

# Typ 356 Northeast News

The newsletter of Typ 356 Northeast vintage Porsche® club



Volume 8 Number 5 - December 2006

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## News

**Presidents message** Winter is nearly upon us and our driving season again seems like it was way too short. The Stabil is in the gas tank and the 356 is already in its long four month hibernation. The wait now begins. How can we get our "356 Fix" now?

The club's board has already started the wheels in motion. First, the holiday party is already in the planning. A possible new venue this year, but a great time guaranteed as usual.

Typ356ne Tech Chairman Tom Gentz has begun the planning of a couple of possible tech sessions in January and February to keep us off of the streets. Tom has shared some new ideas for sessions with me and they sound like things our members will really enjoy.

In January we will be having our regular yearly planning session meeting (TBA). This will give all of our members a chance to contribute to the variety of events for next year. New ideas are always welcome so please join us and make yourself heard.

The Los Angeles Toy and Literature Show along with Bob Campbell's LA Swap Meet will be held in March of '07. Last year 15+ members traveled out to LA for both events. We rented a couple of vans and toured the area. It was an outstanding event. Drop me an email if you'd like more info or would like to join us this year.

At our last board meeting, it was decided to keep the yearly dues at \$30.00. In addition to our getting a newsletter, numerous emails from the president and a whole lot of fun for small money, the Typ356ne also pays a portion for many club events.

In closing I'd like to thank all of those people who have led drives, had tech sessions and opened their homes to our group this year. I've learned much about hospitality and friendship by just being a part of this organization. Happy Holidays.

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### Bob

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The Dana Farber Cancer Institute's Jimmy Fund Walk sent an acknowledgement of Typ 356 Northeast's donation in memory of our friend **Joel Horvitz**. Our donation helps to directly benefit patient care and cancer research.

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As Bob notes above, **annual club membership dues** have again fought off inflation. **Thirty** dollars is due on January 1<sup>st</sup> and late on February 1<sup>st</sup>. There's no time like the present to keep our club going



A great year for President DiCorpo – and he revealed the top!

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strong by sending in your check. Unless, of course you'll be attending the 9<sup>th</sup> annual Holiday Party – in which case your dues and your dinner can be had for one check.

Make **checks** payable to Typ 356 Northeast and send to: Ron Swenson, 81B Warren St., Charlestown, MA 02129. Dues \$30, Dues and Party (1 attending) \$65, Dues and Party (2 attending) \$100.

**Ron Swenson**, membership chairman

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18 Typ 356 NE members, their guests, and their cars head west to **Watkins Glen**, New York, for the **US Vintage Grand Prix Festival**. Departing on Thursday morning for this 400 mile drive and winding through western Massachusetts and southern New York State we arrived in Corning eight hours later. Food and gas breaks were all that slowed progress.

When Peter said it promised to be a milestone event like the first **Rennsport Reunion** at Lime Rock in 2001 he was right. He was also right about having more members participating than any other vintage organization in attendance.

On Friday our group joined the **Tour De Marque** celebration, as Porsche is was year's featured marque. Limited to only one hundred vintage Porsche's, the tour started with a foggy drive to breakfast at the Wings of Eagles Air Museum. After visiting the museum and orientation, the group emerged to find 100 sunlit cars ready to motor to the track. Lunch was next, and several parade laps, before heading downtown to the town of Watkins Glen.

Following our recent custom, participating Typ 356 attendees sported a magnetized car sign.

For those of us who feel like Lime Rock is our home track here's a little background. Watkins Glen was the scene of **the first post WWII Road Race** in October 2, 1948. With its start/finish line right on the main (Franklin) street, the 6.6 mile street course has a few unexpected features amid the "esses", big bend and mile long "truck test brakes" downhill. Features like a railway grade crossing and a scenic stone bridge cushioned with... granite.

Those of our group on the Tour de Marque took a few vanity laps with this original road course route closed to traffic. As the first of five tour groups - we then enjoyed watching each of the other groups lap in turn. No attention was paid to the posted speed limits, witness an official on Franklin Street with a **Go Faster** sign. We did.

The streets were crowded with applauding spectators as **Tourmeister Peter Crawford** took the turn at Milliken's Corner. Actually they applauded everyone like it was the Mille Miglia.

After 1952, the purpose-built track replaced the road course. Saturday again offered track laps for the Marque participants. Saturday afternoon, **Tom Gentz** fired up the grill in the paddock, and with much help, fed the T356ne crew between race support activities. Many thanks Tom, race catering is no picnic (sic). With so much activity and



T356ne'ers at Watkins Glen, the town.  
Photo by Don Osborne

driving to participate in that the usual scrutiny of the paddocks or any focus on the practice, qualifying and race was short changed (maybe we'll have to go back). Member George Nelson had a trailer in the Brahma (Lotus 23) and placed well in his class. It would be a kick on the old road course – if it cleared the railway tracks.

The **Tour De Marque coordinators** did a stellar job of planning, informing, feeding and directing the series of activities that make up the "Tour". All for \$140. Tourmeister Crawford and Route-meister Collins did a great job of merging Typ 356 Northeast travel routes, accommodations and member communication. Able assistance in food and beverage coordination was provided by "Stormy" Len Cannizzaro Food was never far way as is frequently noted above.

One note to those who haven't been on a long Typ 356 Northeast drive -- events end in a flurry. When it's time to depart be ready to giddy-up. A 9:00 roll-out time means you can be at your car at 8:59 and before your seatbelt is on you could be on your own. If you don't know the first turn -- we'll see you next trip. Individual Northbound, Highway and Back-Road return groups coalesced during the continental breakfast on Sunday.

Thanks to whoever suggested the back-road-run-home. Perhaps they had in mind avoiding an 85 mph sprint on the Pike, while dodging semis. The back-road run fit the bill and there couldn't be a more perfect punctuation to a fabulous event at the Glen. It was great enjoying routes 10-23-23A - they were truly magical Porsche roads. Route 10 in New York runs through a reservoir that drowned several villages many years ago leaving the road surrounded by water, pristine landscape and no crossing routes. It would be a great leaf-peeping route but don't tell the Winnebago Club. Some hard-running sport bikes we met traveled a long distance to take the same drive. Massachusetts best-kept driving secret is also now out. We're looking forward to revisiting these routes soon.

Peter deserves a giant vote of thanks for identifying this opportunity and we appreciate his hard work planning this fabulous event for Typ356ne. All who attended got a series of very unique automotive experiences, and it felt like a special privilege to be part of the group.

### **Ron Swenson**

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The **Meister Tech Session**, or as Rainer calls it "Customer Appreciation Day", was held at the shop in Alton, NH. **Tom Gentz** coordinated our combination **Drive-Your-Porsche-Day** with the annual presentation and Q&A. September 16<sup>th</sup> was just crisp enough to remind us Fall was coming - but we were well ahead of the usual foliage display.

The main event was a Tech Session featuring his twin-plug conversion of Greg McManus' fuel injected, twin-plug, crank-fire electronic ignition 356 engine project. See Tom's report below in Tech Session – on line.

In the background Spyder, 4-cam, Speedster and Notchback projects compelled investigation. It took Jerry and Rainer's now famous grilled sausage lunch to temporarily quiet the snooping and chatter that



The (new) Watkins Glen track loaded with Typ 356 Northeast'ers abiding by the go-faster, no-passing rule. Photo by Ruthann Swenson

followed the Q&A. Then the nearly 40 attendees continued their DYPD - dispersing to the far reaches of T356ne-nation.

### **Ron Swenson**

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Another Typ 356 Northeast **Drive-Your-Porsche-Day** took place on September 17<sup>th</sup>. Members drove to **Myrick's airport** in Berkley, Mass enjoying an antique airplane "Fly in" and air show.

### **Bob DiCorpo**

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Vintage high-speed two-seater transportation.  
Photo by Bob DiCorpo

The morning of September 23<sup>rd</sup> found a Typ 356 NE group from the Northshore arriving at **Beverly Airport** at 9 AM to view three World War Two bombers including a B-17 and a B-24. They were awesome, and well worth the trip. Following the viewing we took a brisk 50 mile drive led by **Leadfoot Larry Sorgi** through the back roads of Topsfield, Boxford, Georgetown, Amesbury, winding up in Newburyport for lunch.

It was agreed by all at lunch, that we will schedule several more driving events in the coming weeks, as the season is almost over, and there aren't too many club events on the calendar. Be on the look out for these upcoming new Sunday drives. You won't want to miss them.



