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**President's Message:** A drive of support and encouragement for John and Lise Merrifield started our "summer". The weather and the turnout were heartening, because Spring had presented increasing challenges to John's medical condition. We'll never forget their coupe stalling at Battleship Cove on that ride. It was a grand metaphor, could we dare to hope John would find a spark and drive on as they did that day. Unfortunately, that was not to be --it would be our last group ride with John who died Wednesday, August 10, 2005.

When you met John you'd note he was quiet, observant and modest, a gentleman. That's enough for anyone. It happens to be only the beginning of John's story. He loved cars, and sailing. A man of incredible skills, ten Americas Cup yachts are included in the 50+ custom yachts he constructed. In 1985 John co-founded Merrifield-Roberts, Inc., in Bristol, Rhode Island. Do yourself a favor and enjoy a visit to the web-site <http://www.merrifield-roberts.com>. In addition to fine yachts, Merrifield-Roberts fabricated sculptural projects that brought life to designs by renowned artists like Lichtenstein, Puryear, Tallix, Oldenburg, Frank Gehry and Phillip Johnson.

When we visited the Herreshoff Museum and the adjacent America's Cup Museum last summer, he felt no need to benchmark his contributions. On our way there, he must have wondered if he had selected a good place in the line-up, with a guy ahead clicking photos over his shoulder while ostensibly in control of a vehicle.

Our thoughts and prayers are with Lise in her sorrow. We hope she'll endure the loss to reach the time when the memories can be treasured without the pain. As a group we too will ride on, we'll often strain for a glance over a shoulder, missing one silver speedster and her skipper. For as long as I enjoy 356's, silver speedsters will always be, "like John's".

**And for John**, we will Keep The Faith

Ron Swenson

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**John Merrifield** was an integral part of the Typ 356 Northeast Southcoast group. Bill Sooter and Bob DiCorpo shared some of the stories known to his close friends:

John's first 356 was his 1964 coupe that he purchased new at Pray Auto in Greenwich, Connecticut. It was originally Bali Blue, but John did not like the color. Soon after he purchased the car he had it



John Merrifield



One of John Merrifield's ten Americas Cup yachts

painted the same color blue that it is today.

Lise will keep and drive that car and hopes to remain as a part of the club.

John purchased his Speedster around four years ago. It was already painted a silver color which John liked, so two years ago, when he had it re-painted, he again had it done in silver. The original color of that Speedster according to its Kardex was Aquamarine Blue Metallic with red interior. Bill and Bob tried to talk John into the original color, but his final decision was the silver.

A few years ago John's company was commissioned by the Shah of Qatar to build him a "Tea House". It was a massive structure constructed in a dome shape. John had to have the roof on his building opened up to accommodate the height of the Tea House. Once it was constructed, it was to be taken apart, shipped to Qatar and reassembled there for the Shah. Some of John's crew would travel to Qatar to reassembly it.

John's company was also responsible for building the original "Disney's Love Bug, Herbie".

The shop houses lots of photos and miniature models of the many projects that the company created over the last 20 years in the shop.

### **Bill Sooter and Bob DiCorpo**

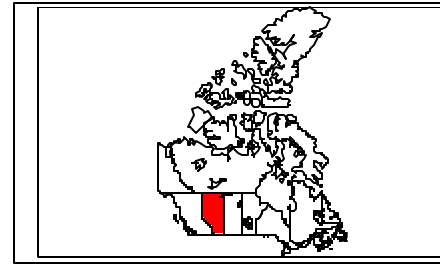
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Bill, Rainer, and Sid's **Excellent Adventure (Part 1)** The three musketeers -- Bill "**I'll drive to Los Angeles for a loaf of bread**" Collins, Rainer "the **Fixer**" Cooney, and Sid "**Leadfoot**" Wilde, departed this past Saturday at 5 am for a leisurely 5 day drive to the 356 Registry, West Coast Holiday near **Banff**, Alberta, Canada. I have spoken with Bill several times, and here is a progress report on the trip.

**Saturday 6/25** -- The boys head west. Shortly into their trip Rainer's **14 year old generator** in his Speedster decides to disintegrate. It is decided that the only thing to do, is replace it. Oh oh, there isn't one in the breakdown kit. A call goes out to **Stoddard**, after all it's along their route, and they have one in stock. Only problem, they will be closed when our guys arrive. So they leave it outside the building. The good news is that our little cars can go a great distance without an operational generator. They arrive at Stoddard's at 7pm, change out the generator in the parking lot, and life is good again. The weather is extremely hot and humid. A beer or twelve is in order. They spend the night west of Cleveland.

**Sunday 6/26** -- Back on the road at 5am, still hot and humid. This is the second longest drive - **756 miles**. All cars are running well, as they head toward Minneapolis.

