

# TYP 356 Northeast NEws

The newsletter of TYP 356 Northeast Vintage Porsche® Club

Volume 10 Number 5– September 2008

# TYP 356 ne

Visit our site's links

[www.TYP356ne.org](http://www.TYP356ne.org)

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

- [Home](#)
- [Latest News](#)
- [Schedule of Events](#)
- [Member Services](#)
- [Member Cars](#)
- [Join the Club](#)
- [Photo Gallery](#)
- [Club Regalia](#)
- [Board Meeting Minutes](#)
- [Contact Officers](#)
- [Archived Posters](#)
- [Newsletters](#)
- [Bylaws](#)
- [Related Links](#)
- [Club Sponsors](#)

## News

**President's message** Where did the summer of 2008 go? We're now in that autumn downslide towards winter **hibernation** for our old Porsches. Yet, we still have September and October to leave many more 356 tracks throughout the Northeast.

Our upcoming TYP 356 Northeast events for the next two, 356 driving months are:

Thursday-Sunday, September 4-7: 16 TYP356 Northeast Porsches will join over 300 356 Registry Porsches at the 2008 **East Coast Holiday** in Lancaster, PA. Peter Crawford, our Tourmeister Emeritus, has emerged from retirement to lead this thousand mile jaunt to a Holiday that has been sold out for months. No "Trailer Queens" in this group!

Friday, September 19: Worldwide "**Drive Your Porsche Day**" in honor of Dr. Porsche's birthday. Norm Brust is planning a South Shore drive through the rural countryside, along cranberry bogs and through the Myles Standish State Park. Lunch is planned for "Plane Jane's" at the Plymouth Airport. If you haven't joined a club run lately, sign up for this one by calling Norm @ 508-697-0564.

Friday-Sunday, September 26-28: The **Fall Foliage Run** to Saratoga Springs, New York. Our route to Saratoga Springs will take us across New Hampshire and Vermont's Route 9 with a mid afternoon stop at Heming's in Bennington. We'll be staying at an incredible resort, Longfellows, while enjoying plenty of free time, good food, antiquing, museums and some really twisty roads in the Adirondacks. A few rooms are still available, but don't wait too long. For details, call me @ 603-490-1360.

Saturday, October 18: **Meister Restoration's annual Tech Session** and German Bratwurst Barbeque. Their Barnstead, New Hampshire hillside will be overflowing with Porsches while Rainer and Jerry host another exceptional tech session by answering many pre submitted questions on maintenance, restoration and driving of the Typ 356 Porsche. Get there early, or if you're late, bring a chair.

Sunday, October 26: **North Shore Drive** and luncheon at the Leed's Carriage House in Andover, MA. The luncheon will be followed by a talk on the adventures of five TYP 356 Northeast members in their 356s as they covered 9000 + miles for the 2008 West Coast Holiday...and survived to consider another run for 2009. Call Ralph Hadley @ 978-475-1083.

Want a magnetic Monte Carlo style "On Tour" door sign for your 356? Join one of our organized 2008 runs and you will earn one. Or buy one for \$12.50.

10<sup>th</sup>

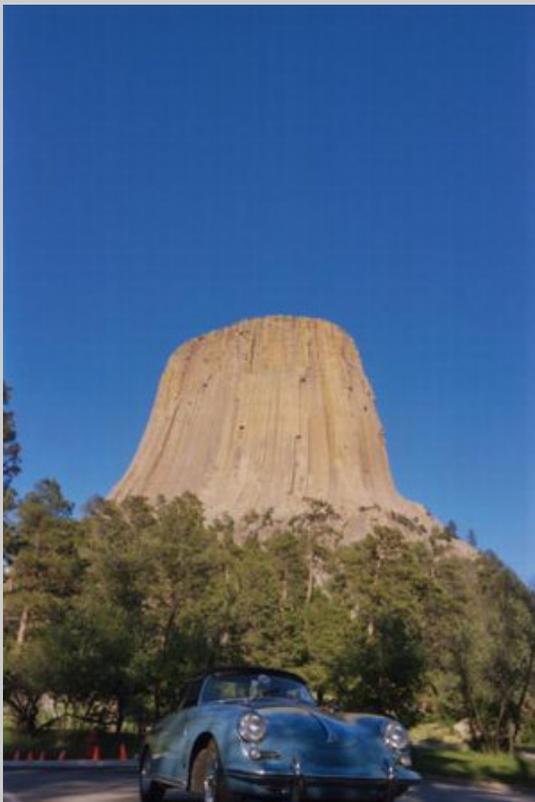
Contact me @ 603-490-1360 or bcollins@typ356ne.org

I look forward to seeing you on the road in your old Porsche, especially as we wrap up our **tenth year** as a regional club.

