Just good engineering and simple too.

In the door of a modern day car is a bigger wiring harness than an entire 356. There are mirror controls, power window switches (usually four), power window lock out switch, power door locks, power seat controls, and sometimes even the seat heaters. When you open the door look in the area where the hinges are mounted the flexible hose as big as your wrist carries more power than our 356 engines could generate at redline. I like the look of the space in a 356 door because it's uncluttered and simple.

Even the door stop is simple, just a large block of rubber to thump against. And they last forever. The one in my wife's BMW was metal,

heavy enough to tow a car with and broke after eight years. Just give me **the simple approach**, it seems to work best.

I really like the fact that drum brake cars don't leave brake dust on the rims. Does it bother me that it doesn't stop as fast? Not really, I just leave more room between me and the car ahead. I probably clean the rims just as often but it's just one more thing that I don't have to worry about. **It's simple, just the way I like it.** I hope that it's just the way you like it too.

KTF
Tom Tate

"Gas Pump Prices Hit All -Time High – AAA 23Mar04 By Richard Valdmanis NEW YORK (Reuters) - U.S. retail gasoline prices rose to their **highest level on record** Tuesday, spelling pain at the pumps for the nation's 200 million motorists, the American Automobile Association said on Tuesday.

The average price for regular gasoline struck **\$1.738 per gallon**, up a tenth of a cent from the previous record hit in late summer 2003, according to the motorist group's survey of more than 60,000 stations.

While an all-time high in nominal terms, the current price of gasoline is still significantly lower than the inflation adjusted peak of \$2.94 hit in 1981, and well below the prices seen regularly in European countries."

Two thoughts after borrowing the quote above. 1.) Park the Escalade and the Excursion and drive the 356 (in complete compliance with your antique plate and insurance restrictions of course). 2.) 100 gallons a year, 25 miles per gallon, \$2.00 a gallon vs. 15 mpg in that other thing - saves you \$134. Treat your 356 to something nice.

Thanks to Bill Collins for hosting our first **Tech Session** of 2004. 24 friends and members turned out for a very useful discussion by Dave Willard on using a **multi-meter** to diagnose some common road-side problems. See the Tech Session on-line. Rainer Cooney had some hints on dealing with a 40 to 58 year old **fuse box** - and averting some other electrical problems. (Like spin the fuses to remove surface corrosion, check the input **and** output voltage - maybe the rivets in the fuse block itself aren't making an adequate connection.) A recap of Bill's **insurance** research follows below. Finally Bill gave us a description of his eight air-cooled rides (seven being extraordinary VW's).

Ron Swenson



Alex Finigan's 2002 ECH winning speedster (Swenson photo)



Rainer Cooney's speedster at Charleston, SC (Swenson photo)

Buying Insurance is like
buying 40+ year old cars,
Caveat Emptor

Many antique auto enthusiasts do not have the most cost effective or true **antique insurance coverage** for their vintage car. There are three types of auto insurance:

Actual Cash Value: For current models (your family car). In the event of a total loss you will be paid an amount based on the depreciated value of your vehicle.

Stated Value: A gray area of coverage. In the event of a total loss you will be paid what the insurance company "States the Value" of your car is. Appraisals and hassles are very common with this type of insurance coverage. Stated value coverage is often sold with a mileage limitation and deductibles for collision and comprehensive. It's commonly tied to a rider on your family auto policy. This type of insurance is often expensive and a half step towards insuring an antique car.

Agreed Value: Developed for true antique collectors/ enthusiasts. (Statistically some of the safest drivers covered by the auto insurance industry). For cars that are appreciating in value. With agreed value coverage you and the insurance company agree on the value of your car. Your premium is then based on that value. In short, you and the insurance company agree on the dollar amount of coverage day one.

In the event of a total loss **you will be paid that agreed value.**
Advantages of Agreed Value coverage (which is not offered by all antique auto insurance companies):

- Normally much less expensive than stated value.
- No mileage limitations.
- Often no deductible for collision or comprehensive.
- Rallies and cross country tours can be covered.

Disadvantages of Agreed Value coverage*:

- Secure storage required.
- Hot Rods, replicas and racecars may not be approved.
- Personal use, errands and commuting are not allowed.

* Most stated value coverage has the same limitations.

A valid question for your current insurer... **If I lose my 356 today how much will you pay?** If the answer involves hemming and back peddling, you do not have the best coverage available today.

Two very good Antique Auto Insurance companies offering Agreed Value coverage are: Grundy Worldwide 1-800-338-4005 & Hagerty Classic Car Insurance 1-800-922-4050

Bill Collins

Our **earliest driving** event to date was held on March 28, 2004. **George Huff** took an intrepid group on a great **Sunday Drive**. Just a day earlier it was 10 degrees warmer, apparently in ancient times people even drove the little cars in the snow!