Photo by Crawford

### **Peter Crawford**

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More photos on our  
web site

A third overnight drive was the 3-Day Coastal **Maine Tour**. As such it set a new precedent. The leaf peepers, including us, were out in force, and there were very few slow spots. Fortunately, the hectic "No Vacancy" Columbus Day weekend wasn't a crowded parade of frustrated drivers blocked by slow moving RVs.

The morning of Oct 6<sup>th</sup>, found about 15 Porsches full of Typ 356'ers, taking a break from their usual Friday chores. We converged on the New Hampshire Information Center - waiting for the action to begin. Bill's drivers meeting included distribution of the "Wild Moose Chase" a travel quiz / treasure hunt. For those interested, some answers follow in this article marked: \*. Even before a shopping sidebar in Freeport Maine, home of LL Bean, it was already time for a lunch break.

In turn, The Muddy Rudder restaurant, Moody's Diner, Chez Michel, Trenton Bridge Lobster Pool and our inn keeper at Camden's **Glenmoor By The Sea** made sure we didn't go hungry.

\*A Peavey is a logging tool, first made by a Maine company of the same name since the 1800's.



Cadillac Mountain to be renamed Porsche Mountain Photo by Crawford

Something usually a Maine staple, the fully excavated road-reconstruction project, was mercifully absent from our route. In fact, other than some traffic in Wiscasset, little impeded Bill's schedule. (This lack of drama ensured a fan-belt and pulley replacement drew a large crowd a day later.) Our destination, Camden, was reached as the sun dropped over the hills.

\*The Maine State Fish is the Landlocked Salmon.

Saturday took us further up Route 1 to Belfast, Ellsworth, Bar Harbor and ultimately **Acadia National Park's Cadillac Mountain** for a photo-op overlooking Frenchman's Bay and more. The route back offered some diversion in the form of shopping detours -- from Hinckleys to antiques. Cocktail hour that evening was the appointed time to present the Beaver Stick\* required for the "Wild Moose Chase". Those without success in finding gnawed-on lumber managed to drown their sorrows in some Two-Buck Chuck or Dark-n-Stormy's.

Sid and Hali Wilde set the high score in the "Chase" (risking life and limb to get the Porcupine quills). Sid won a flight in a 65 year old bi-plane at Owl's Head. He seemed relieved to miss that opportunity due to the pilot's busy schedule.

Sunday, started with a line-up for a promo shot for the **Glenmoor** (they're car people too). Next stop was the Foreign Car Festival and Antique Air Show at the **Owls Head Transportation Museum**. The museum's own collection ranges from steam engines to a classic Dusenbergl to a Mustang prototype -- all background for about 150 varied vehicles driven in to the show. With parking reserved for our Porsches, we were surprised to find another two (non-member) 356's in attendance. Overhead a variety of vintage aircraft took to the sky. As the reality of hundreds of miles separating us from home was felt, groups departed to enjoy more beautiful touring in perfect fall weather.

Thanks to **Bill Collins** for proposing, then planning this tour. The good news is he's asked the Inn to hold a block of rooms for 2007.

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Glenmoor By The Sea Photo by Ralph Hadley

More photos on our  
web site

Sunday Oct. 8, the Middletown, RI Rotary Club held its annual car show at beautiful Fort Adams in Newport, RI. A large number of our members were in attendance again this year.

A group of Typ356ne members warmed --up by taking a drive around the back roads of Portsmouth, Middletown and Newport, RI ending up at Fort Adams for the fifth annual version of this Car Show. The weather was incredible. There were 15 participants in the early Porsche category. Vintage Porsche winners were members Tim Friend, Bob DiCorpo and Michael Silverman.

### **Bob DiCorpo**

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More photos on our  
web site

The second annual **912/356 Get Together** took place on Saturday, October 14 at Rocky Neck State Park where at 7 AM the temperature was hovering just above freezing. The morning warmed quickly with the rising sun and it turned out to be a beautiful day with plenty of clear



Monterrey-grade backdrop in Newport, Rhode Island is standard for the Fort Adams car show. Photo by Chip Bechtold

skies and bright sunshine. The Park is located on the **Connecticut shore** of the Long Island Sound, and the entry takes you through about a half mile of forest before arriving at the parking area. (Located a few miles west of the Registry's Holiday concours site.)

John Schiavone (69 Tan Beige 912) and Steve Meltsner (68 Tangerine 912 Targa) were first to arrive at about 8 AM to set up coffee and donuts. A few moments later Howard Beard (69 Grey 912) and Dave Lovato (76 912E) drove up from their five-hour trip from Maryland. Ed Brown from the tip of Long Island then showed up with his 69 Tangerine 912 Coupe followed by Alan Silverman and his Dad with his 69 Silver 912 Targa. Shortly thereafter Steve Toricelsen arrived with his two young daughters tucked in the back seats of his beautiful 65 Champagne Yellow 912 Coupe with 314,000 miles and mostly original paint!

Jason Pamental and his dad George arrived next in a "new" 69 Red 912 Sunroof Coupe from the folks at Foreign Intrigue. Palmer Pearson and his wife Lisa arrived next in their 67 Irish Green sunroof coupe followed by Craig Simpson in his 72 Blue 911T Sunroof Coupe.

Then the 356 contingency arrived from the Massachusetts led by Bob DiCorpo and his daughter with their magnificent White 356A Speedster, chased by Tom Coughlin in his Red 55 Continental 356 Coupe. They were followed by Phil Brzezinski and his wife with their Green 911 Sportmatic. Bill Sooter with his 65C, Larry Day brought his '63 Super 90, Bennett and Ann Alden brought their 62 Cab, and finally Dick and Rosemary Chiasson arrived with their lovely Red 356.

After spending the morning talking about Porsches, the group headed off to **Dock and Dine**, a restaurant located on the mouth of the Connecticut River in Old Saybrook. The scenic drive, which ended up taking over an hour, included wonderful country back roads with foliage at nearly peak color. Everyone agreed that the ride was worth the time as it was a magnificent day. The food and conversations were all in good taste.

All in all it was a great day and turnout. Thanks to all who participated and we look forward to doing it again next year.

### **John Schiavone**

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More photos on our  
web site

Over 52 members and friends turned out for our not-so Technical Session but for an Open House there was a lot of tire kicking and tech-talk..

As the last activity of the season, the big turnout capped a great year of events (or maybe they just heard about the great food).

As proof that the Typ 356 Northeast membership has a variety needs in an event – talk, drink and eat were the keywords for George Nelson's gathering. The carriage-house that grew into to GN Engineering world headquarters had George's '62 Brahma (Lotus 23) on display with a 70's Bobsy.

The lovely sunny day was just brisk enough encourage the crowd into



A big crowd of members and cars gathered at GN

the house after trading stories and looking at all the goodies George has collected.

Inside, a tour de force was taking place in the kitchen – Jennifer prepared a buffet fit for a ... well a great group of car nuts.

This year has seen many of our record turn-outs, numbers of new (to us) cars and a steady stream of new members participating. Wrapping up with our largest event (that wasn't a Spring Tour or Holiday Party) bodes well for an **active 2007**.

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When your editor was raving about the **IHS**, back in the NEws V7N4, the obvious escaped me. 2006 is the **50<sup>th</sup>** anniversary of the Interstate Highway System. **AAA magazine** brought this obvious fact to the frontal lobe.

Pennsylvania beat the rest of the country to the party with America's first **super highway** in 1940. The scenic **Merritt Parkway** in southern Connecticut (which preceded the Penna. Pike) doesn't qualify as a super highway in spite of its stylin' Art Deco and Neoclassical bridge collection. The Maine Turnpike was the first built after WWII, the first to be paved in asphalt instead of concrete. Maine caused New Hampshire to build its turnpike to drain the traffic delivered to Portsmouth by the Vacationland's pike.

I imagine **Max Hoffman** must have torn up both these venues with his early 356 imports. He and the rest of automobile-crazy America welcomed the highways. I remember the Merritt Parkway as a parking lot on holiday weekends and I-95 barely eased the situation (about 1957 in southern Connecticut), at least until I-91 added north-south capacity. By the time 356B's showed up there was a growing network. You needed a new map every year or two in those days – free with your 25 cent per gallon gasoline.