**Bill Collins** president



Jeff Leas big catch of the trip Photo by Collins



Devil's Tower in Wyoming Photo by Collins

**Coast to Coast by 356 for the 2008 West Coast Holiday** The week the 2008 Squaw Valley WCH was announced, three TYP 356 Northeast drivers started angling for another 356 cross-country jaunt. In **2004** Rainer Cooney ('55 Speedster), Sid Wilde ('54 Speedster) and I ('59 Convertible D) had driven our Porsches to the Speedster 50th in Monterey. **2005** called for the Canadian Holiday in Alberta. For that run we had driven to the Holiday and our wives had flown into Calgary, spent a week, and then flew home. We then drove home across Canada. It worked very well.

Over the winter we worked up a 24 state and 2 Canadian Province run that would take in 6 National Parks covering 19 days in June and nearly 9,000 miles. By January two of Rainer's customers at Meister Restorations had heard of our plans and wanted in. Hans Preussner ('62 B Cabriolet) and Bob Williamson ('61 B Roadster) made it a 5 Porsche tour.

This year our wives would fly to Phoenix and travel with us to the WCH, then following the Holiday, fly home. Mid-winter Rainer decided that the original engine in his Pre A Speedster wasn't up for back-to-back marathon days at red line speeds. He started building a big bore, crank fire, dual plug, fuel injected engine. Sid opted for his newly restored and air conditioned '62 T6 Karmann Notchback.

**June 10th, Windham, NH -- Toledo, OH, 832 miles:** Sid and Rainer joined me in Windham at 3:30 AM for coffee after their first hour and a half from New Hampshire's lakes region. Bob hooked up 90 minutes later on the Mass Turnpike. Hans had left a day early to split an 800 mile day in half. He had concerns about the long days and miles. We met Hans in Toledo for dinner. **Issues:** One flat tire, one out of gas and two loose shock bolts.

**June 11th, Toledo, OH -- Lincoln, NB, 752 Miles:** By 7:30 AM we had slid past Chicago just in time for a five mile back up from a multiple truck and car pile up. A couple of hours later Jeff Leas, a 356 owner from Illinois, joined our group as Bob's copilot.

We ran hard and well (72-75 mph) all day. Late in the afternoon in Western Iowa an incredible weather front was closing on us from the Northwest and it didn't look friendly. The front appeared to be a good 50 miles wide, black with constant lightning and wispy gray clouds dancing along the outer edges. Running at 80-85 we thought we could pull off an end run...wrong! A wall of water hit us and immediately we lost sight of the tandem rigs surrounding us. We tried to find an exit, but visibility was zero and our cars were taking on water. Finally we caught an exit and left the interstate to find an overpass for shelter. A mass of cars and trucks were under the exit overpass and we needed to get away from the exit ramp. Then, the hail hit and we pulled off on a muddy farm road to sit out the deluge. It finally let up and we headed for our motel in Lincoln, Nebraska. Later that evening we learned that five Boy Scouts had been killed by the tornado which first touched down about two miles from where we were sitting. **Issues:** One flat tire, a disconnected throttle rod, a fan belt and the only rain for the entire trip.

**June 12th, Lincoln, NB -- Colorado Springs, CO, 560 Miles:** It was a great day with strong headwinds as we closed on the eastern front of the Rockies. Our first good evening meal with a few drinks and relaxation...all was well. My son, Jay, joined us that night for two days of 356s in the Rockies. **Issues:** One fan belt and the carbureted cars were down on power a bit as we passed through 6,000'.

**June 13th, Colorado Springs, CO - Ouray, Co, > 300 Miles:** Our first breakfast as we were leaving at a reasonable hour. We headed for The Garden of the Gods to kill a bit of time until the Pike's Peak Mountain Road opened...next stop 14,110'. Then, a relaxing day enjoying the mountain passes of Colorado with a mid afternoon stop in Ouray. Our hotel was hard up against Red Mountain and we had a few hours to relax before dinner in the Buffalo Bill Saloon. **Issues:** None.

