

TYP 356 Northeast News

The newsletter of TYP 356 Northeast Vintage Porsche® Club

Volume 9 Number 5 – Dec 2007



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President's message As this will be my final message as president of the TYP356ne; I would like to take this opportunity to publicly thank all those who have made my two year term such a pleasure. The members of our board have been outstanding! These are the people who go above and beyond to make our club run so well. They have volunteered many, many times to run events, research prospective locations and just go out of their way in general in order to keep activities fresh and of interest.

Ron Swenson is probably the hardest working member of our group. Ron not only puts together our newsletter by himself, but takes care of all membership duties and serves on our board. Our group would not run half as well without all that Ron contributes.

Bill Collins cannot go without mentioning. When I first joined the TYP356ne, the group did local drives on weekends and attended auto shows. Bill came along and added "Wings" to the club. At the center of most long distance drives, tours and trips across the country is Bill Collins. Thank you Bill for serving too as our vice president.

When mentioning members who have made major contributions over the past couple of years, I have to thank our outgoing Tourmeister and board member Peter Crawford for making our Spring Tours such memorable events. An incredible amount of time and effort go into planning and making those tours so successful. Thank you Peter for all that you've done for us.

Other board members like Ralph Hadley, Tom Gentz, Jim O'Hare, Dick Chiasson, Bill Sooter, Greg Graham, George Huff, Norm Brust, Larry Bingaman, Jerry Tulis and Len Cannizzaro have all been irreplaceable in their efforts to make our club what it is. My thanks go out to all of them.

Many of you do not know Colin and Loosey Blake. They are our webmasters. They do this for us at no charge. Those of you who visit our website can see that it's always kept up to date and attractive. We have Colin and Loosey to thank for that with a little help from our "website elf" Ralph Hadley. The amazing part is that Colin and Loosey live in San Jose, CA. They moved there from NH a few years back and continued taking care of our website. These are two incredible people to whom we owe a great deal of thanks. Great job folks and thank you so much!

On December 3rd the board will be having its annual holiday party to honor those members who have hosted us for an event this past year. Invited guests this year were Rainer Cooney and Jerry from Meister Restoration, Alex Finigan from Paul Russell and Co., Greg and



President and Mrs. DiCorpo in Maine. Photo by Ralph Hadley

Christine McManus from Chicken and Blueberry Pie Delights, Bill and Connie Collins and Tom Gentz. Thank you to all of you for opening up your home or business to the TYP356ne.

As I leave my office I have decided to remain on the board and look forward to continue working with the aforementioned people and a couple of new ones. Don Osborne has already begun working as our new tourmeister and Peter French has taken on the new position of Sponsorship Coordinator. Peter has already signed on a few new club sponsors, among them Stoddard Porsche Parts Division. What a group!!

In closing I must mention the wonderful time I had serving in this position. You are a magnificent group of people and have all made my term in office one that I will always look back upon with fond memories.

Thanks to ALL! **Bob**

A call to the membership to submit nominations for Club Officers for the term 2008 / 2009 was sent out by the Election Committee early in November. The deadline for submissions was November 30, '07. There were no new nominations received, therefore the slate of nominees for the four elected positions remains as presented by the Board of Directors and are listed below.

All Members-In-Good-Standing may cast one vote for each of the respective nominees. You may cast your vote in one of three methods:

1) Any member who does not cast a vote by return e-mail to the Election Committee will be considered as a vote **FOR** all nominees on the slate below. Therefore, if you are in favor of all nominees, you need not respond.

2) Non-Secret Ballot: Any member may cast a vote by denoting a "**Yay**" or "**Nay**" for each respective nominee below and sending the vote to the Election Committee at lencan@rcn.com

3) Secret Ballot: Attached is an Election Ballot. Any member my print the ballot, complete the form and mail in a 'no return address' envelope to the Election Committee at the address on the ballot.

ALL VOTES MUST BE RECEIVED BY THE ELECTION COMMITTEE NO LATER THAN **DECEMBER 31, 2007**. _Winners for each office will be determined by a simple majority of votes received by the deadline. Results of the election will be announced in early January by the Board of Directors.