Just to remind me to all this this, I ran into Brighton resident **Dan McNichol**, author of "**The Roads That Built America**". The Interstate system is made up of 62 superhighways (think of I-95 as one route), with 102 tunnels (including the highest point on the whole system in the Eisenhower Tunnel in Colorado), 14,500 interchanges and 54,663 bridges. "Uniformity is the genius of the system" such as two-12' lanes each way, 4' and 12' left and right shoulders, bridge heights, loading capacity and grades. Whatever your position on Homeland Security, the New Orleans – **Katrina** evacuation wouldn't have worked without the Interstates – reprogrammed for counterflow - as envisioned by Eisenhower long before he proved it worked in the big war. Of course 9-11 also demonstrated these roads' utility as ten of thousands of Americans found flying to their destination wasn't going to be an option. McNichol bought a '51 Hudson coupe (think Speedster with a Fiberfab top gone giant-size) on E-bay for \$8,000. To put a personal imprint on the book he took a 12,000 mile IHS road-trip.

Today **I**-roads are usually **not** among the favorites of Typ 356 Northeast-erners – but they have their purpose. Moving tandem semis off our preferred routes is one. By-passing the traffic related to a 300-million strong population is another. Raging up and down the newly

Engineering world headquarters.



Ponus Ridge Bridge in New Canaan lit by the Merritt Parkway Conservancy as part of its efforts to preserve and beautify the historic road. WestportNow.com photo

Even the Highways have gone collectible.

repaved NH State Route-28 would make a great daily commute – but the membership chairman advises me that not many members fall into that category. The good news is you're twice as likely to live on interstate as on a "blue" road.

USN&WR quotes the "**last mile and last dollar**" IHS funding is 120 feet under Boston in the Big Dig Tunnel. Although our local project is the butt of plenty of criticism, it works fairly well – better that the Central Artery did even with 15 years more traffic.

All in all, it's the largest project in the history of the world.

The AAA notes that building highways and maintaining the existing ones, has been funded for half a century by **motor fuel taxes**. Oops, does a high-mileage Prius, a monthly-transit-pass and some healthy cycling mean less tax – and translate to more cars on our favorite twisty back-roads and the clogging of our speedy IHS shortcuts?

While burning motor fuel can be good fun... I don't suppose it follows that more tax equals more underutilized back-roads. So at the next toll booth I won't **toss in a fifty**.

**Ron Swenson**

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<http://www.356meeting2007.com>

The **32<sup>nd</sup> International Porsche 356 Meeting** will take place from May 17<sup>th</sup> to 20<sup>th</sup> 2007 in Sitges – Barcelona – Spain. Their website features the program, registration form and the conditions of admission. Host Casas welcomes Typ 356 Northeast members and encourages our participation in this event..

<http://www.porsche-club356spain.com>

**Andreu Casas** President Porsche Club 356 España Passeig de Gràcia, 58 pral.08007 BARCELONA SPAIN( +34 93 215 93 316 +34 93 215 88 65)

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## ***In Porsche History***

**51** years ago, on September 30, 1955, James Dean died in a ruined 550-055. Joel's was 556-060, Rainer's is 550-086.

**50** years ago, Porsche takes Mille Miglia classes 1300GT and 1600GT

**50** years ago, Porsche (the design company) celebrates its 25th Anniversary – founded 1931.

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## ***Events***

With the holidays quickly approaching, it is once again time to announce the **Typ356ne Annual Holiday Party**. It is scheduled for Sunday, **January 7, 2007** at the Stockyard Restaurant in Brighton. (Directions to the restaurant are posted on the Stockyard's website).

The party is scheduled to run from noon until around 4:00PM. The cost this year will be \$35.00 per person.

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Those who wish to attend should email club membership chairman Ron Swenson at [rswenson@typ356ne.org](mailto:rswenson@typ356ne.org). You may let him know your number attending in order for him to get an accurate count for food.

Ron is also collecting annual club dues. If you would like, you may send him one check for your dues (\$30) and \$35 for each person attending. Send to: Ron Swenson, 81B Warren St., Charlestown, MA 02129.

Due to the size of the room at **The Stockyard**, space is limited. The first 65 members/ co-members who respond will be guaranteed a reservation. After that, we will not be able to accommodate anyone else, so please get your responses in ASAP. Members who make a reservation may also pay for the party as well as their dues at the door.

**Contact: Dick Chiasson**, [dchiasson@typ356ne.org](mailto:dchiasson@typ356ne.org)

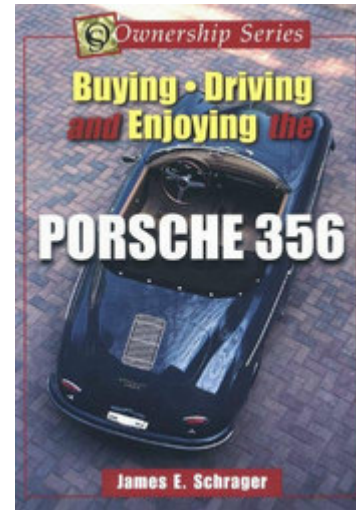
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Foreign Intrigue can help with your Holiday shopping list.

January 21, 2006, **Typ 356 Northeast Planning Session** and Board meeting.

All are welcome. So are your event ideas for the upcoming year. New and different event ideas come from many sources, mostly our members.

If you can't attend, but have a suggestion for an event to consider, please send it along to Bob DiCorpo [bdicorpo@typ356ne.org](mailto:bdicorpo@typ356ne.org).

**Sunday January 21<sup>st</sup> 2007 Typ 356 Northeast Planning Session**

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

Member **Tom Tate's** saga of buying and selling 356's was written for June and July the PCA magazine. (Bold-facing by the editor.)

**Four Speeds and Drum Brakes** The last few years have seen a steady rise in old car values. It's not just the pressure of inflation, which has been moderate, but the old story of supply and demand. Early Porsche 356's are up to the point that cars that used to be parted out are now being restored at great cost of both time and money. We all look back at cars that we should've kept but what about the ones we

bought cheap and passed on to a new owner for short money or just threw away?

Back in my college days my brother and I towed a '52 356 out of a junkyard in College Park, Maryland because we wanted some of the parts off the car and it was only \$25. We didn't own a Porsche yet but it sure looked cool sitting in our apartment building parking lot even without an engine in it. I remember that it was a dark green and had all its' gauges in it. After many years and many moves I came across the three individual idiot lights, the last remaining bits off the green lump, at the bottom of a coffee can. They were common to the early Pre - A cars only and when listed on EBay last Fall brought over \$100. Maybe if we saved more parts, we'd be retired by now.

There was a '65 356 SC coupe in Concord, Massachusetts that I bought from an autocrossing buddy because I wanted the engine for a VW camper that we had. It was back in the mid '70's. The car was rusty but that didn't keep me from driving it home for \$500. The engine went into the VW and the car went to the crusher. I don't think I even took any parts off it before it left. Today that car would be over \$10k even with the holes in the floor and no engine.

A '58 Cab got towed home with a rope from Newton and never got running before it went off to a new home. That was in '74 and it was \$400 as I recall. I think the new owner paid me \$1000 and I thought I was a genius. In today's market the gauges and the radio would bring that kind of money. Back in 1990 (doesn't seem that long ago does it?), I got a call from a woman at the Cape that had a 356 under her back stairs that she wanted to sell. Seems that her boyfriend left it behind when he lit out for California some years earlier without her. She said that she didn't know what model it was but it had a roof and the name started with the letter C. Thinking it was a four cam car I was on my way over the Bourne Bridge in less than an hour. It turned out that it was just a worn out 356C that had been ridden hard and put away wet. Engine was seized and the fenders were flapping but it went to the next guy at a tidy profit before my son, Rob, had a chance to finish the cleanup. That tidy profit wouldn't buy a tool kit in today's market. With the leveling of the playing field by EBay those barn/field finds are a thing of the past.



Just last week a 356A Cab was dragged out of a field in two pieces and listed on EBay for \$3500 and two guys got it a contest over it. It had no engine, no interior, and no running gear. The body had rusted through in the middle and the nose and the tail were pointed the same direction on the flatbed. That's what is called "field stored". My guess is that someone will invest \$100k in the heap and wind up with a \$75k car.

Through Tom's garage doors not a few 356' have past.