**June 14th, Ouray, CO -- Flagstaff, AZ, 381 Miles:** Looking for a perfect 356 day? Start in Ouray and head southwest... possibly at a tad over posted speeds. If you're not smiling with sweaty palms after a spirited drive from Ouray through Silverton to Durango and Cortez, you're not a Porsche driver. **Issues:** One more fan belt and a failed condenser on my car at the Four Corners.

**June 15th, Flagstaff, AZ -- Phoenix- Flagstaff, 300+ Miles:** Offered shop facilities at the Scottsdale Airport by fellow 356er and Arizona Outlaw Patrick Doolittle, we headed south before daybreak from Flagstaff. Patrick oversees a large collection, of primarily Italian, sports cars in an incredible two story air conditioned "garage". We made many minor adjustments, changed our oil and filters and enjoyed the A/C as the mid morning outdoor temperature climbed through 115. By 2:30 we were fairly presentable and waiting at the Phoenix Airport for our wives to arrive. The return to Flagstaff didn't thrill four of the ladies as it had climbed to 118 degrees. Sid and Hali, however, were running with their windows up ... wusses! **Issues:** My odometer gave up in the heat.

**June 16th, Flagstaff, AZ -- Henderson, NV, 333 Miles:** After a leisurely breakfast we headed for the Grand Canyon. Many in our group had never seen the Canyon and we spent time taking in many of the observation points. Next, lunch and root beer floats at the Route 66 Diner in Williams, Arizona. Then, we drove into the heat! By late afternoon we checked in at our hotel in Henderson, Nevada and quickly turned the A/C to full cold. **Issues:** The heat!

**June 17th, Henderson, NV -- Paso Robles, CA, 394 Miles:** The vertical thermometer visible for miles in Baker, California was about to pop its top as we pulled in for gas. Luckily we found shelter beneath a closed gas station canopy to tighten the banjo fittings on the three Porsches with Zenith carburetors. All three cars had started leaking gas as the temperature climbed. By late afternoon our group was in the hotel pool in Paso Robles, California. **Issues:** Leaking banjo fittings and extreme heat.

**June 18th, Paso Robles, CA -- Mariposa, CA, 272 miles:** Cool breezes and the Pacific Coastal Highway... worth enduring the earlier blast furnace temperatures. At Seal Beach we were amazed at how the Elephant Seal population had grown since our last 356 visit in 2004. There was constant grunting, burping and preening over the, apparently gorgeous, 2,000 lb females languishing on the beach. Arriving at the Big Sur Lodge too early for lunch, we enjoyed a late second breakfast. After wandering a bit under the Sequoias and Douglas Firs, we pointed our 356s east for Mariposa and Yosemite. **Issues:** None, it was



WCH Concourse with trip map Photo by Collins



Entering Yosemite National Park Photo by Collins



South Park Colorado Photo by Collins

a great day.

**June 19, Mariposa, CA – Yosemite Nat. Park - Squaw Valley, CA, 260 Miles:** The Cooneys and Wildes headed for Coker's Western Tire Warehouse in Merced for tires and balancing. The remaining three cars headed for Yosemite, and an exceptional day of Porsche highways. Late afternoon found our bug splattered and dusty 356s parked under the portico of the Resort at Squaw Creek. 356s were everywhere! It was time to unload the luggage and relax for three days! The Cooneys (re-tired) and Wildes (somewhat balanced) rejoined us in time for cocktails. **Issues:** Gasoline at \$5.099 a gallon just East of Yosemite.

**June 19-22, West Coast Holiday at The Resort at Squaw Creek, CA:** Skid Hall and his team put together an incredibly well organized weekend with multiple events, activities and drives. It will be a very tough act to follow for any future 356 Holiday organizer.

**June 22, Squaw Valley, CA – Reno, NV – Jackson, WY, 751 Miles:** We said goodbye to our wives at the Reno Airport and headed east across the flat terrain of Nevada and Idaho. By dusk we could make out the snow capped Tetons on the horizon. As we headed into the first mountain switchbacks we had to nail the brakes. A procession of 25 cars and trucks was caught behind an RV plodding towards Jackson, Wyoming. A 10:00 PM arrival in Jackson meant the restaurants were closed, so we walked through the Wendy's drive-thru and crashed for the night. **Issues:** Rude (or ignorant) R.V. drivers. On Oregon's coastal highway they would have been arrested for holding up five or more vehicles!