Lance Willsey's 1958, Carrera GS/GT speedster at German Car Day 2003. Coming and going. (Swenson photos)



Trash or Treasure? TYP356NE Swap Meet 2004 On Sunday April 4th, the Typ356NE held its' own first ever swap meet at the home of member **Dick Chiasson**. More than twenty members and a few wives were there to share their treasured items with one another.

Long time 356 Registry and Typ356NE members Vic Zeller and Don Plant had a number of interesting items to sell. Vic even had some old parts that probably came off 356's from the Paleozoic Era. It was great to see Vic! He retired from his teaching position this year at Bristol Community College and now he and Margie(who also retired this year), are on the road traveling every chance they get.

Don brought along some really nice early car models to sell. They seemed to draw a bit of attention, as did a couple of luggage racks, a full Speedster tonneau cover, a 912 short block and a variety of items that were brought by other members. Rick Veneski and David Ohanian also brought sizable collections.

The "Items for Free" table really seemed to draw the greatest amount of interest. The literature on this table was the first to go, followed by various parts that will most likely show up at our next Typ356NE swap meet.

Everyone who attended seemed to have a great time, including "Yours truly", who spent much of his time by the pastry and coffee table, loading up. There was already talk among members about having another swap meet at least every other year.

Our thanks go to Dick Chiasson and his wife Rosemary for hosting this year's event! Everyone now needs to start saving their (junk) treasures for the club's next swap meet. Bill Sooter told me that he'll be saving all his used gaskets and oil until then!

Bob DiCorpo

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Bentley Publishers welcomed us back for our Technical Session Two in their updated shop on Saturday, April 10, 2004. They graciously feed the spectators being entertained with a blend of technologies – a turkey baster for the oil filter canister and some live video projection of the event. Meanwhile Dave Willard and Greg Graham ministered to Greg's coupe – beneficiary of the raffle at our Holiday Party. The Tech Session on-line (below) has an expanded report.

Ron Swenson

- - -

Rennsport Reunion II at Daytona International Speedway is on going as we go to press. Watch for more in the N^{EWS} V6N4!

- - -

Advertisements have taken on a slightly updated format in this N^{EWS}.



Speedsters, etc. at the swap meet
(DiCorpo photo)



Porsche Fest 2003 (Swenson photo)



Our **Sponsors** have re-upped and are great to contribute to our coffers and therefore our club activities -- including the NEws. But the reason to patronize them is their skills, parts and services. What would we do without them?

Events

Events are brought to you by

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May 1-2, 2004 Bonham's Auction - MoT (non-club event)
May 8, 2004 T356NE Drive - Photo Shoot
May 22, 2004 VSCCA Vintage Celebration, Louden

June 4-6 2004 **T356NE Spring Tour**
June 20, 2004 MoT German Car Day
June 25-27 2004 Speedster 50th Anniversary, Pebble Beach

July 10, 2004 Drive to Club Motorsports (NH) and VSCCA Mt. Washington Hillclimb
July 11, 2004 BSAAC @ Dedham
July 25, 2004 T356NE Drive and Picnic

A Day at the **Races** - May 22nd, Saturday, 2004. By now you've saved the day to come on up to New Hampshire International Speedway in Louden, and see our kind of racecars. The VSCCA Vintage Celebration opens their New England season. **Cruising the pits** is a trip back in time.

We'll meet at the Exit 4 Rt 93 Burger King in Derry NH at 7:45 A.M. in time for a quick breakfast before heading up to N.H.I.S. for a fun day. Additional details will be posted on the Club site and via e-mail as we get closer to May.

Saturday, May 22, 2004, VSCCA Vintage Celebration - New Hampshire Speedway contact Jim O'Hare johare@typ356ne.org

www.cliffhousemaine.com

This year marks our **sixth annual** Typ 356 Spring Tour, and based on the response to date, it will also be our largest in terms of attendance in the club's history. At this writing, thirty-two members have already booked their rooms at The **Cliff House** Resort and Spa in Ogunquit Maine for the June 4-6 get together.

Final tour weekend details are falling nicely in to place. We plan to gather at **Alex Dearborn's shop** off Route One in Topsfield at 9 am on Friday. Departure will be at 10 am, and the first leg of our route will take the group on some scenic back roads of Essex County and end at Alex's home on **Kittery Point**, Maine, where a catered lunch will be served, and then we will press on the short distance up the shore road to The Cliff House.

The kick off cocktail party starts at 6:30, with a Downeast **Clambake**, prepared just for us at 7:30. Following dinner there will be live entertainment in the main building. Along with after dinner drinks for those who are still thirsty.

