

TYP 356 Northeast News

The newsletter of TYP 356 Northeast Vintage Porsche® Club

Volume 12 Number 4 – December 2010

TYP 356 ne

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

President's message Hello Members. Here it is the end of 2010, and most of the events are past us now. In 2010, your Club sponsored 21 events. This does not include 356 Registry events like the East and West Coast Holidays, or other events that members attended. That is almost one event every two weeks. You can see that Your Club is very active, and will continue to plan great events in the coming months and years!

Since our July TYP 356 Northeast NEws, we have had a number of successful events, and we all need to thank our event leaders as well as your board members who work behind the scenes to bring you world class events and drives.

We left off the last NEwsletter at Tom Tate's Applied Plastics tech session on June 12, 2010.

Since then your club has offered ten more events:

On July 11, Tom Tate, your club's tech chair, coordinated the Endicott Car Show in Dedham, MA. This was not an official Club event, but Bill Sooter, Tom Tate and I attended. The weather was sunny, warm and all three of us walked for miles looking at great cars and even purchasing a few useful tools. If you want to attend a diverse collection of European, American, Classic, and Hot Rods, this is the show for you next year.

Ken and Gloria Nykiel hosted Founder's Day at their home in Stoughton, MA. We went on a 35 mile drive though back roads, better named as 356 roads to arrive at the Nykiels. The Nykiels graciously offered their beautiful, modern home for a patio view of ponds and superb landscaping. When we arrived we were treated to a delicious meal catered by Bob and Fran DiCorpo's daughter. (Note: if you want a wonderful caterer, contact Bob and Fran, as you will not be disappointed.)

Greg and Christine McManus delivered again on the best chicken BBQ ever at their home in Brookfield, MA. 60 members and guests attended a lovely day' drive in the country and filled their stomachs with chicken, corn, blueberry muffins and laughter! I keep saying Greg and Christine's event is a must attend, but your Club has many, many must attend events throughout the year.

Craig Bush and Bob DiCorpo arranged a visit to Wayne Carini's F-40 shop in



President Gentz taking the wheel from 2008-9 president Collins (r) at 2010 Holiday Party
Photo by Hadley

Portland, CT. As you know, Wayne hosts Chasing Classic Cars on the Discovery Channel, so a visit to his shop is a must for all car lovers. Craig arranged the visit and about 60 club members and guests had a blast hearing about Wayne's business. Craig reports that Wayne is a regular guy who is very humble and easy to talk to notwithstanding his TV career. This is the type of event that your Club puts on for you, our membership.

Tom Tate brought 356's as the featured cars at the Cohasset Car Show on September 12, 2010. The Best of Show winner was Erling and Maren Falck. They will share a wonderful bottle of Dom Perignon champagne! Your Club's members were about 25% of the cars at this professionally judged concours. The best part of the event from this writer's viewpoint was the food and beverage supplied by the event. Then, we drove to downtown Cohasset to allow town residents to view our lovely cars and enjoy the day with a people's choice judging event too.

John Favalaro and Ralph Hadley salvaged our Drive Your Porsche Day (DYPD) boat trip from Portsmouth, NH after an earlier cancellation due to inclement weather. Ralph prepared a lovely drive along the ocean from Massachusetts to Portsmouth, NH. About 25 members and 15 cars attended the drive and cruise. We passed sea walls, concert sites, grand hotels, and ended up in Portsmouth where a street fair was going on. The cruise was spectacular as the captain of the ship was humorous and knowledgeable on all the items we saw along the route.

Rainer and Jerry at Meister Restorations had their annual Customer Appreciation Day German food fest and questions and answer session on October 2, 2010. This a highlight of the Club's schedule as Rainer is a delightful speaker with interesting topics for 356 owners and a great German cookout with German sausage and beers. There were about 45 members who attended and many drove their 356's.

Lou and Shannon Frate prepared the Fall Tour in Sebasco Harbor Resort, Maine, but unfortunately were not able to attend the weekend of October 15 to 17th, but Ben, Mary Grace and Allen Sisson attended in their Volvo, Bill and Donna Newman came in their 911 cab, and Mary Lou and I drove up in a Nor'easter in our VW Jetta, but we had a great time thanks to Lou's planning.

November 7, 2010, George and Jennifer Nelson hosted a Customer Appreciation day feast at their Milton, MA home. We appreciate all the work that George and Jennifer go through to cook such great food and we loved the new Outlaw that George is building. Can you say Lamborghini flat gray paint? The motor that will go into George's Outlaw is so pretty, that I want to put it in my living room as a trophy!

Coughlan Machine was visited by TYP356ne on November 20, 2010 due to Tom Tate's knowledge of interesting tech session. About 25 members gathered to see a top rate machine shop that builds custom motors for their customers. This is the type of tech session that helps members become better consumers of services for our little cars. Thanks to Tom for pulling this tech session together.

Now we are looking forward to 2011!

TYP356ne has many events scheduled for 2011, so plan to attend and have fun with other club members. Your club tries to deliver events that you have an interest to exercise your 356, or other important car. Check out the Schedule of Events link on your club's website homepage: www.typ356ne.org

Plan to attend your Club's 2011 Planning Meeting on Saturday, January 8, 2011 at the Burlington Public Library from 10:30 a.m. to 12:30 p.m. Bring your ideas for events for 2011.

On Sunday, January 16, 2011 your Club will host our annual Holiday Party. Len Cannizzaro and Allen Sisson have put together a better party than last year's success! Plan to attend.