**June 23, Jackson, WY – Cody, WY, 307 Miles:** The Jackson Hole / Grand Teton National Park area was one of the high points on the entire trip. Yellowstone was a slow experience (traffic), but Old Faithful performed five minutes after we arrived. We hit Cody, Wyoming and learned Buffalo Bill Cody's Irma Hotel was the place to eat.... and drink. **Issues:** On our trips we seem to spend one evening reinventing the wheel in a bar. It was Cody and Tequila shots for 2008.

**June 24, Cody, WY – Sundance, WY, 495 Miles:** Bob and Jeff headed for the Bear Tooth Highway while we fitted our sunglasses and headed east for the Big Horn Mountains and Devil's Tower. The Big Horn Mountains turned out to be a great drive. Later that evening we saw pictures of a better drive... the Bear Tooth Highway. **Issues:** Loud noises and bright sun way too early in the morning.

**June 25, Sundance, WY -- Woodbury, MN, 687 Miles:** Up early and running well, we headed for Mt. Rushmore and the emerging statue of Chief Crazy Horse. Then we headed into the flat country. In Minnesota, as darkness fell, Bob flipped on his headlights... none. For the final 35 miles we sandwiched him, as he ran with no lights, until we reached our motel. **Issues:** Loose headlight fuses (discovered the next morning).

**June 26, Woodbury, MN — Sault Ste. Marie, MI, 541 Miles:** A great breakfast and conversation with Gordon Maltby followed by a visit to the RPM/ Registry Publishing offices before taking to the secondary roads across Wisconsin and Michigan's U.P. We arrived well after dark and foraged for dinner before hitting the pillows. **Issues:** Exuberant in our driving, we had been reported to Wisconsin's finest. Silver Tongued Sid, in the lead, talked our way out of it only to discover that two-way radios can cross state lines. Ten miles later, Michigan's troopers were watching carefully as we passed by at 2 MPH below the posted limit.... Whew.

**June 27, Sault Ste. Marie, MI – Canada -- Home, 1,053 Miles:** We crossed into Canada heading for home via the northern route. By 7:30 AM approaching North Bay, Ontario, Rainer learned that his step father had died during the night. We quickly cancelled our plans to spend our final night in Dorval, Quebec and picked up the pace for home. Our Montreal timing was perfect for their Friday afternoon rush hour. In endless stop and go traffic, with Rainer on my tail, my phone rang. He had been watching my right rear tire and it was about to blow! With no way to pull over in the bumper-to-bumper traffic we inched along for another few miles. Finally, with a grass patch to our right I pulled over to look at a tire with steel cord showing all of the way around... where there still was steel!

After changing my tire we split the group. Sid and Rainer headed for Sherbrooke, then south for New Hampshire's lakes region.

Bob, Hans and I headed for I-89 South taking us southeast across Vermont for New Hampshire and Massachusetts. It had been a 21hour day when I finally pulled into our driveway.

An observation: No phone calls while installing a full set of new tires just before an X-Country trip. Better still... count the tires! A new mounted tire was still resting against the workbench when I opened the garage door. Duh!

**Sedona 2009?** It should be cooler in October. Hmmm...

**Bill Collins** president



Spyder at LRP, Photo by Crawford



Riverton, Photo by Swenson

"Starting at 8:00am Tuesday, 27 May 2008, **track construction** officially began at Lime Rock Park. The slowest machines to run on the Lime Rock Park circuit are making their way around the 1.53 mile course today grinding and milling the current surface. It has started with Big Bend (Turn One), the Downhill (Turn 7) and the Front Straight.

"In addition to the start of track construction, the old entrance – what has been known as the Toll Booth – was knocked down at noon to make room for the Optional West Bend turn."

This pre-release was the precursor to an event we've often attended, but in small numbers. The **American LeMans Series** race at the always scenic Lime Rock Park. The Audi R-10's and Porsche **Spyder's** seemed to be the class of the field but an Acura-powered LM2 snuck into the class pole ahead of the Porsche. 911's thundered around dicing with the Ferraris. GT-2 isn't a lock for the Stuttgart cars these days. On Friday the new surface was a bit slick judging from the number of squirrely cars and off-road adventures, but on race day the drivers largely kept between the lines.