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Roy Ruff's ride in South Carolina (Swenson photo)



Tour Meisters seeking Speedster overlooks (Crawford photo)

On Saturday, after breakfast, participants will have many options for the day. We will have a **club drive**, or you will be able to **shop** in either Kittey or Freeport, relax in the Spa, or just explore all the antique shops in Ogunquit, and have lunch in Perkins Cove. Saturday night, following another cocktail party, a multi-course dinner will be served in the Spa Café.

We have reserved forty rooms at the hotel. It's not too late if you are interested in joining the tour, go to our website for all the booking information.

(Telephone for reservations 1-207-361-1000, tell them you are with the "Typ 356 vintage Porsche club" Once you have booked your room, email me and send a registration check for \$30.)

Friday to Sunday, June 4th to 6th, 2004 - T356NE Spring Tour #6
contact Peter Crawford pcrawford@typ356ne.org

www.speedster50thanniversary.com

The perfect compliment to the Spring Tour would be a **6,000-mile blast** to the coast. The **50th Anniversary of the Speedster** introduction will be celebrated in Pebble Beach, California. Details and updates are on the web-site

Of the 300 expected vehicle look for speedster prototype, and the last two built, a Convertible D prototype and America Roadsters (about half ever made). Oh **356-001** will be there – hopefully by-passing the Chicago airport freight handling specialists. 150 names will be drawn for Laguna Seca **hot laps**.

Typ 356 Northeast members will be **driving** and shipping cars this event. It's sure to be a close contender with the marquees 50th anniversary a few years ago. If you can't make the trip -- check for web-site updates.

June 25th to 27th, 2004, 50th Anniversary of the Speedster, Pebble Beach, California **contact Erling Falck** oef@comcast.net

If 6,000 miles is a bit too far how about 1,000 (or so)? Registration for the **2004 East Coast Holiday** on September 29th to October 3rd in Williamsburg, Virginia via the Porsche **356 Registry web-site**. There are an increasing number of us already registered from Typ 356 Northeast.

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

We're getting over the deflation of **no** New England -- East Coast **Holiday in 2005**. You'll recall promoter Jerry Keyser, with Typ 356 Northeast as the "presenting" sponsor, were preparing to submit a proposal to the 356 Registry, Inc. But it's not in the cards for '05, there will be another venue and Jerry will get a year off.

Meanwhile -- with at least **18 months planning** necessary and after a 15 year history, a New England event might exceed 500 attendees



Erling Falck taking home the Porsche-Fest hardware (Swenson photo)



Larry Sorgi's Speedster at Myopia (Swenson photo)

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15-year hiatus - a New England event might exceed **500 attendees**. There is a lot of planning to do for a future year. Venue, concours location, drives plus a chance for exciting sidebars and great flanking events - all need research to be a truly memorable affair.

We'd hope to bring a flavor of Typ 356 Northeast to the event, not just hospitality, but also enthusiasm for cars and their people. And a great opportunity to show off our local skills. So bring on East Coast Holiday **2006**.

Bill Collins, ECH06(?) steering committee bcollins@typ356ne.org
Ron Swenson

Now that driving season is truly here – **weather** or other factors can change **driving** event plans at the last minute! When questionable - check for **last minute** e-mail updates. (That's why your home e-mail address is recommended. Yes, we can do two for you.)

Unless noted, you don't need to confirm **event attendance**, but it helps our planning. If we don't know you're coming -- we'll leave our start point **promptly**. Feel free to e-mail or otherwise communicate with the event contact person. If you do and we've got your accurate home and / or cell phone we may be able to advise you of a late change before **you and your 356** hit the road.

If registration isn't requested, feel free to show up at the **last-minute**

Reviews - books, sites, &c.

www.bentleypublishers.com

Our recent tech session hosts -- not only do they have a cool garage... There's enough Technical Discussion about Audi, BMW, Mercedes-Benz, Mini, other Porsche and Volkswagen to make it worth a visit. 356 chat is very light though. I bet you could find a book or two also.

www.autocolibrary.com

A fast and cheap paint job for your Porsche ... simulation. Access the site - then go to Porsche and then 1956. Where's Slate Gray? (Hey! This was all queued up before the Registry ran it's article.) Do this it's a lot more fun that computer solitaire.

356midatlantic.org

Our counterpart regional club in the DC area's site.

Tech Session – on line

www.typ356ne.org

Ron's write-up in News (above) mentioned getting a stranded car going. www.typ356ne.org has a file on the procedures we discussed. Look for "**My 356 Just Stopped!** How to Get It Up and Going Again Using a voltmeter and some wire".

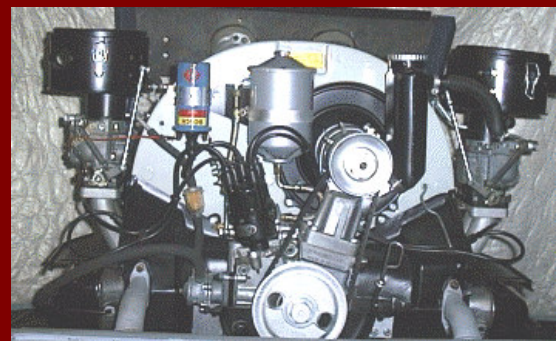
Dave Willard

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Foreign Intrigue is pleased to announce our NE On-Line Parts Databases for 356, 911, 924, 94, 951, 968, 914, 928 and almost all other Porsche Models. You can search our entire parts inventory!