Your board has kept the **dues at \$30**, which is the same as last year's dues. Send your check to:

Allen Sisson
TYP356ne Membership Chair
11 Spruce Way
Medfield, MA 02052

It is not easy to put on so many events, so if you love your little car and like our events, plan on helping out. Let me know how you would like to help, and I am sure we can find an opportunity for you to pitch in and work on an event or two. You can email me at tbgentz@typ356ne.org.

I want to express my appreciation for the guidance and assistance that the board provides to me and their unselfish time and treasure that they spend on making your Club the best TYP356 club in the world.

Tom Gentz president "The members make TYP356ne."

PS: As I described in a recent email, this will be the last NEwsletter for our club unless we can find a new editor for our club's newsletter. Contact me if you have an interest in taking the newsletter over. You do not have to be a member of TYP356ne, just interested in writing about your club's events. I would like to thank Ron Swenson for his faithful service to the club over the past decade.

Just say **McManus and BBQ** in the same sentence and a long-standing tradition in Brookfield, Mass. pops into mind.

Christine and Greg McManus have hosted at least six summer events featuring their tasty food, food that any restaurant would gladly serve (if they had as much grille space as Greg does). A couple did double duty as Founder's Day too.

Brookville is a fun place to drive to on a summer weekend -- whether by scenic back road or just blasting out the 'pike.



Grille-meister Greg McManus, power-basting 24 chickens at a time. Photo by Swenson

This year about 60 members and 20 356's and other assorted cars converged upon the McManus' Victorian house for the Roasted Chicken BBQ. Greg cooked half chickens over his unique, huge outdoor grill pit, while Christine prepared a fresh salad, sweet corn, corn muffins and of course her homemade blueberry pie a la mode. Everyone left with a full stomach and a smile on their face.

President Tom Gentz said it exactly correct "Christine and Greg, your Chicken BBQ is one of the TYP356ne members' **favorite events** of the year and we all appreciate your contributions to the club and all that you both do to allow our members to enjoy our old friends and meet new ones at your home".

As you've seen elsewhere in the NEws **Greg and Christine** also hosted the group at their house on the Cape and Greg is next year's spring tourmeister.

Ron Swenson



Photo by Tom Gentz

Founders Day Thanks go out to our gracious hosts, Ken and Gloria Nykiel, for putting on a very memorable Founders' Day. Some thirty plus members and co-members participated in a 35 mile drive through some very scenic and twisty country roads, with a stop at Borderland State Park for a photo shoot and some outstanding real estate views along the way.

The ride concluded at the home of the Nykiels in Stoughton, Ma, where members enjoyed a gourmet buffet luncheon, provided by The Silver Stone Catering of Fall River.

Bob DiCorpo event coordinator



Photo by Tom Gentz

"**Cohasset Days**" Car Show TYP356ne had 25% of the cars at this event. **Erling and Maren Falck** won The Chairman's Award and Best of Show Award. They will be drinking a magnum of Dom Perignon champagne!

We were treated to an organized registration, wonderful catered lunch with finger sandwiches, salad, local craft brewery beers, wine and the sweetest brownies ever.

Each car was then judged by teams of four judges. They not only judged the cars professionally, but asked for personal statements describing the cars we brought. They were wonderful judges.

We then got a police escort to downtown Cohasset and the square where we parked and received another "Peoples' Choice" award from the residents of the town.

This was a low key, professionally run, fun, event that had many benefits for the TYP356ne participants. If the club elects to do this event next year, I strongly recommend that you attend.

Thanks again to Tom Tate for leading this event.

Tom Gentz president

Club drive to F-40 in Portland, CT to visit Wayne Carini's auto collection and shop, followed by lunch at a place TBA. Contact [Bob DiCorpo](#) or Craig Bush.

There were nine Porsches who participated in our **DYPD 2010**. We met at the I-95 Rest Area just inside NH at 10:00 a.m. and Ralph led our convoy to **Hampton Beach** first. We passed by the Hampton Beach Casino, Wally's Pub, surfers with huge waves from hurricane Igor, the Cinnamon Rainbow Surf Shop, Rye, NH and the wonderful homes along the ocean to name a few. We drove through the Wentworth by the Sea Hotel that was elegant and looked to be full of happy guests.

The almost three hour boat trip was wonderful. We went inland and not out into the choppy harbor. Our cruise's goal was the **Great Bay estuary**, where 70% of the fish found in the Gulf of Maine began their little swimming lives. Our captain was knowledgeable and humorous about what we saw along the way.

Then our group split up into two smaller groups. Some stayed in Portsmouth and grabbed a quick lunch and some drove south to The Black Cow in Newburyport on the water. John Favaloro had made reservations at the best table on the deck outside at the Black Cow for us to finish up our DYPD.

Mary Lou and I drove 362 miles today. That's equals RI to Baltimore, MD in our Porsche!

Thanks to **John Favaloro** and **Ralph Hadley** for planning a perfect day driving our little cars and a wonderful cruise on the water topped off by a late lunch in either Portsmouth, or Newburyport.

Tom Gentz president

On Saturday, October 2, 45 members and about 30 356's drove to **Meister's Restoration** shop in Barnstead, New Hampshire. It was a beautiful Porsche day on the road. Clear, crisp, and warmer this year!

Rainer's tech session was a funny, fast moving, and delightfully orchestrated demonstration of why Jerry and Rainer are assets to TYP356ne club members. There were quips about fan belt maintenance, cars that seem to stick around too long and the bothersome problems that cause Rainer to make parts that cannot be purchased anymore, and a lot of good natured humor that only Rainer can deliver. Rainer missed his calling, HE should have replaced Conan O'Brien on Late Night TV!