**Monday 6/27** -- Departing early again, the guys have planned an **800 mile day**. The weather has cleared up nicely, now it is 70 degrees and clear, after a brief morning shower. Across North Dakota, and into Montana. All systems still green. Last night they arrived quite



Alberta, Canada

late into Glasgow Montana. For some reason, they decide to take a **brief nap**, only to be awakened by the alarm clocks at 5 am this morning. No dinner.

**Tuesday 6/28** -- When I spoke with Bill, they were 2 hours into their run, heading toward tonight's stop in Calispell Montana. They are expecting to arrive in Banff tomorrow afternoon. More reports along the way.

**Tuesday 7/5** -- Peter: *I'm kinda worried. We haven't heard from "loaf of bread" Collins, "the fixer" Cooney or "Leadfoot Wilde. Do you think they've been tree'd by a bear out in Montana? Or stranded for the lack of a 5¢ o-ring? Ron*

### **Peter Crawford**

Beyond the cell phone -- Bill, Rainer, and Sid's **Excellent Adventure (Part 2)** 2005 Rocky Mountain Holiday, Kananaskis, Alberta, Canada

June 29-July 3, 2005 -- Roughly 60 miles west of Calgary on the Trans Canada Highway, highway 40 snakes south through the Kananaskis Valley. Nestled far below jagged snow capped peaks was the **Delta Lodge**... our home for the next five days.

We learned at a Thursday evening welcome reception, that the Holiday was to include roughly 60 356s (half from the States and half from the western provinces). Bert and Evelyn Leemburg and a group of Calgary area 356ers had spent a year fine tuning the logistics and details for an incredible weekend.

For the Easterners, Thursday was for rest, laundry and scrubbing **3.300 miles** of bugs and grime from our roadworthy old Porsches. By mid afternoon we were heading East for the Calgary airport to meet our wives Cheryl, Hali and Connie. On our return to the Delta Lodge, as we down shifted for the entrance road, a Bull Elk with massive antlers in full velvet interrupted a swampy meal to nod at our presence. A nice welcome for the women as the 10:00 PM sun slipped below the Canadian Rockies.

Friday started with a mandatory driver's meeting for a "**Tour of the Canadian Rockies**". By 9:30 close to 40 356s headed north on a well orchestrated tour of Johnson's Canyon, the Valley of Ten Peaks (including a gourmet luncheon and gondola ride). Next, Lake Louise one of the 7 natural wonders of the world. It measured up. Our odometers had nearly 300 miles by the time we pulled the keys in the secure underground parking garage of the Delta Lodge later that evening.

Saturday kicked off with an electrical tech session by Joe Leoni. Not a spare seat in the room. Then it was off to the Fairmont **Banff Springs Hotel** for the Concours. There were **no trailer queens** in Banff as the drive from our hotel to the show field was a good 75 miles with scattered rain and many well flattened bugs. We spent the afternoon enjoying the grounds and the spectacular old Canadian Pacific Railroad Hotel. It was a zero pressure day for making new 356 friends and absorbing spectacular scenery. Returning to the Kananaskis Valley, we had to shed our shorts and tee shirts for the awards banquet. Rainer brought home **second place in the Pre A**



Our boys carrying the T356ne colors  
Photo credits (the 356 Rocky Mountain Holiday  
Canada - 2005 - Photo Gallery linked from  
<http://www.356holiday2005.com/gallery/>

**Open** class while I took the **longest distance award**. (It should have been Sid's).

Sunday started with a 6:00 AM swap meet. However, with every 356 at the Holiday driven to the show, it looked as if parts had been squeezed out by luggage... **not too much for sale**. We then said goodbye to our western friends and headed north for a day of sight seeing in the Columbia Ice Fields. It turned out to be a day filled with wildlife including: mule deer, mountain goats, elk and one massive grizzly bear ambling within 20 feet of our occupied convertible.

Monday we checked out of the lodge for a night near the Calgary Airport.

The Girls caught an early Tuesday morning flight, flying over us a couple of hundred miles east of Calgary after our 4:00 AM start...back in the saddle. As was the case with our return from the Speedster 50th in Monterey in 2004, we would put in very long hours at a **steady 75 mph**. By Monday evening we had logged nearly 700 miles and pulled the plug in Brandon Manitoba...still way out there on the Canadian Plains.

Wednesday we crossed into Ontario's "Cottage Country" as we took the Trans-Canada Highway over-the-top of Lake Superior. Earlier I had found it difficult to book a room because of the holiday week and had no clue as to what we would find in Marathon, Ontario. Our spacious accommodations included three bedrooms, a living room, a kitchen, a tilling porch and broken windows for air conditioning in an "8 wide" that smelled as if it had been a cow barn in a former life. We opted out, were warned that we wouldn't find a room for 200 KM, and left. A half mile down the road we checked into a recently remodeled ex-Best Western for less money.