The Nominees are:

PRESIDENT: Bill Collins

VICE PRESIDENT: Tom Gentz

TREASURER: Jerry Tulis

SECRETARY: Larry Bingaman

Len Cannizzaro, Election Committee Chair

September 15th, 2007 was the TYP 356 Northeast **Tech Session at Meister Restorations** and was one of the best attended events of the year. North Barnstead, NH is the location and Tech chairman Tom Gentz coordinates the drive (rainy this year), helps assemble questions from the membership. The event is capped off by an excellent lunch from the Meister's grill.

At these events (we've been lucky enough to have 5 previous sessions) **Rainer Cooney** shares a wealth of knowledge with the attendees. See Tech Session – on line for a report on the Q&A.

The specific questions are enhanced with Rainer's experiences adding to the right mindset for approaching a project on a 40+ year old car. A catalog and a credit card aren't much of a guarantee you're on the right track for your project. He recommends:

- Carefully check parts received - many currently available and replica parts are not the same as those they're sold to replace
- Don't assume parts removed are either the appropriate piece nor were installed correctly last time.

Rainer's neighbor and long-time race driver **Jim Locke** offered a special session on his experience racing Porsches at many levels and locales. His rides ranged back to the 356, Spyders 904's and 906's and early 911 eras.

We're truly lucky to have this extraordinary talent available to us, and even luckier to have the experiences freely shared.

Ron Swenson

The TYP356ne annual Drive Your Porsche Day was initially scheduled to take place on Saturday September 15th. It was to be coupled along with Rainer and Jerry's tech session at Meister Restorations in North Barnstead, NH. For many of us, the drive there is nearly all highway, definitely not 356-friendly roads. This sparked another idea to help make DYPD a little more interesting, as well as to allow us all to enjoy the tech session at Meister.

A couple of friends of mine, Murray Randall and Jean Harley are the owners of a grass airfield in Berkley, MA called **Myricks Airfield**. They were hosting the Experimental Aircraft Association (chapter 196) "**Fly In**" on Sunday the 16th. When I mentioned this to Bob DiCorpo, he suggested that, since the 16th is the actual international DYPD, we should invite all of our members to join us. Member Fran DeLeo told Bob about a fund raiser drive the club had done years ago on DYPD and thus the **Jimmy Fund Drive** and **Drive Your Porsche Day** became a club event.

You might recall that on the 15th, it rained quite hard and 356's were in short supply at Meister Restorations. Fortunately, the 16th was a beautiful day weather wise and the Myrick's Drive and Fly In was a big success. Although this began as a spontaneously arranged drive, it came together quite well and really showed what "Keeping the Faith" is all about.



Jim Locke recounted some stories from his racing days at Sebring, Daytona, Watkins Glen and Bryarwood. Photo by Swenson



Air-cooled boxer, occasional +2 seating Photo by Bob DiCorpo Another DYPD shot is included in the Registry magazine, see Bob's note in Reviews.

Twenty cars and 35+ members and co-members participated. The drive began at the Newport Creamery parking lot in Fall River. From there we drove south along route 24 to route 195 east and then to 105 in Marion, MA. The caravan of Porsche's next drove along the very scenic and winding roads of 105. Through Rochester, along the lakes of Long Plain, Freetown and Lakeville and eventually ending up at the Myricks Airfield.

The Fly-In itself was a great deal of fun. There were planes doing some **stunt flying** with smoke and others doing "Fly-Bys" by flying in low and waving their wings.

The most rewarding part of the day was that we raised a total of \$800.00 for The Jimmy Fund. It was donated to them from The TYP356ne. It was a great feeling to know that on that day, we were much more than "**Just a Car Club.**"

Keep the Faith, **Bill Sooter**

TYP 356 Northeast's **Coast of Maine Fall Foliage Tour** in short:

Drive
Lobster (Wiscasset) and/or Drive (Boothbay), Lobster
Drive, scenic
Camden
Cocktails
Short Drive
Lobster
Snooze, breakfast in bed
Drive, wicked scenic
Lobster (Stonington on Deer Isle)
Drive, wicked scenic (via Blue Hill)
Cocktails
Short Drive
Lobster
Snooze, breakfast in bed
Drive, scenic
Owl's Head Transportation Museum car and plane show
Free-form Drive, scenic
LL Bean's
Drive

Score: lotta fun, where's the colored leaves?, 655 miles, 24.5 gallons 93 octane, 26.7 mpg, 2 pairs of shoes, lotta lobster and drove by the last home of my '52 coupe s/n 11500.