After two hours of the audience rolling in the aisles, Jerry and Rainer opened up their hospitality to a gracious lunch of sausages, German potato salad, cold beer,



Rainer suggests regular fanbelt replacement, don't wait until it looks bad or breaks



One of the many tantalizing view at the Meister shop - sweet. Photos by Swenson

and lots of good conversation.

I took notes on the tech session and they will be printed elsewhere in the TYP356ne NEwsletter for all to see what great technical items were discussed.

Rainer and Jerry continue to provide excellent service to the membership and we should support them!

Thanks again to Rainer and Jerry for a delightful day, warm weather, and good friendship. This is a highlight of our year, so plan on attending next year!

Tom Gentz president



Photo by Tom Gentz

The **Fall Tour**, or better known as the Nor'easter of 2010, went on October 8-10 weekend in **Sebasco Harbor Resort**, Sebasco Estates, Maine. Sebasco Estates is located near Bath, ME on the Atlantic Ocean.

Bill and Donna Newman, Allen Sisson, Mary Grace and Mary Grace's yellow Lab, Ben, plus Mary Lou and I attended. **Lou and Shannon Frate**, who organized the location, tour, and lunch suggestions were unable to attend at the last moment, but they were there in spirit!

We all met Friday at 5:00 p.m. at the bar at the Resort and lifted a few beers to celebrate all the work that Lou and Shannon had put into our Fall Tour. The weather was fierce with the **Nor'easter** and we watched the boats pitch in on their moorings. The rain was horizontal on Friday night.

Early Saturday morning, Ben went for a swim cheered on by all of us. The weather was still rainy and cold, but our spirits were bolstered by Ben's love of the water. Ben was tired so we went to breakfast to discuss our drive.

Lou and Shannon has planned a spirited drive of about three hours on farm roads, along the Kennebec River, across some wooded farmland, back down the Damariscotta River to Booth Bay Harbor that we all loved. Allen and Mary brought their Volvo wagon for Ben's comfort and Mary Lou and bought our VW Jetta due to the weather, but Bill and Donna did bring their Carrera 4 911 Cab. Bill and Donna were smart, as they had their Porsche to drive on Lou's roads.

We ended up for lunch at McSeaGulls in Booth Bay Harbor for lobster rolls and other sea food. Then we drove around the scenic drive on Ocean Point at Booth Bay Harbor.

Bill, Donna, Mary Lou, and I went to the Maine Maritime Museum at Bath and had a blast seeing all the shipbuilding history of Bath, Maine. There is a Navy Sumwalt Class Destroyer almost ready to launch at Bath Iron Works. Allen and Mary Grace went shopping for Ben in Booth Bay Harbor and we met for cocktails at 6:00 p.m. at Sebasco Harbor Resort restaurant for a beautiful sunset over the water.

We dined Saturday night at the Sebasco Harbor Resort and enjoyed a good drive and hoisted more beers to Lou and Shannon!

Sunday morning we met and watched Ben enjoy a longer swim than Saturday's as the sun was bright and the rain and drizzle had stopped. After breakfast, we all said goodbye and traveled home with warm memories of good friends, and a wonderful TYP356ne Fall Tour 2010.

Thanks again Lou and Shannon for all your planning. You were there in spirit with us all.

Tom Gentz president

At the board meeting of November 1st **Tourmeister Don Osborne** was awarded a plaque honoring his service as Spring tour director for 2008 (Woodstock, VT), 2009 (Stowe, VT) and 2010 (Whitefield, NH). Tom Gentz presented the award on behalf of the membership. Don is truly appreciated for the many hours of preparation over months that distill down to a great three-day weekend.

Greg McManus will assume the **Spring Tourmeister** role and promises to have the 2011 destination for announcement at January's Holiday Party.

The line forms to the left. All TYP356ne members should know by now that **George Nelson** is one of the most knowledgeable, capable and personable of those keeping our cars running, safe and swift.

With wife Jennifer, he hosts a fabulous Open House at his Colonial home and Carriage House workshop. There's plenty of time to chat, enjoy the charming architecture and eat. Then there's time (and always room) for seconds.

The early November event signals two passages for our year. Driving season in New England has wound down and the Holidays are at hand. It brings out a big crowd. Event coordinator **Bob DiCorpo** assisted managing the full house attendance.

The single biggest attraction is found in the shop. This year it's an **A coupe** George is creating for himself – a tasteful outlaw. With bodywork, paint, glass and a slick motor most chassis work done it should be turning heads on the road in the spring.

Ron Swenson

Tom Tate, your club's tech chair, organized a tech session at **Coughlan Machine** in Norwood, On November 20th. About 25 members attended, many drove their 356's because the weather was clear and bright.

Tom Coughlan, the owner, spent about two hours discussing the different



Photo by Ralph Hadley

machining processes he can perform. But, first, to get the member's attention, we proceeded to the back room with warm **coffee and fresh donuts** in hand to see a quarter mile drag racing car. His shop prepared the motor. Mr. Coughlan explained that it could produce about 800 horsepower as normally aspirated and 1,400 horsepower with three Nitrous Oxide shots. To prove that fact, Mr. Coughlan started the car and it roared to life. Many members' ears rang for about fifteen minutes after the car was turned off! It was powerful and well tuned, as it ran with fuel injection.