Always on the lookout for a companion for my '58 Speedster, I was excited to find a '58 listed on the auction site by a guy settling an estate in Michigan. The car was complete, hadn't been run in 10 years and needed some rust repair but not a lot. The car was listed for 10 days and sat for a week at \$55k. With a good driver at \$100k and show cars at \$140k I figured that a fair price was somewhere in the mid \$60's. I spoke with the seller at some length to discover that now white, the car left Stuttgart in graphic metallic, a very unusual color back in '58. It was built only 230 cars before mine and I could already see it parked in my garage. The auction ended at 8 pm Boston time so I was ready to swoop in and grab it from my laptop at home. I was poised to

hit the bid now button with 10 minutes left when two bidders went by me in third gear. They must have put in 20 bids in the last 3 minutes with the winner throwing \$78,600 at the dead bathtub. I was in shock.

As a matter of perspective, my brother bought his Speedster in '65 for \$1500 and drove it home; I bought mine 10 years later for \$2750 and towed it home. My how things have changed.

A few days after the auction ended one of the 356 Registry members was on the Talk List (a Porsche chat line for old guys with old cars) asking for help locating a transport company to pick up his Speedster in Michigan. I know a few transport guys that are good with older cars so I called to discover that he was the high bidder for the Speedster I pictured in my garage. Talk about a case of buyer's remorse, this guy was textbook. He was going through with the deal but he was a wreck. Seems that he had purchased a '59 356 Convertible D a few years ago for \$25k (now worth over \$70k from his description) but always wanted a Speedster. He said that if his wife ever finds out that he spent almost \$80k on a car that needs restoration, she'd kill him. I had a wife like that once and I could identify with the fear in his voice. I suggested that he add the two cars together and when anyone asked, reply that they averaged a little over \$50k each. He agreed that it was an excellent answer when the neighbors ask especially if the wife was standing next to him. I also added that at the present rate of appreciation, by the time that the car was finished it would've doubled in value and he would be OK.

Some years ago I was asked to give a speech at the Porsche Club annual dinner about the older cars. I think that the reason for the request was so that I wouldn't do the annual roast of attending club members that caused so much indigestion. I did a review of the rising prices and how everything had gotten priced out of sight. I remember saying that if the members didn't already have the vintage Porsche that they wanted time was running out. They should get the car of their dreams now even if the price seemed outrageous because it wasn't going to get any better. Speedsters were over \$25k and 356 coupes were over \$10k. It was just getting crazy. It was 1981.

The most recent edition of Excellence posted the annual review of 356 market prices and found Speedsters at \$109k and coupes at \$36k. Guess we all should've kept a few back in the barn ourselves.

As you read in this column last month, the search for a Speedster goes on. I know that I don't need one what with Blackie sitting downstairs in the garage but after that close call (alright it wasn't that close) on EBay last month, I just had to keep looking. I found a couple of other 356's locally but they were projects that went off to new owners to complete and that helped fuel up the car fund. Watching EBay with cars that had phone numbers for reserve prices was discouraging but two weeks ago a red Speedster showed up on a ten day auction.

The red car was a **late T1** which meant that it had the later teardrop tail lights and was updated with disc brakes and a B engine. The seller had never taken a marketing class as the only photo looked like a photo of a photo and the entire description was only two sentences long. I figured that even with the 911 alloys and a rollbar this running outlaw was going to go for real money. I put it on my watch list but only to see where it finished.

The auction ended at \$43k which didn't meet reserve and that made me look even closer. There was a correct serial number, it didn't look like a replica in the grainy photo so I emailed the seller to have him call me. A week later he called with the whole story, and what a story it was.

He said that he had put up the car as collateral on a real estate deal with his best friend's father. The California property didn't move as planned and he was ten months behind on the payments. The lender, in his late seventies, wanted the money before he died and had put the owner on notice that it was going to a local repair shop to see if they would buy it. When the shop came back with an offer that was less than half the market value and didn't cover the debt, the owner asked if he could list the car on **EBay**. The photo was off a cell phone and the text was short because he was "in a hurry". Some answers to other questions were not comforting but the red mist was starting to cloud my vision.

Since there was only one photo I asked him to send some others which he said he would. They never came. I asked what type of exhaust was on the car, stock or extractor and he said that he didn't know. This was from a guy that said that he had been driving the car for the last five years. Not a good sign. I asked if the **ID plate** with the serial number was still on the driver's hinge plate and he didn't know. Finally at the end of the week he called to say that the car was no longer available because the lender had told the shop that had the car that they could have it. He had run out of patience. When I pointed out that I would pay enough to cover his debt (still less than 2/3 of market value - if it was real) he suggested that I call the lender. I called and left a message but that was it, another opportunity lost. Oh well, there would be others but that little car sure looked sweet. Even if it was only what looked like a picture of a picture through a glass jar.

The next day, Friday, the old guy called me as I was taking the commuter ride home in the afternoon. We discussed the situation and I pointed out that he wouldn't have to continue to chase his son's friend if he took my offer. He relented but only if I could wire the funds into his Bank of America account that day. I said that wasn't possible because our wire transfer shuts down at 2 PM and it was after 3. However I do have an account at the same bank and suggested that I could walk into a local branch and authorize a transfer for a 20% deposit and finish it on Monday. That worked remarkably easy. This fellow was getting easier and easier to work with, **not a good sign**. I was either a great salesman or I was the softest mark on the planet.

The task at the bank was like a **three stooges** movie. By the time I got through the first three vice presidents and to the branch manager it was 4 PM, their cutoff time. She got the seller on the phone and it took another ten minutes to get him to give up his account number. You can never be too safe, even if you're running a scam. I did have the presence of mind to ask the guy to fax a copy of the pink slip (title in California) to us at the bank but then even I could make those look legit. The bank's fax machine must have been an old one but I could make out the VIN and owner's name so I pulled the trigger on the transfer. The money finally got sucked out of my account at 4:30 and I went home to think about what I'd just done. In fact I had the entire weekend to wrestle with buyer's remorse. Let's see, I had just wired a

lot of money to a guy that didn't own a car that I hadn't seen and that the real owner had difficulty describing. Boy, I'm an idiot.

The weekend dragged until I finally got some additional photos of the car via email. They helped a little but as expected raised more questions. The car was **really shiny**, sat right (not like a kit car), and was equipped with Speedster seats. However the SC engine was pictured with zenith carbs (wrong), there was an antenna on the wrong side of the car and no radio, the tach had the wrong redline on it for a Speedster, and the shifter was from a 356B/C car (all Speedsters are 356A's). As Sunday faded into night I came across an episode of "Hustle" on cable which is like a modern edition of The Sting with Robert Redford. I couldn't help watching as the team **smoothly scammed** a fellow out of millions and then disappeared into thin air. Everything that the mark suggested played right into their plan and when it was over he didn't have a clue who they were or where they came from or went. Sorta like the two on the left coast that I only knew by cell phone numbers (throwaways?) and a fax from Copy Cop somewhere in southern LaLa land. For all I knew they were in this together and on a beach somewhere with my money. I was a wreck. I had to do something before the last wire was due.

Over the years I had developed some contacts on the west coast and one of them was Pete McNulty who lived in Dana Point, CA and organized the annual 356 concours there. It was far too late to get an inspection done but I was hoping that he might know the car. I had to wait until noon our time to call the coast and the clock was ticking on the wire cutoff of 3:00 PM.

I got Pete on the first try and while we had never met he had some time to spend on the phone. I really couldn't tell him the whole sordid tale, I'd look like an idiot, so I just asked him if he knew of a Speedster in his town in red with 911 alloys and a roll bar on it. He said that he had seen the car the night before in a parking lot where he had gone to pick up some steaks for dinner. Seems that he hadn't been across town to that spot in years but his wife had insisted that he make the trip. As he drove in with his '63 356 coupe a fellow in a red Speedster pulled up a few spaces down and walked over to chat. He said that the guy was a real space shot and started off on this story of how this was his last ride in the red convertible because he had lost it in a real estate deal that went bad and it was going to a guy in Boston.

Some days things just go your way.

I thanked Pete for his trouble and quickly had the rest of the money sent. I called the old fellow and told him that the balance would be there by 4:00 PM and that I'd have the car picked up the next day. Of course I acted like I do this all the time and there was never a concern. The fact that the owner looked like Redford in one of the photos he sent had me **humming The Sting** for a week.

A transport company that I've used before was only a few towns away and unoccupied, what luck. The Speedster was snatched up the next morning and driven into my son Rob's garage in Phoenix before dark the same day.

I told Rob to call me the minute that it arrived so that he could do an inspection with me on the phone. We were doing fine until he opened

the front hood and said the inside panels looked pretty rough and sounded like fiberglass. My heart stopped. We hadn't even gotten to the undercarriage yet. I held my breath while Rob found a magnet and confirmed that the panels were the original steel parts with some rough factory undercoating still in place after 49 years.