Thursday our route continued east and over the top of Lake Superior, Georgian Bay, Lake Nipissing and Algonquin Park. This section of Trans-Canada Highway is a two lane highway with alternating 3-lane east and west passing zones every few kilometers. We did not miss the steady drum of tandem rigs that had pounded by us in the states. In Pembroke, Ontario, we checked into our hotel and spent a couple of hours playing with my carburetion and timing. I had developed a **nagging skip** under acceleration and at speed.

Friday's border crossing at Rock Island, Quebec was a snap. We picked up I-91 South for St. Johnsbury, VT then I-93 to NH. In the lakes region Rainer and Sid headed for home while I chugged toward mine. The engine skip had not disappeared. I can't say my tail was sorry to vacate the driver's seat that afternoon in Windham after **6,499 miles** of a marathon 356 experience.

Oh...a week later I drove up to Rainer's Meister Restorations to find the engine skip. A bad #1 plug wire (from a new German set) was the culprit. With a timing light in our road survival kit we could have found it on the road. There will be a timing light on future cross country runs.

In the Canadian Rockies it was announced that the 2006 Rocky Mountain Holiday will be held in **Colorado**. Time to start working on that one.

## Bill Collins

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Maybe it's something in the water. The same night as our delayed July Board meeting we hear:

Well, the rest of the summer is finally (mostly) mine! Kids are done with school stuff, soccer, concerts, etc and now it is **Dad time!** I spent the afternoon cleaning up the Roadster, doing a valve job and oil/filter change and a nice wax job with that fantastic smelling Zymol Concours Wax. Then the best part - just as the sun was setting I took a ride heading west out of Groton on 119 out to **Townsend State Forest**. If you've never driven that section of 119, you should! Curvy and hilly. I just got in with a big smile on! **Michael Hackney**

I took a really nice ride too. Along the **North Shore**. Gloucester, Essex, Rockport -- The beaches, The marsh, and the roads were great. BTW There are a lot of **newly paved roads** up here and it makes the driving much more enjoyable...just got to pick the right time to avoid the traffic. 7pm and on works well! **Fran DeLeo**

Welcome to the rest of the Summer!!! I was out riding, too. Took the **"Coastal Village Route"** through the bottom of Westport, MA., along the East side of Horse neck Beach over to **Padanaram** (the harbor of a thousand sailboats) and then back through more back roads to "Home Port" here in Tiverton. Gorgeous night for cruising, although the bugs were out in the millions, I swear!! **Gordon Nichols**

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**George Huff's** "DO NOT MISS" event publicity of the special Typ 356 Northeast follow-up to the Boston Museum of Fine Arts show **"Speed, Style, and Beauty"** was right on the mark.

The **MFA** showcased 16 absolutely stellar examples, all from collector Ralph Lauren. The Porsches included at the Museum were a 550 Spyder and 959 -- special indeed.

Those who'd had a chance to attend the museum show, as well as first-timers, enjoyed member **Alex Finigan's** personalized narration on several of these unique vehicles at Paul Russell & Company in Essex MA. The Alfa displayed at the MFA without engine, eagerly awaited it's powerplant before traveling to Pebble Beach in August. The Robb Report, another classy Eastern Massachusetts Car Magazine, reports its 1959 sales price of \$1500. Late-breaking news from Pebble Beach: Class E-2 (Alfa Romeo Prewar Race Cars) • 1st 1938 Alfa Romeo 8C 2900 MM Touring Spyder owned by Ralph Lauren from New York, New York.

Naturally Paul Russell's workload of restoration and maintenance was also on display and their stories were also recounted by Alex. The first-class work they perform was evident by looking in any direction.

A Mille-Miglia winning Ferrari and a Gullwing Mercedes were room-mates in the body shop. Thousands of hours of work for each of these coupes were progressing. The nearly unique Ferrari



Alfa 1938 8C 2900 Photo by Swenson



An A coupe will be Alex ' personal project Photo by Swenson

Superleggera bodywork idiosyncrasies stand out, even when compared to a (very) limited production MB.

Elsewhere, yet another **550 Spyder** was in for preparation.

Member **Jim O'Hare's** wife **Sally**, a project manger for the MFA, shared photos of the complicated logistics of the disassembly of show. Say fifty (+) million dollars worth of automotive art were rigged over the balcony and gently dropped 20 something feet. Sally's attendance figures showed **200,000 visitors** enjoyed the cars in about three months. 45 Typ 356 Northeast members and friends were treated to an even closer look.

Not surprisingly there was socializing, coffee and donuts to warm us up for the tour. A special thanks to Alex for his hospitality, reams of facts and patience with dozens of questions.

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**Ron Swenson**



Alex offered this 550's unique history Photo by Swenson

At Endicott, July 10<sup>th</sup> the (DiCorpo's) Speedster took **3rd place** in the Foreign Sports car group. I guess I should have worked a little harder with those Q-Tips! Regards.