Mr. Coughlan demonstrated the processes needed to build a custom racing, offshore racing boat, or street motor. He strips the motor down completely to inspect all moving parts, and to order the proper replacement parts. Then he heats the block in an oven to turn the oil, grease and paint to a powder. After it is removed from the oven, he places the block into a metal shot blasting cabinet to completely clean the block. The heads move to a surfacing machine to true the surface, the valve seats are machined with a centerless boring machine. With this machine, every valve seat is consistent so cc'ing the head is the same for each combustion chamber, and the seats are radiused for good air flow too. The heads are assembled with titanium valves, keepers, spring keepers, and roller rocker arms. Most of the motors use solid lifters. When asked if Mr. Coughlan had seen **flattened lifters from the modern oil without zinc**, he **replied yes**. Mr. Coughlan recommends Royal Purple 20-50 racing oil that has zinc and phosphors. The block is honed on a honing machine and then it is all moved to the engine assembly clean room.

Because Mr. Coughlan specializes in V-8 motors, many end up in off shore racing boats. He is a nationally recognized expert in building reliable motors for boat racing. Additionally, he builds **midget racing motors, Porsche, VW, Indian motorcycle motors**, and even rebuilds motors for new car dealers.

In the installation room, next to the assembly room, Mr. Coughlan showed the members the end result of his efforts - - two duplicate 1,200 horsepower, supercharged off shore boat motors. The members present were impressed with the beautiful design, impeccable and functional preparation.

After the members left Coughlan Machine, we adjourned to The Lewis Grill where members enjoyed a great lunch and good conversation.

The members who were present congratulated Tom Tate for a memorable tech session.

Tom Gentz president

The **TYP 356 Northeast NEws** has reached its 53rd issue. That's the end for your current editor's run. While the NEws is on break the web-site will continue to be the timely and graphic source of club doings. The site is ably coordinated by Bill Sooter and technically maintained by our great volunteers, Loosey and Colin Blake, it gets the information out promptly and is its own living archive.

TYP 356 Northeast NEws

The newsletter of TYP 356 Northeast

Vintage Porsche® Club

TYP 356 ne

Founding Member **George Huff** produced the first 10 numbers of the newsletter when the club needed communications and outreach (1999) - before the website's introduction.

Kevin Caravella picked up the editor's role for 5 issues in 2002.

The 2003 introduction of the **electronic NEws** presaged a number of other regional clubs on-line or emailed publications – a convenient new direction. Like the Registry Magazine, it's endured the demise of print classified For Sale ads. The best part about the NEws is the many contributions by members – notably the presidents from Gary Resnick on and inspired tech chairmen, including current president Tom Gentz.

It's been a true pleasure to bring something of TYP356ne to the hundred-plus members who don't regularly participate in club events.

Ron Swenson editor emeritus

In Porsche History

55-years ago Porsche racer and young movie phenom **James Dean** is killed in the most famous Porsche accident in history.

60-years ago In 1948, the first Porsche was built in Germany and the automotive world was changed forever. Two years later, thanks to the foresight of Ferry Porsche and Max Hoffman, the first two Porsches arrived in New York City. (Porsche Newsletter)



Photo by CMG Worldwide

Events

On Saturday, January 8th we will hold our annual **Planning Meeting** in the **Burlington, MA. Town Library** starting at 10:30AM. The meeting is scheduled for two hours. If you have ideas for new and different drives, possible tech sessions or tours, please join us in planning the new year for TYP356ne.

We will be meeting in the McIntire Room on the main floor to the right rear as you enter the library. Coffee will be available.

For GPS users just head for 22 Sears Street, Burlington, MA.

The Events section is sponsored by:

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TYP356ne Planning Meeting 2011, Saturday, 10:30 AM, January 8, 2011
contact **Tom Gentz** tgentz@typ356ne.org



Holiday Party Chairman Len Cannizzaro and wife Judy Photo by Ralph Hadley

For the Holiday Party 2011 we're returning to the **Chateau Restaurant** on the shore of Lake Winnecunit in **Norton, MA**. That's Sunday, **January 16, 2011** from Noon to 4:00pm.

The Holiday Party is TYP356ne's largest attended event because of the fun we have seeing old and new friends, dancing, bench racing, and discussing our little cars. We've invited the same Boston Pops quartet that played for us at the 2010 event. There will be passed hot hors d'oeuvres, a cash bar, three plated dinner choices you can select right at the table the day of the Holiday Party and dessert. Plus, you'll have a chance to win fabulous prizes in our drawing!

The cost of the Holiday Party is **\$35 per attendee** and the 2011 annual dues remain at \$30, which totals to \$100 per couple or \$65 for a single attendee.

Tom Gentz is looking for donations for the drawing, so send me an email about what you can donate and bring to the Holiday Party for our members to win. The feedback from last year's Holiday Party was that some of our raffle items might be too car oriented, so we are seeking more general gifts too.

If you do not have a plastic **TYP356ne nametag**, now is the time to order one from the club's website, or let Tom know if you would like a preprinted paper name tag for you or your guest at the door.

Checks should be made out to TYP356ne and mailed to **Allen Sisson** who is the co-chair of this year's Holiday Party:

Allen Sisson
Membership Chair TYP356ne
11 Spruce Way
Medfield, MA 02052

TYP356ne 13th Annual Holiday Party, Sunday, Noon – 4:00, January 16, 2011
contact **Len Cannizzaro** lcannizzaro@typ356ne.org

TYP356ne 13th Annual Spring Tour Update

I have shortlisted the locations to the following 3 options:

The Balsams Grand Resort Hotel, Dixville Notch, NH

The Equinox, Manchester, VT

The Trapp Family Lodge, Stowe, VT (site of the 11th spring tour in 2009)



11th spring tour, 2009 Photo by Swenson

In consideration of the economy one would think we should be able to negotiate more favorable terms, possibly we may be selecting options from the more desirable destinations? In any event in the course of my discussions with the respective properties, I was watching our late May early June dates become tentatively booked and this was early November!