It only got better from there. No, there wasn't a gold bar under the seat but this rare car was in great shape. The only problem that I have now is Rob. Seems he's taken a real liking to the car after driving it some and doesn't want to wait to inherit Blackie. He's finally found out that it's a lot more fun to **drive a slow car fast** than a fast car slow. Question is, what are we going to do about the price? **KTF**

### **Tom Tate**

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**Porsche Club News** will be available to all in a .PDF format file. To date it has been sent to club presidents – this change will allow for wider distribution. On the Porsche homepage look for Motorsports & Events, then Porsche Clubs, then Worldwide Club Coordination.

PCN also notes a Speedster GT (one of the six originally with a pushrod engine) won the Index of Performance at the European Tour Auto 2006 – without a support vehicle. They even carried their own luggage for the Paris to Cannes event.

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

**Porsche Rennsport** - The Definitive Photographic Record of Porsche Racing Sports Cars 1949-2004. Jeffrey Zwart's 192 page volume is filled with the images shot at the 2004 Rennsport Reunion at Daytona Speedway – photographed in a drive-in studio, constructed just for this purpose. One of the landmark drivers from the various decades in Porsche racing history introduces each chapter.

Chassis numbers and a brief spec accompany each vehicle's portrait. Not only is each model represented, it's often by "the" most memorable car of the type. A few of the cars portrayed have been featured at Typ 356 Northeast events at **Paul Russell's**.

The basic book comes as a slip-cased hardcover, the quick might acquire some of those signed by the author or even by all six period drivers. \$150 to \$450, from Dave Bull Publishing. Porsche supported and approved this photography project, and it carries an official Porsche part number.

If you missed Rennsport Reunion 1 at Lime Rock or Rennsport Reunion 2 at Daytona -- the good news is you've saved enough to buy the book. Don't make that same mistake if Rennsport Reunion 3 shows up in 2007 as rumored.

### **Ron Swenson**

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

**Porsche Moments – Photographs From Europe and Mexico, 1952-1963**. 96 pages of Jesse Alexander photographs, as the subtitle makes obvious, from the era. Shot at the famous circuits where Porsche made their name.

\$75 from Dave Bull Publishing.

How to choose: impeccably restored cars or the heat of competition in-the-day. Both feature 356's. Better buy both books.

## Ron Swenson

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[http://www.conceptcarz.com/vehicle/z11003/Porsche\\_Glockler%20Roadster/default.aspx](http://www.conceptcarz.com/vehicle/z11003/Porsche_Glockler%20Roadster/default.aspx)

**www.conceptcarz.com** is a foreign based website offering Porsche and other cars. Some of their For Sale ads read like a chapter for nice "coffee-table" automotive book. as you'll see from the ad we quote below:

"Even though the first Porsches were built in very small quantities and with the most meager resources even from the first few cars assembled in Gmund, Austria competition was on the minds of Porsche's first buyers. Several of the first cars sold through Switzerland used small-bore cylinder barrels to reduce displacement to 1,086cc in order to qualify for the under-1100cc racing class.

To the Porsche family knew what a racing car was and it wasn't a Volkswagen-based rear-engined machine. Competition meant glorious, complex, powerful, purpose-designed and -built machines that employed the latest materials and technologies. They had, after all, designed and overseen construction of the great Auto Union grand prix cars of the Thirties. They had bootstrapped themselves out of penury, and Dr. Ferdinand Porsche out of jail, with the four wheel drive supercharged 1.5-liter Cisitalia grand prix car designed for Piero Dusio. Intricate finned lightweight castings, an abundance of precisely machined and fitted gears, shafts and valves, low-friction bearings and high-strength forgings were the elements of a proper racing car and all of them were essentially unobtainable in postwar Austria and Germany.

It was the initiative and enthusiasm of individual clients who kept entering their Porsches in races, and doing well with them. One of them was Walter Glockler, who went Porsche one better by creating his own Porsche-based sports-racing specials. Glockler's development laid the basis for Porsche's first factory-built sports-racing cars which would gain immortality under their Porsche project number, 550.

Walter Glockler had obtained one of the first Volkswagen dealerships after the war and rode the VW's success to prosperity. An accomplished amateur motorcycle racer before the war, he took up auto racing as well and plunged into postwar racing with enthusiasm backed both by money and by the facilities and staff which his dealership supported. The Glockler shop was run by Hermann Ramelow who had worked on the prewar Adler sports cars and in 1948 Ramelow created a mid-engined Hanomag-powered special for Glockler to race.

For the 1950 season they adopted the newly available 1.1 liter Porsche engine, mounting it mid-engined with the rear suspension reversed as on the original Porsche 356 roadster in a tube frame chassis with a central driving position and lightweight aluminum bodywork by C.H. Weidenhausen of Frankfurt. It weighed in at under a thousand pounds and even with under 50 horsepower Glockler won the 1950 German



The third Glockler-Porsche

1,100cc sports car championship with it. Converting the Porsche engine to run on alcohol brought it to 62 horsepower and kept the Glockler special competitive in 1951.

Glockler's success, and the attention to quality and detail which his car evidenced, brought recognition from Porsche and collaboration was begun with Glockler agreeing to badge his cars as Porsches to bring publicity and recognition to the company and its products. Porsche in turn assisted with the latest engine developments now coming fast and furious from the company's success and continuing development.

Glockler and Ramelow built their next special for the 1951 season. Its construction details were similar but behind the driver sat the latest 1,500cc Porsche engine and it rode on beautifully-detailed magnesium alloy wheels with integral brake drums made by Alex von Falkenhausen. Extensively lightened, meticulously constructed to balance strength with light weight and streamlined to the point where it even had a full belly pan, the 1951 Glockler weighed only 990 pounds. Its Porsche engine again was tuned to run on alcohol (a wise choice not only for performance and engine cooling but also because of the erratic quality of gasoline in postwar Germany) and pumped out 85 horsepower.

With it Glockler set 1,500cc international speed records at Montlhery in September 1951 at distances up to six hours, covering 1,104 km at an average speed of 184.11 kph (114.35 mph) in the diminutive racer. For this and some other outings Glockler fitted a lightweight removable hardtop that was carefully conceived and constructed with windows fit flush to preserve smooth air flow.

It came to the attention of Park Avenue's import genius Max Hoffman who bought it shortly after the record runs and brought it to the U.S. He raced it in Florida in the winter of 1951-52 winning his class and placing second overall in an hour race at Vero Beach in March 1952, then in the Northeast where he won with it at Thompson in Connecticut and finished second in the Mecox Trophy race at Bridgehampton on Long Island.

The one shortcoming of the first two Glockler-Porsches was shared with the original Project 356 Porsche roadster, the toe-in which deflection of the rear suspension produced because of the leading arm layout of the reversed rear swing arm suspension. Its effect was ameliorated by the lightweight, stiffly-sprung Glockler-Porsche which minimized body roll but it was apparent to Hoffman both in cornering and particularly under braking.

Glockler and Ramelow decided to deal with this specific issue in the third Glockler-Porsche in 1952, the car offered here.

The third Glockler-Porsche adopted the standard Porsche rear-engined layout with the rear suspension in its "proper" trailing arm configuration. Glockler and Ramelow started with a standard Porsche cabriolet floorpan, number 10447. Ramelow undertook the now-standard lightening modifications, removing everything that was non-essential and drilling out much of what was left. A 1,488cc Porsche engine, again tuned with high compression to run on alcohol, made 86 horsepower. Weidenhausen created the body from aluminum with a nose that bore close resemblance to the 356 Porsche but had semi-skirted rear



wheels and cutaway rear corners similar to Glockler-Porsches 1 and 2. The standard 2-seat interior layout of the cabriolet with the driver on the left was retained although very lightweight bucket seats were fabricated and installed. Its standard Porsche floorpan and 2-seat interior brought a weight consequence even with Ramelow's extensive lightening efforts and Glockler-Porsche number 3 weighed some 1,133 pounds.

Like the earlier **Glockler-Porsches, number 3** had a full belly pan below the Porsche floorpan and had an air intake low on the nose for an oil cooler. Small air intakes on each side of the nose brought cool air to the front brakes. It was designed from the outset with a removable coupe roof with flush-fitting windshield, side windows and rear glass for minimal surface drag. The low windshield was integral with the body. At various times both the AFM magnesium wheels and knockoff steel wheels were fitted; the steel wheels, like the rest of the Glockler-Porsche, were drilled for lightness and brake cooling.