7 cars made the trip – leaving on Friday July 11<sup>th</sup>, and arrived for the afternoon qualifying sessions. The **Riverton Inn** was our residence for the weekend located a few miles north of Winstead, Connecticut – a 30+ mile country drive to LRP. The Inn's bar and restaurant provided us with ample food and libation and obviated the need for designated drivers.

Saturday morning brought more spectators to LRP than I've ever seen. I suppose that confirms I've never been to a NASCAR event there. The race results weren't to our liking,



Tanglewood's Lawn Photo by Ralph Loosigian

in the late laps the Porsche Spyder power fell to the Acura. Thanks to **Peter Crawford** for organizing the group and rooms and to drive leader **Dick Chiasson**.

"No Racing" Blue Laws on Sunday at LRP were not a drawback. Typ 356 Northeast was also attending **Tanglewood** on Sunday the 13<sup>th</sup>, a 90-minute drive from the Riverton Inn. We found our way to host **David Ohanian** and **Suzanne Nelsen's** summer home. For those who don't know, their music credentials put them on stage at Tanglewood and in Boston. The upcoming performance notwithstanding, they hosted 34 people at their luncheon. Most attended the concert, enjoying the lawn seating. A shower did scare a few en-route to Tanglewood. The program was conducted by James Levine with piano by Peter Serkin and featured works by J.S. Bach, Mozart and Schubert.

Coordinator **Len Cannizzaro** noted "I didn't count the number of 356's, but I'd guess there were about 8. Many folks drove their street cars as the late Sunday forecast was for rain." David, Suzanne and Len deserved credit for raising an already great event to new heights of excellence.

From Boston it was nearing 500 miles, at least half on fine roads. Quite a weekend eh!

### **Ron Swenson**

July 26, 2008 was two days after tornados skimmed across parts of central New Hampshire. Our route to the TYP356ne **Wilde Party** took us right through a small area of destruction. Not small enough for the folk with the crumpled outbuildings and vehicles and blue tarp roofs. Fortunately our members escaped serious harm (ed.)

"What a fabulous day for a drive to the lakes region of New Hampshire and the lakeside estate on Baron Von Wilde and his lovely wife Hali. 35 Typ 356'ers were treated to an elegant BBQ, perfect weather, and fun conversation. Both Sid and Hali outdid themselves, and everyone was most appreciative."

### **Peter Crawford**

"Incredible hospitality, a driveway overflowing with 356s, pork, brisket, sausage and ribs in the smoker, salads, hors d'oeuvres and endless desserts. Add to this perfect weather and good conversation with friends on the shore of Lake Winnepesaukee. It was a great day! Thank you Hali & Sid for hosting a great day for Typ 356 Northeast."

### **Bill & Connie Collins**

Not a lot to say about August 7, 2008 the **Hemmings Cruise Night**, in Bennington Vermont. Not many people could make the 3 hour drive for a Thursday night event. It seemed like a fun idea.



Early crowd at the Wilde's on Winnepesaukee  
Photo by Swenson



TYP356ne **Founders Day** drive to Canterbury, New Hampshire took place on Sunday, August 24<sup>th</sup>. Members converged from the Rt. 95 Visitor's Center (led by Don Osborne) and the Rt. 93 Visitor's Center (led by Bill Collins). It fell in the middle of a block of great weather making the August driving a treat.

Both routes ambled across New Hampshire on relaxed roads. The final 15 miles were a voyage back in time – lightly touched by the 20<sup>th</sup> and 21<sup>st</sup> centuries. At the end -- a Museum comprised of 25 restored and 4 reconstructed Shaker buildings form the **Canterbury Shaker Village**. The website [www.shakers.org](http://www.shakers.org) gives loads of details.

“The Shakers' revolutionary Christianity shocked their contemporaries. They challenged almost every mainstream ideal of American society during their time. Shakers believed in community ownership, pacifism, dancing in worship, equality of the sexes, celibacy, and living simply. Most Protestants of the day found that bringing dancing, whirling, and clapping into a sacred space and elevating it above the word of God, spoken by an ordained minister, was sacrilegious. But to the Shakers, the dancing signified a communal, not individual, relationship with God, which was a powerful symbol of the Shaker cultural system.”