I presented these options to the board with the preliminary costs, each location having unique opportunities for our group, after much discussion with the Equinox creating much interest albeit a somewhat potentially higher cost and the driving distance to the Balsam possibly being too long.

A unanimous decision was made to return to the **Trapp Family Lodge**. The membership feedback on our 11th annual stay at this property was excellent and considering the property was offering some financial concessions for our return that would result in an overall lower per person cost than our last stay it was mutually agreed to take this to the next step to confirm our budget costs and dates.

We have a tentative confirmation for the TYP356ne, 13th annual Spring Tour at the Trapp Family Lodge for **June 10th, 11th & 12th** with an initial block of 40 rooms. So save-the-day and look for an email on the registration procedure.

I am planning a trip up to the Trapp Family Lodge in December to finalize our agenda and discuss possible other optional events we may be able to plan for Saturday. I'll report on our progress after the trip to the property.

Greg McManus 2011 spring tour chairman

Tech Session – on line

Meister Restoration Tech Session, Saturday, October 2, 2010

Before the emailed questions were answered, Rainer discussed the following:

Fan belt: Change annually, since Rainer's customers seem to let their belts go too long before changing. So, Rainer feels an annual change will keep our cars on the road. The proper size is **825mm L X 9.5mm W**, and Rainer recommends the solid belt versus the "cogged" belt.

Steering Couplers: Rainer says this is the only thing that is between your tires and your steering wheel, so inspect it annually. Most of them are 20 to 30 years old by now. Rainer held up a wooden model that he had taken out of a customer car.

Shift Couplers: The plastic inner bushings will give out over time, so inspect that part annually, or you may have to cobble together a shift mechanism by stuffing tie wraps inside the coupling and wrapping it with electrical tape as a road side fix. Check this by pulling back the rubber boot when you change your oil annually.

Disclaimer: TYP356ne, or Tom Gentz has provided this tech session for education purposes only, and cannot be held responsible for any injury present or in the future or liability, due to the small time allotted for each member's hands on experience and the introductory nature of this tech session

Speedster Brass Carb Floats: Rainer cannot find a source of these older carb floats, so he has commissioned tooling to manufacture them. See Rainer if you have a Solex 40mm PBIC carb that has a float that is sinking in your float bowl.

Distributor Coil to Distributor Cap Wire: Annually check to see if green corrosion has taken place inside the coil or distributor cap that will cause the car to not start. Do this when you are changing your spark plugs.

Rocker and Bumper Deco Strips: Rainer uses the original aluminum strips and carefully sands and polishes them back to useful life. He starts with lower numbered sandpaper then moves up to finer grades, then buffs them. You can smooth out the rubber ends to make them look factory original. Cut the rubber deco strips a ½ inch long and they will compress to fit inside the deco strip carrier and not shrink later. This also goes for door and front hood gaskets. Cut longer and they will not shrink later.

Shine Down License Plate Rubber Gasket: Try Googling Velospace for rubber gaskets as International Merchantile, Stoddards, and NLA also have rubber gaskets. Rainer demonstrated that an original rubber gasket and one from International Merchantile do not match, so he makes them work by cutting them appropriately. Rainer thinks that today's rubber made of Dupont Nordel is more resistant to ozone and cracking.

Early 911 Rubber Suspension Bushings: Rainer feels that rubber is better for front suspension bushings than the harder polyurethane "racing" bushing, or harder bushings made today. He has perfected the proper hardness of the rubber and can manufacture them for you.

"If it does not go together nicely, STOP!": Rainer reminded the group that forcing a part will most likely cause a failure in something, and forcing it will just cost you more money. Wiser words were never spoken.

GOJO Scrubbing Wipes: Rainer uses and reuses these wipes for cleaning hands, car parts, wires, kitchen sinks, etc.

Hand Sewn Cabriolet Top: Rainer discussed and showed a partially sewn Cab top on a customer's car. At the factory, they were hand sewn on the car after the bows were in place. It is about a 35 hour job, but to be done correctly, it has to be done on the car.

Chinese Parts: Rainer showed an example of a Chinese wrist pin that just shattered due to bad metallurgy. Rainer uses the old saying, if it is too cheap, it will fail.

Accelerator Assembly from the bell crank to the carb linkage: Annually check the linkage from the bell crank near the transmission when you change your oil. Sometimes they wear and when worn, just weld in more metal. If you do break this part, you are stuck on the highway, so check annually.

Tundra Fire Extinguishers: Rainer did not light a gasoline fire this year



Rainer explained the sophistication and complex restoration of the cabriolet top

<http://www.northernexplorer.com/details.php?prodId=40&category=>

disappointing the crowd, but he stressed having a few of these spray can fire extinguishers at your fingertips. They will not leave the corrosion that a powder fire extinguisher will leave. They are available at Home Depot, or Ace Hardware.

Car Storage: Rainer found Northern Explorer Mouse Repellent, "Store it Right" brand name in Hemmings Sports and Exotic Magazine. It is available for \$16.99:

Now on to the questions submitted to Rainer prior to the session:

Richard J Patrick: 1: How are the window frames adjusted in the doors so that they contact the door molding rubber properly? And that they do not interfere with the proper closing of the door.

2: What is the "trick" to mounting/adjusting doors?