Walter Glockler turned the driving over to his cousin, Helm, who won his class and set a new class record in the spring 1952 race at the Nurburgring (running without the hardtop) on his way to winning the 1952 German championship. In August Hans Stanek, of the Swiss VW/Porsche importer AMAG, hillclimbed it, then it was sold to Max Hoffman in the U.S. complete with the hardtop and AFM magnesium wheels.

Upon receiving it Hoffman entered the May 1953 road races at Bridgehampton on Long Island but turned the driving over to John von Neuman, soon to be the successful Porsche distributor on the West Coast. Von Neuman finished third in the 1,500cc class and brought the Glockler-Porsche and Hoffman valuable publicity, including the cover photo in the September-October 1953 issue of the SCCA magazine "Sports Car". Shortly thereafter Hoffman sold Glockler-Porsche number 3 to Fred Proctor, Jr. of Connecticut.

Proctor took his new Glockler-Porsche to the Giant's Despair hillclimb and Brynfan Tyddyn road races in Pennsylvania in July 1953 and finished second in class in both events. Another second followed on August 8 at Lockbourne Air Force Base in Ohio, then a third at Thompson Raceway in Connecticut.

After that the Glockler-Porsche number 3 disappeared for several years before showing up in 1958 in Denver in the hands of Alex Thompson. Its appeal and quality apparently endeared it to Denver area enthusiasts and it passed through several hands including Charlie Lyons and possibly even Bob Carnes, the creator of the Bocar specials, before ending up with automotive sculptor Larry Braun of Loveland, Colorado in the late 60's.

Braun began a restoration which languished semi-finished for many years stored in an open shed but fortunately preserved by the arid Colorado climate until it was eventually located and acquired by the present owner in 2000. A comprehensive restoration was needed and for this the Glockler-Porsche was sent to Tempero Restorations in New Zealand, specialists in constructing and restoring lightweight aluminum bodywork. The restoration has only recently been completed.

This historic and important Glockler-Porsche roadster is correctly marked with only Porsche identification, indicative of the close

cooperation between Glockler and Porsche in the development of high performance sports cars for competition. Its influence upon Porsche, and particularly on Max Hoffman's insistence that Porsche develop the lightweight Speedster for the U.S. market, makes it one of the most important of the Glockler-Porsches. It is brilliantly restored in Porsche silver with Black interior and carries a yellow nose band similar to its livery at the Nurburgring when it was raced by Helm Glockler in August 1952.

The workmanship is absolutely of the highest quality and includes careful restoration of the elaborate brass fuel tanks surrounding the spare tire pocket in the nose, specially constructed and sealed to withstand the corrosive effects of its alcohol fuel. The removable hardtop has been meticulously re-created using a surviving portion of the fire-damaged original top as the pattern along with the low windshield to which it mates for high speed tracks. It rides on BMW 328-style disc wheels but a pair of the original magnesium wheels have survived and come with the car. It has been restored with the engine that was with the Glockler-Porsche in Colorado however it is believed that the aluminum and magnesium in the original engine, as well as several that followed it, were corroded beyond repair by the alcohol fuel.

A file of documents, period photos, previous owner letter and restoration photographs come with the car.

A singularly important Porsche, Glockler-Porsche number 3 will be the centerpiece of any collection of important Porsches or competition cars. It has never been shown, giving its new owner the opportunity to share this important Porsche at the most important and desirable events while its racing history in both Germany and the U.S. makes it a welcome entrant in the most discriminating historic events, tours and races.

Offered on **the Conceptcarz** website.

[http://www.conceptcarz.com/vehicle/z11003/Porsche\\_Glockler%20Roadster/default.aspx](http://www.conceptcarz.com/vehicle/z11003/Porsche_Glockler%20Roadster/default.aspx)

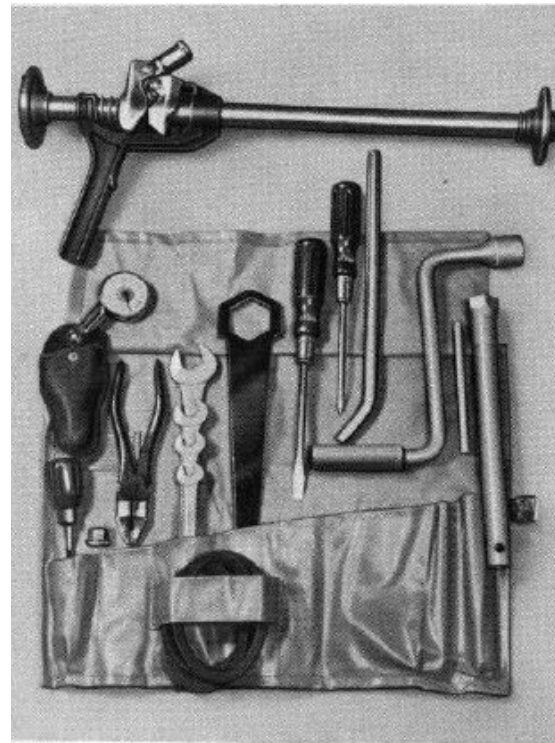
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**Excellence** magazine is probably on the nightstand of most Typ 356 Northeast. If it's not on yours there's some real Porsche history - the 1952 American Roadster restoration by Gary Kempton - in the December 2006 issue. #12371 was the only steel car of the nine that carried "Typ 540" before the Speedster made the scene. Story by Adam Wright.

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Listings in **DerWhites 1956** Toolkit section:

“**Toolkit #2** was found in 356-A's and 356-B T-5's. The change to toolkit #4 seems to occur sometime around April 1962, at or near the time the 356-B T-6 was introduced. For this toolkit, the tools fit in the slots, the top flap folds down, and the toolkit is rolled left to right and fastened together with a leather strap and buckle. In the picture, you can see the buckle on the right edge of the toolkit bag. There are 3 wood handled screwdrivers, black painted pliers and pulley nut wrench, and what appears to be a chrome-plated tire pressure gauge.”



## **Tech Session – on line**

On Saturday, September 16, 2006, approximately 30 members and guests attended a Tech Session at **Meister Restorations** in North Barnstead, NH. The session began at approximately 10:30 a.m. and concluded with a wonderful lunch provided by Rainer and Jerry. There were four different types of sausage grilled to perfection, plus beets, potato and macaroni salad and German beer too.

Meister's Restoration, for those who have never visited is worth the drive to meet Rainer and Jerry. They produce outstanding cars for our members.

Rainer's credo: “Do it once and do it right. That may cost more money, but it is the only way.”

In Rainer's opinion, the carbs and distributor cause most of the 356 motor's problems, so when Greg McManus approached Rainer to build the ultimate 356 motor, Rainer used twin plugs for flame front and higher compression, fuel injection for the optimum power and tuning and crank fired ignition for maintenance free tuning.

Greg's car is expected to achieve 140 mph and get 30 to 35 mpg at highway speeds after the up coming dynamometer session. As Greg says, “the motor just pulls from idle up to the red line.”

In summary, Rainer has built a motor that is the height of what is available out of a 356 or 912 motor. Since Rainer has gone through much of the learning curve of the control unit and tuning knowledge with Greg's motor, YOUR motor can be next!

Per Greg, the impact of how one value affects another is a large part of the learning curve. For example, Greg spoke of an accelerator pump value being a little too high and the time spent tuning fuel values was for naught. Once the accelerator pump values were corrected, the fuel

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values were better tunable.

- Engine Components: Rainer states overall that the motor's components must be strong. That is the crank and rods. The crank in Greg's motor is a new 356 SC crank and C rods that were magnafluxed and balanced. Rainer carefully measures every part when he receives them from machine shops. He has found a lot of variances in pistons and cylinders. So, measure, measure, measure to assure yourself of the proper parts. The motor oil is filtered with a full flow system to eliminate metal that may be adrift in the motor.

- Twin Plugs: The plus of using twin plugs is you can use a higher compression ratio and pump gas with less ignition advance in a 356 motor. Rainer built Greg's motor for 10.5:1 compression. By using the twin spark plugs you can utilize a higher compression and get more complete fuel burning as the gasoline actually burns across the top of the pistons, versus an instant explosion. Therefore, twin plugs provide more complete fuel burning and more power.

Rainer machines the spark plug threads at his shop to maximize better control of the process. He uses the smallest spark plug threads to minimize the machining and keep the strength in the heads. He uses Denso Iridium plugs. A way to increase the "flame front" is to unshroud the intake valves by grinding away material in the head, but that loss of material also decreases the compression ratio, so you may have to add material in other places in the compression chamber. You may wish to shrink the diameter of the valve stem from 8 mm to 6 mm to increase flow and use a smaller valve guide.