Cars look a bit out of place parked by the stone wall – though 356's are a touch purer in form than the SUV's in the lot. After selecting one of the lunch options; picnic, purchasing a sandwich at the Village Farm Stand, or grabbing an enjoyable Sunday Brunch at the Shaker Table Restaurant -- it was time to walk off the weary clutch-leg muscles. The gift shop, self-guided tours of the displays, craft demonstrations and buildings (as they've existed since the 1800's) offered too many choices for an afternoon. Some selective map reading allowed for a snapshot of the **Shaker's** religion and lifestyle - the aesthetics and products of which are renowned.

Tourmeister, **Don Osborne** conceived and organized an exceptional drive, a very fitting look back in time. **Typ 356 Northeast, at this event, celebrates completion of ten years of activities.** At club events alone we rack up a 100,000 km badge's worth of mileage each year and at least half of the 150+ members show up at sometime.

10<sup>th</sup>

## ***In Porsche History***

**55-Years** ago this year: In a deal with Max Hoffman, of New York, Porsche introduces the 356 to the United States. Soon Hoffman makes arrangements with select foreign auto dealers around the country to carry the Porsche cars. Hoffman acts as sole US importer. Split windshields give way to bent windshields.

## Events

The Events section is sponsored by:

### Mainely Custom by Design

Dedicated to producing quality Porsche specialty products at reasonable prices. Our products are designed to fulfill the needs of the Porsche enthusiast, who take pride in their Porsche.

Telephone: (207) 698-7646

Fax: (207) 698-7706

Email: [sales@mainelycustombydesign.com](mailto:sales@mainelycustombydesign.com)

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



**Oil Change Kits:** These oil change kits provide you with everything you need to do **two** complete oil changes. All you need to supply is the oil. We put together these kits to help you make changing your oil easier than it has ever been!!

These kits contain two oil filters, four oil sump cover gaskets, sealing washers and high temp Ny-Lock nuts, for two complete oil changes.

September 4-7, 2008 356 Registry ECH-PA  
September 21, 2008 TYP356ne DYPD  
September 26-28, 2008 TYP356ne Fall Foliage Run to Saratoga Springs, NY  
October 18, 2008 TYP356ne Meister Restoration Tech Session  
October 26, 2008 TYP356ne Sunday Drive / Leeds lunch

Always check the [www.TYP356ne.org](http://www.TYP356ne.org) site for schedule updates. If required, **Day-of-Event notices** (like rain) are usually e-mailed by 7:00am, if in doubt check before you roll-out.

The organizational details for our **Saratoga Springs, NY Fall Run** at Longfellows Hotel & Conference Center have now been finalized and room reservations may now be made. This Fall Run will follow the much appreciated "More Free Time" format developed for our Woodstock Spring Tour.

A Barbeque/ Buffet on Saturday evening follows Friday's evening meal at the Olde Bryan Inn, the oldest building in Saratoga Springs.

**Norm Brust** has planned a brief and twisty Adirondack drive around Great Sacandaga Lake for Saturday.

coordinator **Bill Collins** [dkf49vw@msn.com](mailto:dkf49vw@msn.com)

**TYP356ne Fall Run September 26<sup>th</sup> – 28<sup>th</sup>, 2008 to Saratoga Springs, New York**

Keep these dates reserved: October 18, Saturday, Meister Restorations 10:00 a.m. to noon, followed by lunch. **Rainer and Jerry** always provide a great day of 356 technical talk and a wonderful German lunch. Start to accumulate your questions for Rainer, I will ask for them later in September.

We will have a caravan up to Meister's, so I promise good weather.

event coordinator: **Tom Gentz** [tgentz@typ356ne.org](mailto:tgentz@typ356ne.org)

**October 18<sup>th</sup>, 2008 TYP356ne Meister Restoration Tech Session, Barnstead, NH**

---

November 2, 2008, George Nelson's Open House, Milton, MA, Noon.

To acknowledge TYP356ne members, George holds an open house every few years. The experience is wonderful and all are welcome.

event coordinator: **Tom Gentz** [tgentz@typ356ne.org](mailto:tgentz@typ356ne.org)

**November 2<sup>nd</sup>, 2008 TYP356ne George Nelson's Open House, Milton, MA**

---

Fifteen cars and drivers attended the **East Coast Holiday** – look for Peter Crawford's report in the next NEws.