Rainer's Answer: Adjustments are on the side of the door and inside. The desired effect is no wind noise with a coupe, and that the door closes securely against the gasket. To test the gap, use a 2" piece of paper and drag it along the gasket to see if it has a slight drag, therefore assuring a proper gap. If there is a gap remaining, use a scuba diver's suit neoprene strip behind the gasket to close the gap.

Len Cannizzaro: I understand that stock 356 oil filters are quite inefficient and relatively ineffective. A company advertising in the Registry Magazine is selling a full flow filter adaptor for \$475 for 356 engines. You can buy a lot of oil changes at that price. Is the difference in oil cleaning and wear performance worth it -- or does the stock filter work well enough with frequent oil changes?

Rainer's Answer: With a bone stock motor, change oil every 3,000 miles. Since the full flow oil filter filters all the oil, there is more insurance that if parts break internally, they will be stopped by the full flow filter before entering the motor again. There have been tests that it takes 100 minutes to filter all the oil in a 356 using the bi pass system it came with from the factory. After rebuilding a new motor, Rainer changes the oil at 4 hours, 600 miles, then at 1,000 miles, he adjusts the valves. Rainer uses Synthetic 20-50 oil when he changes oil. He buys it by the gallon.

Rainer has tried to get a "flattened" tappet from all sources he knows. A flat tappet will demonstrate that the newer oils without zinc and phosphorus. No one has been able to produce one to Rainer yet.

John Favaloro: What is the maintenance schedule for adjusting the valves on our 356. What obvious signs are there that the valves need to be adjusted??

Rainer's Answer: Check the gaps annually, when you change your oil, or check every 5,000 to 10,000 miles. A tight gap will burn valves, as they will be left open slightly. You can tell when they are loose by just wiggling them. Too tight is worse than too loose.

Ralph Hadley: 1. There have been a number of members this past year who have had problems with either voltage regulator or generator. Rainer has dealt with some, George has dealt with some and maybe others have figured it out on

their own. Bottom line, a generator is \$300 plus a core for trade and a voltage regulator is around \$200+; I would like Rainer to go over both parts and why they fail. More importantly have him show us how to test each, what should the meter be showing. What is a warning flag? etc.

Rainer's Answer: If a generator is throwing lead, it is generally the voltage regulator. Get your voltage checked by Rainer for free with his Craftsman amp-meter that loops around the generator wire, or get Joe Leoni to calibrate your voltage regulator. Rainer says the 6V systems should be charging at 7.1 V and the 12V system should read 14.2V. It is cheaper than a \$500 or \$600 generator. Also, do not over stress the voltage regulator or generator with running fog or driving lights that exceed your generator's output for too long. Rainer strongly recommends NOT using an Optima 6V battery, because if the battery fails, the car will stop. Rainer suggests the Sears Group 35 Odyssey battery because it is available at all Sears store nationwide.

Rainer is designing a 12V alternator that will fit inside the generator housing to increase the output of his electrical system, since he has fuel injection, a high pressure fuel pump. His 6V generator is turning at high RPM's because he uses a 7,000 RPM limit on his new motor, so the generator windings are being pushed out to meet the internal field magnets, and making spaghetti inside his generator.

2. Also, Rainer said he would going to discuss rebuilding my transmission. Show some old rings (less bearing) vs. a new ring.

Rainer's Answer: Rainer showed bearings that did not have enough rollers inside for the stress loads. See the expert on transmissions is the answer.

Dennis McGurk: I would like to get Rainer's current thoughts on oil (synthetic v. BP) and optimum gas octane.

Rainer's Answer: See above.

Michael Pahl: Tom Gentz saw Michael's rear wheel wobble slightly and he told him to check it out, so Michael's response to Tom and question for Rainer is: I double checked my right rear wheel that you pointed out over the weekend. I couldn't find anything wrong with it. Jacked up the car, spun the wheel and checked it against a fixed point. Seemed to be straight and true all the way around. Guess this could be a question for Rainier - what else might cause it to appear "untrue" while driving? Something in the suspension creating what looks like a wobble?

Rainer's Answer: Rainer showed the group the shims that push the bearing retaining cap out. There should be 2 to 3 shims that leave the proper gap. A 1.5mm run out for the rim is an acceptable factory tolerance. It could also be tire run out.

Notes by **Tom Gentz**

Storage Checklist from 356 Registry Magazine, vol. 6 no 3, Feb 80 (with a few additions)

In a dry location
clean inside and out
clean wheels
tire dressing
lube - typical, plus hinges, latches, hood cables,
tires up to 50 psi
rotate tires monthly, or raise off concrete
dry-gas or Stabilizer
change oil and filter
oil cylinders by pouring 1/4 cup per barrel new oil into carb at fast idle then stall
cap exhausts, bag carbs
fill tank
drain fuel
remove battery, discharge, recharge or trickle charger
release latches that may deform weather-stripping, hood, doors
cover
hand brake off
seats forward
brake fluid change
mothballs; trunk - cockpit - engine compartment
check fire extinguisher charge and date

Do some of them, or at least drive late in the season and avoid “storage”.
(Do save your life or someone else’s and do your **brake fluid** and check your **fire extinguisher**.)

Reviews – books, sites, &c.

The Future Of I-95 an article by NPR’s Tovia Smith gives an outlook on what’s in store for driving: “Flying Cars? Conveyor Belts? The Future Of I-95” September 5, 2010

“There’s something about the highway that inspires dreams and endless possibility. When Interstate 95 was being built 50 years ago, high-speed roadways and high-tech cars were a fantasy of things to come.