- Crank Fired Ignition: With crank fired ignition, nothing changes, ever in the tuning.

- JE Pistons: Rainer used JE Pistons to reach the 10.5:1 compression ratio. No base gaskets were used. The pistons were balanced to .5 grams of each other.

- Nysksil Cylinders: The cylinders are 90 mm. The displacement is 1883 cc's. Rainer used aluminum cylinders for heat dissipation versus cast iron cylinders.

- Ignition and Fuel Injection Control Unit: The control unit that Rainer chose controls both the ignition and fuel injection systems. Rainer selected Simple Digital Systems for the control unit. It is complicated and time consuming to install and tune as each motor has so many variables and combinations. Of course, one setting will negatively or positively affect another setting, so it takes a lot of hours of patient tuning to get the proper results. Rainer used the example of a Porsche 911 "chip" that costs thousands of dollars. The cost is in the time the tuner spent, not in the hardware.

The control box has a LCD display and a knob to tune the settings with. It takes two people riding in the car, a driver and a tuner. The knob is used to select a richer or leaner mixture. The control box allows you to tune fuel values at each 250 RPM starting from idle to 10,000 RPM. Rainer set the red line (fuel shut off) at 6,250 RPM on Greg's car. Greg says the car pulls through out each RPM range without peaking, so the power increase is constant.

Exotic wood shift knobs fit 356's and all Christmas Stockings



McManus' engine compartment – lots of wires, no distributor

Input is received from MAP sensors, RPM, Fuel Values, Cylinder Head Temperatures, O2 Sensors and throttle position. The MAP sensor measures vacuum to fine tune the system. The O2 sensor allows Rainer to see the air to fuel ratio. The ideal is 14.7:1. The O2 sensor responds quickly so Rainer can see if the car is lean or rich. Most modern cars run lean, but the power is generated from the motor being rich. Rainer placed the O2 sensor as close as possible to the motor to increase the speed of the readings.

The control unit offers a closed and open loop setting. The closed loop setting allows for the unit to control the fuel value. Rainer uses the open loop setting to richen the mixture to allow for maximum power. For example, under rapid acceleration, a richer mixture is necessary. The unit has a separate idle amount based upon throttle position.

The cold start system is activated until the cylinder head temperature reaches 160 F degrees.

There are two adjustments for the accelerator pump. One less than 1,850 RPM and over 1,850 RPM. The movement speed of the accelerator pedal is also monitored by the box, so maximizing acceleration.

- Fuel Injection: The same control unit manages the fuel injection system. Rainer chose TWM from California to provide the FI units. They are similar to Weber carb manifold, but without venturis. It is a 44 mm unit. Rainer used K&N air filters to keep out the debris. The control unit measures air density for tuning purposes too. The fuel pump generates 45 to 50 pounds of fuel pressure to the injectors.
- Nutech Camshaft: Rainer chose a medium grind for Greg's camshaft.
- Bursh Exhaust: Rainer utilized two different diameters of exhaust piping to maximize the extraction of the exhaust system. At eight inches from the exhaust port, the exhaust pipe size gets larger.

Greg McManus' Comments about his project motor

Given some of the comments on my engine could be subject to interpretation by other professionals. I just think it makes sense to maintain a level of minimum detail. Rainer has a level of expertise that provided the primary component to this project.

I have a 4" thick 3 ring binder that contains the chronological process of this project as it progressed thru discussions of my goals for the engine and Rainer's numerous recommendations. I think it is fair to say my engine project was an experiment that required a lot of work by both myself and Rainer who knows the technology but needed to investigate how to acquire the technology.

I have a number of documented similar engine projects that were used for reference for a base line. One common thread on all the prior documented engines was engine compression. As Rainer and I discovered achieving the levels of engine compression for the project to be a success were not just a matter of ordering the correct components and assembling the parts and pieces as many documented prior engine projects suggest.



Something's going on under the hood

When I came up with an idea, Rainer would say let me think about that and look into it. The next thing I knew, Rainer presented improved options to me. Yes, they may have been more costly, but compromise was not a goal on this project.

The cylinders are from and are aluminum

As an example, LN Engineering provided custom made aluminum cylinders that have a nickel plated bore with silicone carbide imbedded in it, Nikasil is the trade name. They are associated with a company in Atlanta in the experimental stage of developing a fuel injection system for these engines. After Rainer reviewed this system and realized it was essentially made up of parts purchased from various high performance suppliers and certainly want may not be exactly what we needed. Rainer asked if I minded if he just went directly to the individual manufacturers and assembled the system himself. What is currently on the engine has been for all intents and purposes designed by Rainer.

I think it is fair to say, from a technology perspective, given one very important parameter was a streetable engine that would idle and drive from zero to sixty mph. "emphasizing as fast as possible from zero to sixty" with minimum maintenance was easily achieved. What we did not know is what would happen on the higher end of the rpm range. Given this is a street engine speeds above 100mph are not normal, however Rainer's description that this engine just keeps pulling at 100 plus mph and we are talking a seat of the pants pulling sensation is a reality. The mileage this car achieves is a by product of the efficiency of the air flow characteristics and the increased engine size to 1900 cc. At sixty mph this car feels like it is idling.

Rainer who I think enjoyed the project, always talked to me about cost implications and reviewed all options in detail before any commitments were made. His objective being, this was my project and it was important to end up with what I wanted both from a cost and performance perspective. As it turned out we did not take any shortcuts other than knowledgeable decisions. Could we have spent more money, you bet. This is a street car not a race car.

This project was intended as a 6 month or less effort and turned into a little over a 1 year project.

Having said all this, yes, I am glad our three daughters completed their respective college educations and we were able to successfully have weddings for all three and now celebrations for grandchildren, it seemed like it was a good time to be selfish and do something for myself.

## Questions

Questions were submitted prior to the tech session and Rainer prepared answers for members.

Question #1: I am getting flat spots as I shift to 2nd, 3rd and 4th. Using Weber 40 idf's, same ones since 1981. am I too rich, too lean? I have adjusted the idle mixture screw on all 4 barrels, to get the fastest idle on each. Then I have used my Unisyn to balance the barrels to a common point, and then balanced one carb to another. My timing is

*Disclaimer: TYP356 Northeast, the 356 Registry nor the author are responsible for any issues that occur from this process. Use your manuals and common sense to perform this process. You are dealing with your life and those of the persons with whom you share the road.*

good. Flat spots are lessened, but still there. Any words of wisdom? I probably should also check to make sure I'm not running on 3 cylinders. I will and report my finding to you on Saturday. From: Rick Veneski

Answer: Too lean, if your jetting is older, then you must rejet. For example, from a 115 main to a 120 main.

Question #2: Also, I plan on bringing my Voltage Regulator and ask Rainer to tell us how to test it and what to look for if it is "Shot"...."Burnt Out". And: Yes, the question on the Generator light. If it come on and stays on where should you start looking/checking? First, second, third and so on. From: Ralph Hadley

Answer: Try to use the black Voltage Regulator if available, not the silver one from 1964 and 65. Jim Hannum has a source for a solid state Voltage Regulator, (Note: check the Feb. club newsletter for the contact from Jim) or Joe Leoni, Mr. 356 Electrical. If your lights stay on, be sure to disconnect your battery as the battery will fully discharge and potentially ruin the generator. Use a hand held meter to determine the health of your charging system and battery (Note: see Rainer's favorite tools).

Question #3: Why/How do the valves get tighter instead of looser, or can they go either way depending on something? From: Bill Sooter

Answer: Most adjustment gets looser as the material wears away on the valve train, unless the valve seat is worn out. However, also check the valve guide wear to see if the valve is loose on the stem. Rainer says 70% of the time the exhaust valve is still in tolerance, but the intake valve may be out of spec. Because the gasoline in the intake system will wash off the oil that lubricates the valve and the guide. Oil consumption is another item that may show valve guide wear. Rainer says that new valve guides should last 100,000 miles if replaced during a rebuild.

Question #4: I don't know if this has been addressed before or not but here it is. Are there any precautions that we need to take when storing our cars with the new ethanol fuel? From: Karl Klare

Answer: Use 10% ethanol versus 14%. When Rainer stores his car for the winter, he plugs the vent line. Since Rainer only stores his car for three months, he does not use Sta-Bil, but if you store your car for a longer period of time, you may use Sta-Bil.