Ron Swenson



You never tire of a line-up of 356's; at Owl's Head Transportation Museum this time. Photo by Ron Swenson

For two 356 enthusiasts it was just **a run to Maine** to see the colors of fall....**from California**.

John and Pat Laur lifetime California residents and longtime owners of a recently restored (and flawless) 1956 356 A Cabriolet had met Erling Falck at the California Literature and Toy Show last March. Erling had apparently, regaled them with tales on our upcoming 2007 TYP 356 Northeast - Coast of Maine Fall Foliage, or Lobster Decimation, Tour scheduled for the Columbus Day weekend.

I started receiving E-Mails from John in April as plans to trailer their Cabriolet cross country, while visiting family and friends, began to take shape.

Late on Thursday afternoon Oct 4th a California plated Ford diesel pick up towing a 20' enclosed trailer pulled into our Windham, NH driveway. After unloading and checking out their pristine '56, we tucked the Porsche in our garage for the night. Then, Connie and I took them to our local Weathervane (seafood) Restaurant for their first experience with a New England version of seafood. It was a completely enjoyable evening with an enthusiastic, very friendly and recently retired couple.

First thing Friday morning their '56 was idling in our drive as the Hannums pulled by in their '61 Super 90 Coupe and our three car parade was on the way to Seabrook for the start of our 2007 Maine run with **19 other early Porsches**.

Within the first few minutes of meeting roughly 40 members of our group at the Seabrook rest area, John and Pat had become an integral part of our TYP356ne crew. They ran well with us all weekend, consuming voracious amounts of Lobster and Atlantic varieties of seafood and even joined in on the "Wild Moose Chase". The 600 miles that passed beneath the floor pans of their green A 356 (the oldest on the run) caused zero problems.

Late Sunday evening as we lingered over a leisurely non-seafood dinner, John and I made plans to hook up once again in California for the 2008 Literature and Toy Show.

John and Pat Laur, great folks and now good friends. We're glad you joined us for our 2007 Coast of Maine Fall Foliage Tour.

Bill & Connie Collins

The Southern Connecticut Registry **356SCR**, Connecticut members of the **912 Registry** and **TYP 356 Northeast** planned a joint drive through Southeastern Connecticut on Sunday October 21st. Unfortunately our SCR host in Norwich Connecticut spent some time in the hospital instead of under his car. We postponed that gathering as well as the trip Clyde's Cider Mill in Mystic until next season. (The health issue was resolved at the last report.)

In a pinch call in **Dick Chiasson** from the bench. **Voila** a trip to **Pomfret** Connecticut and the Vanilla Bean -- site of more than one spring shakedown drive and multiple winery tours too. He planned a new and improved route to Pomfret. Not much changes at the **Vanilla**



A bright and welcome addition to the Coast of Maine Fall Foliage tour.



John and Pat Laur's '56 Cab ascends the Deer Island suspension bridge – thankfully being restored not replaced. Photo by Swenson



Finale drive for Prez DiCorpo

Bean; good sandwiches, four-times as many motorcycles as 356's, more compliments for the 356's.

Some SCR and 912 Registry folks joined us there. Dick, knower of every back-road in New England, then took us for a scenic loop further south to Norwich and beyond. Members then scattered to the compass points.

It was a great **finale** to the 2007 driving season (not that some didn't try and stretch the season as you can read below).

Ron Swenson

On October 31st six members of the "**TYP 356 Mid-Week Touring and Luncheon Society**" met for lunch on Cape Cod, after a spectacular drive the length of historic Route 6 A. Due to the late season, traffic was minimal.

As this and a couple previous mid-week events seem to be well attended, we've keep them going until the weather turned.

Peter Crawford

www.rennsport2007.com

Well November 1st - 4th, 2007 followed the **Rennsport Reunion** formula we seen in the past. The biggest throng of racing Porsche imaginable all shows up at one place. A crowd of famous and less famous drivers show up. The Factory sends some cars from the museum.