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

For the second issue in a row the **Registry Magazine** has featured two pieces by TYP 356 Northeast authors. President **Bill Collins'** wrote the definitive article on our group for the on-going series about regional 356 clubs. Bill covered membership, events, and club governance. He chose Don Osborne's classic Nubble Light photo from our 6<sup>th</sup> Spring Tour to Ogunquit, Maine to illustrate TYP356ne on the road.

The back side of the page had a reprint of Ron Swenson's **Internet Movie Cars DataBase** ([www.imcdb.org](http://www.imcdb.org).) article from n10v2.

**10<sup>th</sup>**

---

As we motor thru **Typ 356 Northeast's tenth year**, there's plenty to look back on; like our great history of **Spring Tours** (which started off as Rambles).

1999 Arlington, VT - Arlington Inn  
2000 Mt. Washington, NH - Mt. Washington Hotel  
2001 Woodstock, CT - Inn at Woodstock Hill  
2002 Arlington, VT - Arlington Inn  
2003 Whitefield NH – Mountain View Grand  
2004 Ogunquit, ME - The Cliff House Resort  
2005 Stowe, VT - Top Notch  
2006 Brewster, MA - Ocean's Edge  
2007 Lenox, MA - Cranwell  
2008 Woodstock VT - Woodstock Inn

Naturally Tours have Tourmeisters: Peter Crawford, George Huff and currently Don Osborne. And Tourmeisters have helpers, like multiple tour assistants: Len Cannizzaro and Dick Chiasson and Bill Collins. They've set a high standard and launched the **Fall Tours** of the last 3 years.

**Ron Swenson** NEwslettermeister

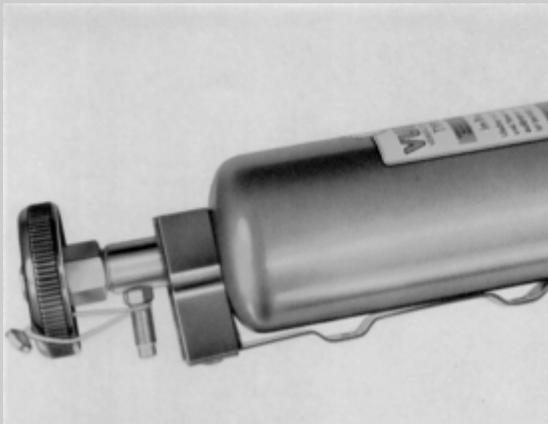
---

356CAR were the hosts of the Lake Tahoe, West Coast Holiday. **356CAR**, the club in

California's Alta Region, is also the name of their newsletter, now available to their members electronically. Their recent issue notes **Sid Wilde** as special WCH award recipient for the furthest distance driven **4682 miles**.

9216 Fire Extinguisher.

As good an idea in 1959 as it is today. As long as you're not relying on the 1959 one for saving your car.



<http://hometown.aol.com/derwhite/>

## ***Tech Session – on line***

**favorite tool:** -- Ultra One De-Rusting Spray I am restoring a 1967 911 Coupe that has the normal rusty floor, rocker panels, jack spurs, and longitudinals. Surface rust inside the rear wheel wells is a problem as well as holes in the items above, so before I used Aircraft paint remover, and a heat gun to remove the undercoating, then used phosphoric acid and a Scotchbrite pad to remove the rust. There is rust all around in areas that you cannot reach, even though I have the car mounted on a rotisserie.

Bill Sooter found a website that showed a before and after shot of rust on many cars, so I purchased a gallon and tried it with an aquarium pump. **It worked!**

So, I upgraded my pump to an 800 gallon per hour sump pump, and five gallons of Ultra One.

The car has a blue tarp "diaper" underneath that catches the Ultra One and puts it back into a large galvanized catch area for respraying.

**Tom Gentz** vice president and tech chair

**least favorite tool !**

**Gear wrenches** and **Loctite** have both been "favorite tools". I keep a set of the former and a small bottle of the latter in my travel tool box. In the future I'll keep the Loctite in a zip-lock bag (another "favorite tool").