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**Bob DiCorpo**



DiCorpo Q-tip technique, learn from Bob's mistakes Photo by Swenson

Sunday July 24th found members at the second annual Typ 356 Northeast / **McManus Barbecue** in Brookfield, Mass.

Greg and Christine McManus' custom -engineered barbecue system triumphed again with a fabulous meal, feeding a large turn-out.

One member raved "if you missed Christine's homemade blueberry pie & ice cream, that's your loss!"

Meanwhile a certain event coordinator and board member (me) was elevated to an ethereal level to take these photos.

Special thanks (again) to the McManus'.

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**Greg Graham**



McManus Barbecue aerial Photo by Graham

Our first group trip to **Tanglewood** was a great success. After meeting at the Framingham rest area on the Mass Pike, the trip west to Exit 2 was easy and uneventful. **Len Cannizzaro** did an excellent job leading the group in the Sunday a.m. traffic. Just off Exit 2, we were met by member **Dave Ohanian**. Dave has formerly played at Tanglewood and his wife Suzanne was playing the oboe in the afternoon performance. Dave had arranged parking and a special meeting in the parking lot with the featured conductor **Charles Dutoit**. Charles has had three Porsches in Europe and Canada. He was very enthusiastic about our cars and told us a few stories about his own Porsche adventures in Europe.

After a **picnic** on the grass, the afternoon performance (featuring works by Mozart, Ravel and Rachmaninoff) was very enjoyable. Again, thanks to Dave we had tickets in the shed and we were able to avoid the effects of a typical summer afternoon Berkshire thunderstorm.

This was truly a great event. One that all participants enjoyed and an event that should become an annual undertaking. Thanks again to Len, Dave and Suzanne for their efforts in making it both a wonderful and memorable day.

For some the fun was just beginning as coordinator Cannizzaro took the willing home via the Mohawk trail - Len's own Mille Miglia.

**Jim O'Hare**

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This year's **Ninth Founders' Day** celebration was again a great success! Held at the **Westport Rivers Winery**, the setting and the weather were perfect. The gourmet luncheon provided by the Westporter Caterer's consisted of a choice of three types of sandwiches, pasta salad, potato salad, mixed green salad and dessert. Members and guests seemed to enjoy it all.

The luncheon was preceded by a picturesque drive led by **Bill Sooter**, along roads in South Dartmouth, Westport, Tiverton and Little Compton, RI, then on to the winery. The **fifty-mile drive** went by many beautiful water views of the southcoast area.

Next year's Founders' Day event is already in the planning. The planning committee is looking into a couple of different options for 2006.

**Bob DiCorpo**

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(From one of the Pebble Beach auctions) The America Roadster 12362 sold for **\$640,000**. Brad Ripley reports in 356Talk.

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Len Cannizzaro, world renowned conductor Charles Dutoit and co-host David Ohanian talking about the pleasure of Porsche driving. Photo by Loosigian



Rafe Loosigian's '56 T-Bird was the most senior club car to make the journey. Photo by Swenson



Typ 356 Northeast's third visit to Westport River Winery Photo by Crawford

The **Schedule of Events** still lists plenty of activity for the remainder of 2005 – mark you calendar.

Sep. 2-4, 2005 Rolex Historic Races at **Lime Rock**  
Sep. 10, 2005 **PorscheFest**  
Sep. 16-18, 2005 T356NE **Tour du Quebec**  
Sep. 18, 2005 T356NE **DYPD** Drive & Ferry Porsche birthday  
Oct. 1, 2005 **Wolfeboro** Car & Boat Show  
Oct. 8, 2005 T356NE Tech Session at **Meister Restoration**  
Oct. 30, 2005\* T356NE Tech Session / Drive  
Nov. 13, 2005\* T356NE Tech Session / Drive

\* These events are subject to date and location finalization.

## Events

The Labor Day weekend is the traditional timing for the Rolex Historic Races at **Lime Rock Park** in scenic northern Connecticut. There's always a few 356's on the track – including our members. We'll see if the new promoters can attract even more! Typ 356 Northeast will be attending at a couple times for different parts of the show. Friday's group will include people driving their street cars and a few 356.

### Friday and Saturday, September 2<sup>nd</sup> – 3<sup>rd</sup>, 2005 -- Rolex Historic Races at Lime Rock

Contact **Len Cannizzaro** [Lencan@rcn.com](mailto:Lencan@rcn.com)

The Sunday (racing) Curfew will undoubtedly attract some 356s. Bob DiCorpo is coordinating members interested in driving their 356 and displaying it in the **Concours and Corral**. We're expecting some of our 356SCR (Southern Connecticut Region) friends will also be participating.