Question #5: It would be great to have Rainer present some sort of "diagnostic decision tree" on the relationship between the valves, distributor, and mixture adjustment/throttle linkage when one is sorting out their car or when a well running 356 starts not running so well. From: Jim email teleski42@aol.com

Answer: If the car is not running right, zero in on large sections first.

- Fuel and Air
- Spark and Timing
- Compression

For carbs, disconnect the linkage and accelerate each side separately to see if you are getting the maximum acceleration.

For spark, try to see if you get a pulse on each spark plug. Rainer has a Champion Spark Plug tool that he uses, but we could just pull the wire to see if the motor slows down, or use a digital thermometer to see if the exhaust pipe is hot or cold. A spitting carb is due to the carb being too lean or the valve is not seating.

Question #6: What tire pressure to you recommend? From Tom Gentz

Answer: What Porsche recommends. If you over inflate your tires, you will be running on the center of the over inflated tire more. Also, Rainer suggests that you keep the tire size that the car came with. Move up to radial tires and do not use bias ply tires per Rainer.

**Tom Gentz**, Technical Director

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#### **Favorite Tool:** Rainer's Favorite Tools

- **Engine Break In:** 10w-30 for the first 3,000 miles then switch to synthetic oil. A full flow oil filter is recommended, but if you want to check if you oil is picking up copper babbitt, pour all the oil into a pan and see if little specs of copper are present, or check the fan shroud mounted oil filter can for specs too.

Rainer felt it was essential when you purchase a new 356 to change both the engine oil and transmission oil, then check the filter as above, or the transmission magnetic plug for deposits after driving the car for the first month. Then check annually when you change fluids.

- **Black Oxide kit** from Eastwood, Inc. Rainer demonstrated how to bring a bolt back to factory standards by using the Eastwood Black Oxide fluid. He stated that you don't need the entire kit, just the fluid. You degrease and bead blast the part to be coated, agitate and dry, preferably with compressed air. The key to good Black Oxide is the oil dip after the Black Oxide coating.

- **Stethoscope:** Rainer has a doctor's stethoscope with a piece of brake line attached to listen to noises in motors. This enable him to zero in on the noises down to the rocker arm or bearing.

- **LED Headlamps:** Rainer uses these (miners-style) headlamps to strap on when under the car or in a dark corner of the car. They are bright and easy to wear.

- **Digital Voltmeter:** Rainer uses his meter to measure charging systems, Voltage Regulators, Generators and other electric systems.

- **Magnet:** A small hand held magnet is useful to retrieve dropped nuts and bolts.

- **Distributor Points:** Rainer passed around a set of mis-aligned points. Be sure the points match up when you install them. If they are off center, use fiber washers to line them up so they hit squarely. Be sure to use distributor grease on the fiber block so you do not prematurely wear out the block and change your ignition dwell. Rainer also uses compressed air to blow out the carbon from the distributor



cap to lengthen the life of the tune up.

- **Deep Sump:** Rainer has tested the deep sumps and feels they do not lower the oil temperature. They are useful in racing conditions so the pick up does not go dry.

- **Spot welder:** Rainer demonstrated a hand held spot welder that did not function well, and a French made spot welder that he uses to make spot welds for restoration parts. He described the fine tuning of the French spot welder. Some items were clamp time, weld time, hold time, off time, current, voltage. To demonstrate the proper spot weld, Rainer "pulled a plug." This method assures the welder is functioning to maximum penetration by pulling one piece of metal from another and leaving a hole in the metal when the plug is violently pulled away. That penetration assures the operator that the weld is the strongest.

**Tom Gentz**, Technical Director

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## ***Members***

A quick reminder: all Typ 356 Northeast **board meetings are open** to any member who would like to attend. Real work has to take place – but there's room for ideas, input and camaraderie. In 2007 we plan to post these dates after they are set at our Planning Meeting. This way, members will have advanced notice and can plan to join meetings. Drop me an e-mail if you're planning on joining us and I'll give you that month's venue. The Officers and Directors would welcome your interest.

### **Bob DiCorpo**

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Member **Len Cannizzaro** brought the makings national beverage of Bermuda to the Watkins Glen event: His bartending was an immediate hit.

**Dark an' Stormy®** To a glass of ice add:  
4 ounces of Barritts Ginger Beer  
2 ounces of Goslings Black Seal Rum

Those tasting noted this may just become the official mixed beverage of Typ 356 Northeast. For those wondering -- "**Two-Buck Chuck**" remains the official still wine of Typ 356 Northeast.

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As the website manager I have tried this past year to improve our **website**. With the support of **Loosey and Colin Blake**, fellow Board Members and club members in general we have listed more events, pictures and articles for all to enjoy. In an effort to continue to improve the web site the following **guidelines** have been developed.

- 1) Please send any **photos** you have taken of club events that you feel others would like to see. After each event, I will gather and compile the best photos and put them on the web site for all to enjoy. Unfortunately, we sometimes cannot use all the photo's (space issues) so my email address (rlsamax@comcast.net) will be used as a

clearing house.

2) Photos should be **640X480** or approximately 30% of the original size. This will allow Loosey to properly format the photo, with maximum quality/resolution for use on the web.

3) To help insure appropriate material, consistency in material and hopefully reduced duplication - all material going to be posted to the website must go through the **website manager**.

If you have any questions, suggestions or concerns regarding the above guidelines please feel free to email me.

**Ralph Hadley**, website manager

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### **New Members:**

**Tom Larsen**, Weston, Massachusetts, 1957, 356A Speedster

**Bennett Hall**, Guilford, Connecticut, 1962, 356B Cabriolet

**Christopher Roosevelt**, Armonk, New York, 1958, 356A 1600 Super Cabriolet

## ***For Sale / Wanted***

**For Sale; two Twin Grille Roadsters** (individual or as a pair)  
alex@dearbornauto.com 978-887-6644 Topsfield, MA Photos at  
www.dearbornauto.com (commercial) v8n5

**Parts and cars for sale** (22Feb06) "I have decided to sell my entire collection of 356/912/911 parts and cars. Serious inquires only .Price \$200,000 + range. I will supply descriptions. And pictures. These parts are located in the great state of Maine. Building and land housing the parts and cars is also available." Parker Tyler 207-453-2168 v8n2

**Wanted:** Really wanted to go to the swap meet but missed it (miss-itis) due to family obligations - anyone has 1 or 2 **chrome tips** - exiting the bumperette for a B/C. - must be in very good shape Fran De Leo v8n3

**For sale:** Euro Bursch exhaust- like new, Aircraft seat belts black - pair, B/C day/night mirror, Cibie fluted lenses, Pair of rear Bilsteins shocks for a B/C- like new, 4 -4.5 chrome rims in fair shape. Fran De Leo v8n3

**Wanted:** One last thing- Anyone know where I can locate a **Fiat 500-Cinco**??? If you see one over the next few months let me know. Fran De Leo v8n3

**For sale:** I have listed my **65 C sunroof coupe** for sale on ebay. I have done this simply because I have many other demands on my time and energy right now, and I know from past experience that I will sell the car after I finish restoring it, so I may as well sell it now so the buyer can pick the color! It is in primer and ready for paint. To save you from unnecessary mental wear and tear, I will tell you that the reserve is in the teens. I won't be letting it go for a bargain basement price, as I still have some interest in seeing the project through to completion.

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

Ebay item number : 4636254665 Detailed description:  
<https://home.comcast.net/~walterpiescik/RustyText.htm> Walter Piescik  
[walterpiescik@comcast.net](mailto:walterpiescik@comcast.net) v8n3

**For sale:** Two MINT 1964 MASS License Plates, #37017. Best offer.  
[GARYR356@AOL.COM](mailto:GARYR356@AOL.COM), 561-738-1806 v8n5

**For sale:** My complete set of 356 Registry magazines is for sale at \$2,700. This price is \$350 less than the set sold on ebay last week by a fellow 356er. All are original with no duplicates or reprints and they are excellent or very good with only some USPO shipping wear. They may weigh about 50 lbs

Also I have 356A crankcase #72934 with oil pump gears and tach drive for \$225 and a yellow 1964 electric sunroof relay for \$95. Vic Zeller  
508.636.5379 [mzeller@umassd.edu](mailto:mzeller@umassd.edu) v8n3

## Sponsors

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

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**G. N. Engineering**  
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**George Nelson**

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FOREIGN INTRIGUE inc.