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mgrishman@foreignintrigue.com

Whatzit? The item pictured in the attachment is from a T6.

The first to correctly identify it, based on the time your e-mail arrives, will win a Typ 356 Northeast prize.

Steve Huntley

Bentley Publishers tech session welcomed over a dozen members and featured an Oil Change, Lube and a Heli-coil repair of a stripped case stud. Ruffled as a prize at the Holiday Party, Vic Zeller had the lucky number but passed it to Dick Chiasson. Greg Graham's car ended up on the lift.

The parts as ordered from NLA (Brad Ripley offered a special price for this club demonstration) are the same for all 356's :

- NLA 07 002 **oil filter** (or 001 for a three pack)
- NLA 01 152 **oil sump gasket kit**

Warmed from its drive, the sump plate and drain plug were removed. Oil exits. The fairly pliable flange on the sump plate is gently hammered smooth where over its 40 years the nuts have deformed it again the gaskets. Strainer cleaned. Up top the filter is removed and its canister is "basted" dry. The Mahle oil filter used includes gaskets and copper washer(s) (choose the one that fits your canister-lid bolt). Our travel kit carries both these sets of parts.

The refill starts by closing up below -- gasket, strainer, gasket, sump plate – bolted finger tight, then tightened symmetrically from the center out. Up top, the filter is dropped in, canister filled with oil, lid gasketed and bolted, the balance of the four quarts added. Cap on. Start and keep rpm's low while the new lubricant is distributed.

The most popular oil among attendees was Castrol 20W50, Greg's choice is the "High Mileage" version. Bentley technician and multiple VW owner chooses Shell Rotella T - 15W40 for his air-cooled engines.

Dave Willard with assistance from **Steve Huntley**

Members

Thanks for resuming your support for Typ 356 Northeast. Our renewal rate is at an "all time high".

We want to make it easy for every member to participate as much as they choose. So getting our event schedule out is our top priority. Your information is our link to you; let us know when your e-mail, cell phone or changes are appropriate -- to Bob DiCorpo at 2078 Highland Avenue, Fall River, Massachusetts 02720. We'll continue to make sure it's not abused. Our mailing list is not for sale. Period.



Steven Leed's speedster on a Sunday Drive (Willard photo)



Bob DiCorpo bdicorpo@typ356ne.org.

New Members:

Peter French -- Carlisle, Massachusetts -- looking

Jon Nadeau -- North Yarmouth, Maine -- 1958, 356 A, speedster

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

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

Wanted; **Pre-A Coupe** in very good to affordable concours condition (or a Karmann while I wait). Ron Swenson rswenson@typ356ne.org v5n2

Wanted; **356's** by at least a half dozen new members including some of those listed above. If you have or know of cars pass the word on. Share them via members@typ356ne.org and/or we'll get them into the next NEws.

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

For sale; **1964 356 C cabriolet**, red with black top and interior. The odometer registers 70,000+ miles. It is in excellent condition. The 1965 912 motor is peppier than the original. We have the California title, a few tools and a manual. Asking \$36,500. Roger Palm wpalm@worldpath.net v6n1

Below are some of the commercial sites offering 356's and well worth checking:

www.paulrussell.com

<http://www.dearbornauto.com>

<http://hemmings.com>

<http://www.356registry.org/Ads/newads.html>

Sponsors

Section sponsorship (new - with display ad) and **strip ads** (as below) are available for communicating with our growing membership and our extended distribution. Links on our popular web site and membership are included. 356 content is required and the editors will limit the number of ads.

From the reader's end – our sponsors are some of the best resources in the 356 business. Look to them for service, parts and advice.

contact Peter Crawford pcrawford@typ356ne.org

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

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Rainer Cooney

ggn356@comcast.net

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Jim Mallette, owner / technician

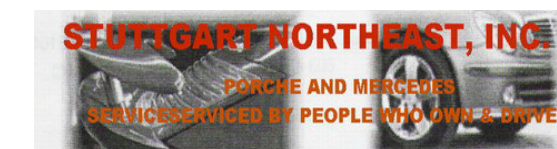
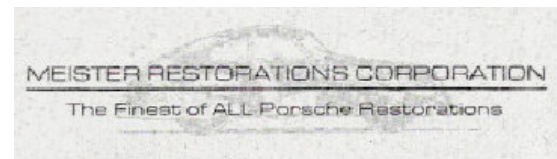
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