In many ways that fantastical dream has become reality, but in other ways, not so much — especially on a crowded interstate like I-95.

These days, commuters fantasize about simply being able to move. Experts say the future’s looking even bleaker.

“We haven’t seen anything yet. Those things are going to get miserable,” transportation consultant Phil Tarnoff says. “I hate to be a pessimist about this, but I think we’re gonna refer to 2010 as the ‘good old days’ here in another 10 years.”



Transportation consultant Phil Tarnoff with his Hudson Photo by NPR



Highway planners hope to ease congestion a bit by diverting some traffic to trains and boats, but they also take a kind of if-you-can't-beat-'em-join-'em approach. If they can't clear the crowds, they'll make cars more "crowd-friendly" by making them smarter.

Smarter Cars, Crowded Roads Highway expert Dan McNichols steps into his 1951 Hudson, a two-ton curvaceous coupe that's way more beauty than brains. "It's a real lead sled," he jokes.

"I give a little prayer of thanks when the car turns over," he says. Unlike GPS- and computer-clad cars today, McNichols' "old lady of the highway," as he calls her, has no idea if something's wrong inside. And no clue where in the world she is or who else is around her.

Future cars, however, will have way more brain power to sense trouble and help avert it. As he zips down I-95, McNichols says that will allow even more cars to move even more quickly on even more crowded highways.

"You'll see cars flying in formation a little bit tighter," he says. "They'll be, like, bumper-to-bumper and it'll actually be just as safe, maybe, as it is to drive with four, five car lengths in between each car today."

Highways In The Sky You'll also see highways become smarter, McNichols says as he rumbles along in his Hudson. Roads will sense congestion and automatically detour traffic. On-ramps will stagger cars to help maintain flow, and tolls will become invisible — but more expensive, especially at rush hour.

Also, he says, expect to see the private sector take over highways and divert some traffic onto new lanes that go down into tunnels and up into the sky. "In the future, those lanes might be conveyor belts, carrying freight that are unmanned," McNichols says. "They might be truck lanes, they might be high-speed rail lines, but building up is definitely the answer."

Think Shanghai, where highways can go five or eight stories. But with the high cost of building those new roads, most future planning comes back to better managing the ones we've already got.

Accidents Avoided, Though Not Averted Experts say about half of traffic congestion comes from accidents and breakdowns, so getting real-time information is critical.

"If they don't get it cleared out of the way in 15 minutes, you've instantly got an hour backup behind that, and that triggers wild backups during the rush hours," McNichols says. "And I think we'll —" Suddenly there's a boom and a rattle. McNichols' steering wheel suddenly jerks left and starts shaking violently. He wrestles the Hudson to the side of the road as three lanes of traffic barrel down on the crippled car.

"Wow — we just had a big, big blowout." He lands the car on the shoulder of I-95's travel lanes and gets out.

Cars whiz by as he stands in relative safety near the guard rail and calls AAA.

It'll be 45 minutes before the tow truck can get there, leaving plenty of time to ponder how things might be different if this were 2060 instead of 2010.

"The cars of the future will be communicating with each other, getting out of each other's way," McNichols says, "letting other cars even farther down the road know there's trouble ahead."

Don't Say Goodbye To Traffic Jams Yet "The technology exists today to do that, and it's pretty cool stuff," says Peter Appel, who's heading up the federal government's research into electronic systems that can help drivers drive.

"If you're starting to get too close to the car in front of you too quickly, it might indicate to your vehicle you need to put on the brakes right now," he says, "And, yes, the systems might start to do that for you."

But even the best technology can help only so much, says George Schoener, head of the I-95 Corridor Coalition.

"I think this vision is no guarantee that you're gonna end up with smooth-flowing traffic at all times of day," he cautions. "But it will certainly go a long way to avoiding the nightmare that we would have if we didn't change what we're doing currently."

For many highway drivers today, just avoiding that nightmare would be a dream come true.

Automobile Magazine's contributor Ezra Dyer wrote a great comparo piece on a historical cross-section of street Porsches. That would start with 356's right? Exactly. Naturally the Porsche press fleet doesn't include the museum cars, so... he tapped owners. Represented were: '58 Speedster (member **Tom Tate's**), '65 C coupe (member **Jeff Leed's**), '73 911T Targa, '87 911 cabriolet, '90 928GT, '04 Boxster and a 2010 Boxster Spyder.

Everyone will have their own ideas for other cars that could have been included: mine would be some form of 914 and 944.

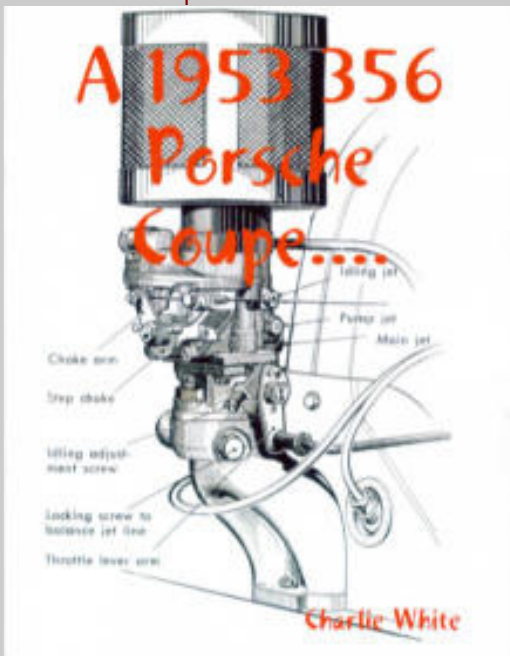
Here's a sequel #1 idea - historical cross-section of race Porsches.