### Sunday, September 4<sup>th</sup>, 2005 -- Concours and Corral at Rolex Historic Races, Lime Rock

Contact **Bob DiCorpo** [bdicorpo@typ356ne.org](mailto:bdicorpo@typ356ne.org)

The PCA Northeast Region is having their annual gathering **PorscheFest** at the Museum on Transportation in Brookline on **SATURDAY Sept 10**. (Note that our schedule previously showed the event to be on Sept 17 -- not correct). I'm told by the chairman of the event, Kim Saal, that there are 30 928's coming up from Connecticut to make a big showing. He has asked if we could round up a similar number of 356's. What does the group think?

(Check the PCA NER web-site or look for emails about a meeting point.)

### Saturday, September 10<sup>th</sup>, 2005 -- PCA NER PorscheFest

Contact **Tom Tate** [tom.tate@advest.com](mailto:tom.tate@advest.com)



A Connecticut Coupe Racer at Lime Rock '04  
Photo by Swenson

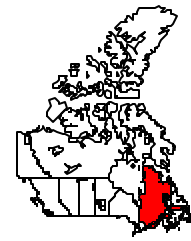


928?, 904? Who knows what might show up in '05.  
PorscheFest '04. Photo by Swenson



[www.chateau-grande-allee.com](http://www.chateau-grande-allee.com)

**Old Quebec by 356** is on the calendar for September 16-18, 2005. Early on Friday morning September 16<sup>th</sup> a caravan of Typ356 Northeast Porsches will depart from the I-95 North rest area in Seabrook, NH for a trek through Maine... destination Quebec City.



**Chateau Grand-Allée** is our destination for Friday and Saturday nights. Located within the old city of Quebec it dates from 1822 and is a boutique hotel of 30 rooms.

The weekend is planned as a relaxing time with friends to enjoy incredible dining, shopping and walking experiences on the cobblestone streets within one of North America's oldest cities. We'll just happen to be driving our old Porsches. Friday's drive will be roughly 340 miles from our I-95 starting point on the Mass/ NH line. Our return home on Sunday will be via four lane from Quebec through VT to I-93 and south, approximate 370 miles.

We've filled all the rooms, but there might be a cancellation. Give us a call if you'd still like to join the fun.

#### **Friday to Sunday September 16<sup>th</sup> -18<sup>th</sup>, 2005 -- T356NE Tour du Quebec**

Contacts **Bill Collins** [bcollins@typ356ne.org](mailto:bcollins@typ356ne.org) 603-425-6129  
**Jim Hannum** [jnirma@nirma.mv.com](mailto:jnirma@nirma.mv.com) 603-432-6639

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**Drive Your Porsche Day** won't be limited to those headed to Quebec. We'll be doing a local drive too! Keep your eye out for e-mail messages about the plans for **DYPD'05**

#### **Sunday, September 18<sup>th</sup>, 2005 – Drive Your Porsche Day**

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The admission the **Porsche up to 1973** and Volkswagen up to 1968 at **Ski-Roundtop** – Lewisberry, Pennsylvania is **Free**. This third year is Sponsored by Parker Tyler, Klasse 356, DM Upholstering and our own **Bob Futterer's** Mainely Custom By Design. Vendor spaces are available for \$25 (20' x 10').

This event is focused on the early **25 years** of Porschedom, of which our favorite 17 years are first and foremost.

#### **Saturday, September 24<sup>th</sup>, 2005 – 3<sup>rd</sup> Annual Vintage German Auto Swap Meet**

Contact **D. Moody** 717-502-8820

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The convergence of old cars, old boats, New Hampshire roads and lakefront happens again this October 1<sup>st</sup>. The club's third trip to the **Wolfeboro Antique Car & Boat Show** will depart from the Rte. 95 North rest stop that is in Salem, NH.

After the show we'll have a buffet lunch at our new home. Please keep an eye on the e-mail for further info.

**Saturday, October 1<sup>st</sup>, 2005 -- Wolfeboro Car & Boat Show**  
Contact **Roger Palm** [rwpalm@metrocast.net](mailto:rwpalm@metrocast.net) 603.569.4184

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Wolfeboro '03 Photo by Swenson

North Country Region PCA **Toys for Tots Car Show**. The location is Porsche of Nashua, just off Exit 5E on Rt 3.

In addition to the Wolfeboro Car & Boat Show on the Calendar for Oct 1. We (PCA-NCR) hope we can count on some of the 356 folks joining us for a fun judged and People's Choice Car Show **for a GREAT cause** - the Marine Corps Reserve's Toys for Tots program on Sunday, Oct 2.

I plan to be there with my newly redone '65 356 Cab. Hope to see fellow Typ 356ers there.