**Ron Swenson** owner of a couple well stuck gear-wrenches



Before ^ After v



You can reach Ultra One:  
<http://www.safestrustremover.com>

## ***Members***

Just a reminder, we still have some **TYP356ne grille badges** that can be purchased by our members for your cars. The price is \$35 each. If you order one, you can send me a check for \$35.00 made out to The TYP356ne. I will take the badge to an upcoming event and give it to you.

If you would like the badge shipped to you, please make your check out for \$40.00, to cover postage and a protective envelope. Send your check and a note with your name and address to me at: Bob DiCorpo, 2078 Highland Ave., Fall River, MA 02720.

**Bob DiCorpo**

This may be old news to some... but our local **Foreign Intrigue** has been sold to **Mike Flaherty**. The company has the name but is now out of state. The business is mail order parts and repro's.

**Mike Grishman** has a company called **autosportnortheast.com**. Mike is still selling quality used Porsches cars and slowly selling off his original used parts inventory. He said has been finding great success using ebay and that due to the exchange rate, a large percentage of inventory is being snapped up buyers in other countries.

**Fran De Leo**

#### **New Members:**

**David Connaughton** - Windham, New Hampshire, 1963 / 356 B, coupe

**Christian Guthrie** - Hope, New Jersey, 1963 / 356 B Coupe, S; 1955 / 356 A, Coupe, S

**Edwin Luna** - Boston, Massachusetts, 1963 / 356 B, coupe, S90

**David Therrien** - Manchester, New Hampshire, 196x / 356 C, coupe

**Robert Bartlett** - Gouldsboro, Maine, 1961 / 356 B, Roadster, T5

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

**For Sale:** I am not able to store these 356b spare parts in Kittery Point, so come get 'em if you can use 'em.: **4.5X15 painted wheels:** 1 Sudrad 12/56, 1 KpZ 7/67, 1 KpZ 9/61, 1 Lemmerz 7/58, All look straight, but need painting to be nice. each: \$100.00. Also have: 356B **stock muffler**, 2 summers, 2,000 miles, light skim rust in spots, new retail is \$498.00, will sell it for \$200.00. 4 crested **Super hubcaps**, older Stoddard repro, (3 good ones) all: \$75.00. Set of two **cocomats**, Jaspe (mixed tan/brown) for 356B, new \$50.00. Pick up in Topsfield, M-F, 9-5. **Alex Dearborn** Mobile: 978 590-5079 v10n5

**For Sale:** Car **Cover** \$60 or will trade for decent 911 soft cover, Colgan T 5 or T 6 **Bra**-fits right, NO flapping \$40.00, Almost brand new Euro **Bursch muffler** <500 miles \$100.00, Almost new 2 **Bilstein rear shocks** <1000 miles \$125.00, Assorted windshield **wiper arms** and blades and **tail light lens** \$10.00, Higher wattage **instrument bulbs** for brighter 6v instruments \$5.00. All offers considered. Fran De Leo 978.578.4131 v10n2

**For Sale:** Set of 4 **drum brakes** (2 front, 2 rear) liners excellent and measure within

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.

factory limits. Rear splines excellent. Great condition. Jim Stein teleski42@aol.com  
508.314.0581 v10n2

**Wanted:** I'm looking for a **disc-braked wheel** (or two), kron prinz, with a 7/63 or 8/63 date stamp on it/them. Lousy chrome or steel, I'm going to paint it anyway. **For Sale:** Also, I have a **Bursch exhaust** for sale for B and C cars, Nice chromed tip, \$50 OBO. Rick Veneski leahrick@gis.net v10n2

**Wanted:** I'm looking for a **High Bow Top Frame** for a '58 Speedster we just purchased. Alex Finigan alex@paulrussell.com 978-768-6919 v10n2

## *Sponsors*

603.776.3561  
phone / fax

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

617.333.0275  
ggn356@comcast.net

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

978.777.3077  
stuttgartne@comcast.net

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

www.mainlycustombydesign.com

**Mainly Custom by Design, Inc.**  
Telephone: (207) 698-7646  
Fax: (207) 698-7706  
Email:  
sales@mainlycustombydesign.com  
**Bob Futterer**

www.updoc.net  
Tom@nanduce.com

**The UPHOLSTERY DOCTOR**  
Beverly, Massachusetts  
(978) 921-0125  
**Tom Ducibella**