Here's a sequel #2 idea - historical cross-section of R-cars, racing variants of production Porsches.

"Back in the dawn of the U.S. introduction, Porsche... prioritized feel and agility over outright power. ...but damn if it doesn't feel great to have that wheel in your hands." Dyer probably knew that when he picked the participating cars.

Ron Swenson, editor

<http://derwhites356literature.com/>



The literature guru "**der White**" – aka Charlie White lists Porsche **Factory Accessories** along with most 356 era literature. He offers another book of special interest to early Porsche fans.

A 1953 356 Porsche Coupe This 42 page soft-cover booklet contains more than 65 images of a 1953 356 Porsche 1500 Super Coupe when it was NEW and had only 93 miles on the odometer, and the original shipping sticker on the rear window. Many of the B&W images are close-ups views of key parts of the car, including the engine compartment, interior, front trunk, and views from all sides. Absolutely new and original just as it was first delivered from the factory. See what an early Porsche 356 looked like back in 1953 when it was new! 8.5 x 11 inches in size, soft color cover, 42 pages, quality slick paper, and saddle-stitch binding. \$15.99 + \$3.50 Postage!

Members

It is that time of year again to **renew your annual dues**. The dues remain the same this year at **\$30.00**. The due date is January 1, 2011 and dues are overdue on February 1, 2011. Since the Annual Holiday Party is coming up soon at The Chateau in Norton, MA on Sunday, January 16, 2011 from Noon to 4:00 p.m., it would be convenient for everyone attending to pay for their party expenses and dues with **one check on or before January 1, 2011**. It is \$35.00 for each attendee of the Holiday Party. So dues and Holiday Party expenses for a couple

would be **\$100.00** and for a member to attend the party alone plus dues would be **\$65.00**. Checks should be made out to TYP356ne and mailed to me:

Allen Sisson
Membership Chair TYP356ne
11 Spruce Way
Medfield, MA 02052

Remember if your mailing address, phone numbers or **most importantly email address have changed** since last year be sure to update that information for me when you mail in your check. You can also update your information any time by an email to me at: asisson@typ356ne.org

Allen Sisson membership chair

New Members:

Ed Gregory Bernardsville, NJ; 1960 356B, 2008 Cayman S
Bob Cunningham Westborough, MA; 1957 356A coupe
Philip (PJ) Bernard Woods Hole, MA; 1957 356A coupe, 1964 356C coupe
David Melcher Middletown, RI; 1963 356B S90 coupe, 1984 911 cabriolet
Daniel Rapley Bethel, CT
Dick Dodge Seabrook, NH; 356 A coupe
Norman Gile Hampton, NH; 1964, 356C coupe; 1975 914; 1987 944S.
Patrick Ahearn Wellesley Hill, MA; 1964 356C coupe; 2008 911 S coupe; 2009 Cayenne GTS; 2009 Audi R8

For Sale / Wanted

For Sale: Two engine compartment grills for roadsters/convertibles. One B/C in great shape – asking \$35. One for A, correct and rare, needs polishing – asking \$75. **Dave & Judy Willard** d.g.willard@comcast.net v12n4

For Sale: One new beige carpet set for a 59 A coupe for sale. Asking \$350. **Dave & Judy Willard** d.g.willard@comcast.net v12n4

Wanted: Pre A ignition switch for a 1955, 356. It should be stamped "SH/ZS4/1", has two key positions and three terminals. Key is optional. Pre A pair of horns for a 1955, 356. No grill and single screw through id tag. Must be complete, but need not work. **Ray Egan** 207-522-6377 raymondcegan@aol.com v12n4

For Sale: A decent 356 Griot's **car cover**, I think it is a NOAH. It is soft, thick and breathes. Fits coupe and has mirror pockets, driver's door zipper and makeshift hole for aerial. 50 bucks - you pick up in Beverly MA **Fran De Leo** fmdeleo@comcast.net

For Sale: A member of our group has a set of 4 aftermarket 5½" **chrome rims** for a drum brake car available w/ 165 tires that have never been on the ground.

TYP 356 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.

\$400 for all. **Tom Tate** Thomas.Tate@opco.com v12n4

my 65. It sold to a dealer.

I have an original owners manual and a very nice car cover left over and will sell them for the best offer. They are both in near perfect condition.

regards, Doc

On Thu, Sep 30, 2010 at 8:01 PM, MICHAEL GLICK <marblefarm@wildblue.net> wrote:

thanks Ron,

any member can contact me directly at this e-mail or 603 539 6065

Wanted: I am looking for a set of **seat hinges** for a 1964 or 65 cabriolet. I need the complete hinge including the round bar that connects the hinges. This is for a fellow member who is restoring his car. **Ralph Hadley** risammax@verizon.net v11n4

For Sale: 4 **Fuchs wheels** 14 X 5½ with Sumitomo HTR200 tires size 205X60 for sale. Tires have no more than 1000 miles. Wheels are not perfect but very good. Wheels come with proper center caps. \$800.00 Hank Hanmer 860-597-5870 or hjhanmer@yahoo.com

Wanted: I am on the hunt for a **911 or 912**. The years I'm focusing on are 69 through 73 but will not ignore a 68. I am not looking for a trailer queen or something that needs a major restoration. A good driver that has not been Frankenstein'd into something not resembling a 911 from that period. **Ronald Bargantine** ron@realtimeone.com v11n4

Sponsors

603.776.3561
phone / fax

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