Further details and pre-registration form will be available soon our the NCR website - [www.ncr-pca.org](http://www.ncr-pca.org)

**Sunday, October 2<sup>nd</sup>, 2005 -- Toys for Tots Car Show, Nashua**  
Contact **Judy Hendrickson** [jh993@comcast.net](mailto:jh993@comcast.net)

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On October 8th at 10:00AM, **Rainer and Jerry** will be presenting another one of their great tech sessions to our group. This has traditionally been one of our best attended club events. Most club members have been to **Meister Restoration** at one time or another, but for those who are not familiar with its location, it's located on Rte. 28 in N. Barnstead, NH.

It is a bit difficult to find, therefore some of us will be meeting at the Rte. 93 North rest stop that is in Salem, NH, just across the Massachusetts border. Please email me for other info.

I will send out more info about meeting time, etc. as the event draws closer.

**Saturday, October 8<sup>th</sup> 2005 Tech Session at Meister Restoration**  
Contact **Bob DiCorpo** [bdicorpo@typ356ne.org](mailto:bdicorpo@typ356ne.org)

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

You really should be out driving after the interminable winter, but when you come inside to cool off – check these out...

<http://www.completeautomobilist.co.uk>

The oldest vintage and classic parts suppliers in the UK, **The Complete Automobilist**, has joined the Internet-superhighway. The British sources have fun and unusual stuff at fun and unusual prices.

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I was looking for some new routes the other day. Not surprisingly I took an unplanned turn (on the internet). It was worth the detour.

About 98 percent of all roads in **National Highway System** have been built. Since the beginning of interstate highway construction in 1956, the 45,000-mile **Interstate Highway System** has accounted for almost 30 percent of NHS. The longest Interstate route is I-90, 3,020 miles, from Seattle to Boston. The Massachusetts Turnpike, from exit 1 to Weston, was opened on May 15, 1957. Only two years in construction, it still started before the HIS program began and was adopted with construction in progress. In September 1964 the Boston Extension was completed. In 1965, the new I-290 (Worcester Expressway) was opened. In 1969 the newly constructed I-495 (Outer Circumferential Highway) furnished a connection for long-distance travelers to northern New England and Cape Cod.

Not to mention I-95, I-93, I-195 and I-395. I'm still a little irked at the rebranding of America's Technology Highway -- aka Route 128, as I-95 (which I otherwise dearly love). All these I-guys are a bit too straight and usually populated with too many cars and too, too many 18-wheelers' lug nuts buzzing along at eyelevel. Saturday mornings they are a valuable for escaping to driving roads.

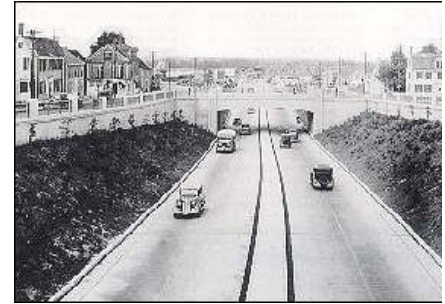
The **non-Interstate** portion of the NHS is made up of major state roads like Mass 1, 2, 3, 6, 16, 27 -- mostly two-lane, with few access limitations. Think of them as 356 territory.

The 160,000 miles of NHS (that's Interstates and Highways) represent only **4 percent** of the nation's roads, but they carry more than 40 percent of all highway traffic, 75 percent of heavy truck traffic, and 90 percent of tourist traffic. The NHS percentage of total vintage Porsche traffic isn't documented.

None of the remaining authorized (the last 2% as yet unconstructed) highway is in Massachusetts or New Hampshire. I-92 from Glen Falls, NY to Portsmouth, NH is in the proposed category. 695 in Boston and 895 from Richmond, RI to Attleboro fit in another category, proposed-but-never-constructed.

The Strategic Highway Corridor Network, or **STRAHNET**, has been identified by the Department of Defense in cooperation with DOT. It totals about 15,000 miles. These corridors and the interstate highways are deemed critical strategic links and here in Massachusetts we have small sections near Otis and Westover Air Forces Bases.

President **Eisenhower** -- remembering a (miserable) 1919 Army transcontinental trip and his reaction to how quickly German troops could move around using the autobahns in WW 2 -- pressed for the national highway system. After his transcontinental Army trip he thought a national network of two-lane, paved roads would be sufficient, and in the 1930's, that was probably true. That changed



Early freeway in Newton, Mass., circa 1935, with access control.

after he saw the speed and efficiency offered by the four-lane German autobahns. While Ike wanted such a system, but he didn't start it as is commonly believed. Ike did however convince people that this was a national, not a state, issue – then the idea finally caught on.

This mostly answers the question I started with – where will 356's be driving in 5, 10 and more years from now? It won't be on new Interstates or Highways. Much of the increasing vehicle density will crowd onto these routes. So I need to keep looking for underutilized, recently maintained local roads...

**Ron Swenson**

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<http://hometown.aol.com/derwhite/Derwhites356LiteraturePage.htm>

Next trip in the **way-back machine**, please pick up a couple Porsche 356-A Factory Accessories no. 18.OA 37 - Foam Plastic Filled Cushion for driver seat - Speedster (\$3.30).



## **Tech Session – on line**

T6-B Hand Throttle - Anyone have a **hand throttle** on their car? If so, where is the knob mounted?

Thanks for all the speedy replies. The conclusion from the group is that the hand throttles were placed between the tach and the multi-gauge at the top of the space. Thanks for the help, great list !! KTF

**Tom Tate**

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It was a couple years back that I started reading about **tires deteriorating** with age, regardless of wear, obvious oxidation or cracks in sidewalls or tread-groves. At the time mine were at least 11 and maybe 14 years old. Big tires on the light Spyder meant 2/3 of the tread was remaining. I bought **new tires**, anyway, autocross favorites Yokohama AVS.

This month Road and Track commented on the topic. They say tire manufacturers "set no definitive life". However DaimlerChrysler and Ford recently began recommending **6 year** replacement intervals. In the "UK, a 10-year recommendation is typical."

Maintaining proper air pressure, visual inspection for uneven wear and defects certainly is still vital regardless of age and miles. I have the feeling I'll celebrate their 6<sup>th</sup> birthday without fanfare. What I'll do as their tenth birthday is hard to say. What the tire choices are at that time is sure to be a big factor.

**Ron Swenson**

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A while back I was looking for a recommendation for **towing / trailering** my 356. Several members generously offered their own trailers, but I was so short for time that I couldn't make use of those offers. But thank you all for offering! I

In the end, Richard Buckles recommended Peterson Automotive & Transport, of Bedford, MA. I called Bobby Peterson, and got the impression that he knew what he was doing, had experience with these (and other) old cars, and would do a careful job. He quoted a good price, and I had them do the work. I can say that I would recommend them without any caveats: I liked the way he handled the car, and he was a pleasure to deal with. **Peterson Automotive & Transport**, 4 Yankee Division Road, Bedford, MA, 781-280-5005

**Richard Utt**

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**brake conversion FROM 356Talk**

From: Bbspdstr@aol.com

Date: Sun, 14 Aug 2005 08:22:26 EDT

Subject: [356Talk] brake conversion, an opinion

To: jveinbergs@hotmail.com

Josh,

**Replace the drums with discs** if you can afford them, then put the drums away, in a dry place and wiped with WD-40 and placed in plastic bags, keeping them for future "originality."

Drums are getting used up (in my opinion, wasted) by vintage racers (I went through 11 drums in one season, 1991, that would have lasted many more years on the street before I changed to C ATE discs on my Speedster).

I am just one "on the List," but sorry to say (to Phil and others) that those sanctioning bodies that require drums (a noble nostalgic idea) are wasting irreplaceable parts in the name of "how it was back then" when drums today aren't how THEY were "back then." A or B drum brakes were fine when new, but that was at least 38 years ago and how many miles? Fretting of splines on the rear drums, thin linings on the fronts, bimetallic corrosion between the aluminum and cast iron liners, etc. An uphill battle, and time is winning.

It's also more a safety matter than performance matter. While discs will be better at stopping the car in a straight line, they are also easier (and cheaper) to get parts for and to maintain. A lot newer, too. Street OR track, no matter.

Initial cost will be high no matter what route you take, so the other answer may be to see if Brad at NLA can reline your drums and "start over." That may seem expensive in itself, but those he's done for me have been worth it. In fact, I remember hearing that the WC racers were doing the relining too, successfully.

A set of C disc brakes, "core" set to rebuild, is climbing...minimum of \$2000 (four corners) and UP (and up). Getting hard to find,

especially complete. Then you usually need new rotors, caliper rebuilds, link and kin pin work, etc. The later Custom and Speed Parts conversion set, new and very nice/easy to install, front only as of now, is going to set you back about \$1500. At least you keep the use of B wheels.

Then again, as I learned with the discussion about ZF steering boxes, Mr. Jim @ EASY may have "hundreds" of "good used" drums and my dissertation is moot. (Chime in Jim if you like).

Heck, just like converting to 12v, you can always convert back. It's just money.

Expressing one posters opinion,  
Regards,  
Bruce Baker

### **Fran's Corner** -- repair and restoration sources for all kinds of things

<http://www.cocomats.com>

**Coco Mats** Call 800-461-3533. I bought the interior floor mats. They arrived on time and are exactly what he said they would be.

<http://www.stoddard.com>

**Stoddards** Talk to Sandy 800-342-1414. Fast, professional, and expensive. If you have to ask 'how much', then you probably can't afford to be shopping here.

<http://hometown.aol.com/derwhite/Derwhites356LiteraturePage.htm>

**Charlie White** 480-367-8097 Evenings. He has ALL of the original manuals and parts lists. While you're browsing don't miss "A 1953 356 Porsche Coupe"

**Fran DeLeo** [fdeleo@typ356ne.org](mailto:fdeleo@typ356ne.org)

### **Members**

Thanks to all who helped update our membership list by contacting me with corrections and updates.

Reminder #1, when your e-mail address changes, both "members" e-mail and the NEws won't find you until we get your new address. Please put us on your list to receive an update.

Reminder #2, we have an option if you would prefer your name / e-mail address / phone / cell not listed in the "members-only" contact section of the site. Fortunately with

**Bob DiCorpo** [bdicorpo@typ356ne.org](mailto:bdicorpo@typ356ne.org)

#### **New Members:**

**Mike Boswell** -- Mystic, Connecticut (and Cape Coral, FL)

**Paul Murray** -- Storrs, Connecticut, looking

**Phillip Crawford** -- Exeter, New Hampshire, 1962 356 Bcabriolet and 1973 911T coupe

**Paula Reiters** -- Natick, Massachusetts, 1995 993 Carrera

### **For Sale / Wanted**

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Caveat Emptor, only to stay in practice.

Occasionally For Sale/ intended items are included from Typ 356 Northeast's members@ e-mails. Please let us know if they are no longer current.

Items run three times unless renewed or removal is requested

**For Sale** one **356-c** master cylinder vgcondition -\$25, one full hood "P" bra with bag - \$75, one -still wrapped book - MOMENTS - official Porsche 50th anniversary issue - \$50, one set front hood release assembly - \$20, one headlight assemble complete - \$20, set of four (4) steel rims, off 356C \$150, lots of PANOS, EXCELLENCE and CHRISTOS - send for lists, also 911 books, lots of 356 models. Buyer pays shipping. contact GARY R 508-240-6909 or [garyr356@aol.com](mailto:garyr356@aol.com) v7n4

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**For Sale** 1961 356 B **Drauz Roadster**, #88852. Champagne yellow/tan. 1720cc 912, discs, 12V. Fast and comfortable road car. Restoration by Atlanta 356 specialist Ray Morgan. \$78,000.

- - -

Also **For Sale** 1965 **356 SC Cabriolet**, Sky blue/red, nice, sound unrestored car with failing paint. Mechanicals healthy, and nice to drive. \$55,000. See photos of both at <http://www.dearbornauto.com>, or call Alex at 978 887 6644, Topsfield, MA. (commercial) v7n3

- - -

**For Sale** **356 Race Car**, hot 912 engine, \$20,356 Open (topless) racer ran SCCA 1990's, flared fenders, roll cage, coil-overs, fuel cell, SCCA log book, 3/4 race 912 engine. Great for PCA, SCCA racing (not vintage without BIG changes as in weld, weld, weld) or you could convert this to a street-legal "outlaw" and at any meet or on any road you will definitely stand out. Delivery included in New England. Tom Coughlin [TLC356sc@aol.com](mailto:TLC356sc@aol.com) or call 781-461-0495 v7n3

- - -

**For Sale** (make offer) Almost new **OPTIMA battery** 3 seasons old and works just fine; Two new Bilstein rear **shocks**; Used, but good, stock **muffler** USA version for 1600; Bursch **Euro muffler** used for one month; Right lower **door skin** for T6; Right trailing edge **fender skin** - (in front of door); 2 old **visors**, black - pretty flattened

Headlights -- Newly Chromed Headlight **Trim Rings** - these are perfect - with euro headlamp buckets, need assembly with brand new Cibie fluted symmetrical lenses; 2 used -- Cibie fluted symmetrical **headlight lenses** very minor pitting. Assorted shifter/heater control bits, for the turn style heater control.

Tires -- 2 Michelin 165 tires in very good shape 3 seasons old; 2 Michelin 165 tires very good tires are at least 7 years old show no sign of cracking. Stored for most of this time. More rubber -- 2 excellent Pirelli P6000 195/65 15. These are high performance summer tires, not mud and snow. They still make this pattern of high performance tire and new ones are available at Direct Tire.

**Coco mat** set- front and rear, driver's sides show wear, other 3 are fine -- black with red dots

**Fran De Leo** [fmdeleo@comcast.net](mailto:fmdeleo@comcast.net), 978.927.3070 home, 978-578-4131 cell v7n2

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**For Sale: 1960 B Coupe** in so-so condition. Great Driver, lots of parts. Geoff Richon 978-283-6063 work, 978-479-5544 cell, [geoffrey@ghrichon.com](mailto:geoffrey@ghrichon.com) v7n2

- - -

**For Sale;** 4.5x15 **wheels** from a 356 B. Set of four. Misc. date

stamps. All need reconditioning and minor straightening. \$80.00 for the set, or trade for literature or poster. [alex@dearbornauto.com](mailto:alex@dearbornauto.com)  
978-887-6644 Topsfield, MA Photos at [www.dearbornauto.com](http://www.dearbornauto.com)  
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