TYP356ne doubled the members attending the **Rennsport Reunion III** compared to 3 years ago at Renn II. That included: Collins, Cooney, Gilbert, Huff, Osborne, Sorgi, Swenson, Tate and Wilde plus four friends and associates. Alumni Ellen Beck and Gabe Abella also were ion the scene. Only four adventurous souls made the drive from the cold(er) north, still that's twice the Renn II drivers. Do not miss Bill Collins' report of the trip below.

For hands-on amusement there were two Boxsters and three Cayman' and a go-cart track in the in-field. Worth the \$10 donation. The sales/coaches encouraged serious flogging. "Deeper into the corner. Brake harder then feather it. **Faster**".

Brian Redman's production company choreographed the show again. The paddock garages (and other parts of the in-field) have been replaced for **Daytona's** NASCAR duty – making it hard to judge if more cars attended --.but their web site called it the "biggest and best Porsche racing event in history". I'd have guessed about the same number of registered cars but fewer spectators. Whether that's perception or reality there was tons to see and crowds were an easy fit.

Redman's site notes "Now we look forward to **Rennsport IV**". Agreed. I'll drive to it next time too.

Ron Swenson



Crawford and drive coordinator Chiasson – who finally found us some colorful foliage.



A speedster at speed Photo by Don Osborne



What are those Palm Trees doing in a TYP356ne shot? Photo by Swenson

Running **South by 356** to the **Rennsport Reunion III**. 3:00 AM hit pretty early on Halloween morning as I crawled out of bed to pull on my road trip clothes while Connie rolled over for a few more Zzzzs. By the time I had backed the Convertible D out of the garage under an incredibly cold and black sky, I had saved barely 10 minutes to get my internal engine running on Dark Roast. I knew **Sid Wilde** would be waiting at the Mass Pike rest area just west of Auburn, MA at 5:10 AM in his Karmann Notchback and I had to put some fast miles under the floor pans. Our plans were to hook up with **Rainer Cooney** (delivering a 912E to a customer in Virginia) and **Gabe Abella** in his Audi S4 Convertible. We were aiming for at least 800 miles before pulling the keys that evening somewhere in Virginia.

Sid and I hooked up on time, got rid of the old coffee, took on some new and rolled through Hartford, CT well before rush hour. By 9:30 AM we had crossed into New York State, enjoyed a real breakfast and our 356s were aimed for the Pennsylvania line. Shortly after Matamoras, PA Rainer called saying that he and Gabe were about to hook up in western Ct and they hoped to catch us by noon somewhere near Harrisburg or Carlisle. By noon Sid and I had logged nearly nine hours in the saddle, when a "Panera Bread this exit" sign in Carlisle took us off the highway. After a quick check with Rainer and Gabe, we decided on a leisurely lunch followed by a wander through the "Tractor Supply" next door. Successfully escaping with our wallets intact after a half hour in the Tractor Supply, we watched a Blue **912E** and an Audi S4 roll in beside our cars.

Rainer was not smiling.

The Gaulraps (owners of the 912E) had been visiting **Roger & Wendy Palm** in Wolfeboro, NH and their Porsche had started acting up...stuttering stalling and generally frustrating them a good 700 miles from their Virginia home. They had contacted Rainer at Meister Restorations and dropped the car at his shop before heading home. Rainer had been all over the engine and electrical systems during the past two weeks and felt he had eliminated the gremlins. Since early morning he had clocked well over 400 miles from Alton, NH to Harrisburg, PA when it started crapping out again.

Following lunch the 912 came to life and we all headed south. A few miles later it started cutting out again at speed. As the temperature had been climbing from the low 30's of early morning to the mid 80's Rainer decided to trick a temperature sensor absolutely buried under the manifold, sheet metal and ancillaries surrounding cylinder #3. At a convenience store he bought **two bags of ice** and set them on top of the left bank of the VW based Type 4 engine. He then headed south leaving us well behind. Twenty minutes later Sid's phone rang. It was Rainer saying he was behind us again and buying more ice. The ice had worked...until it melted. An hour later our caravan exited I-81 in northern Virginia to meet the Gaulraps. We watched as Rainer explained they would need roughly 10 bags of ice to successfully make it home. "Oh, and a large Styrofoam cooler might make the trip less eventful". Later that evening, in a Mexican restaurant outside of Roanoke, VA, we enjoyed massive two handed Margaritas as we toasted "**The Iceman**". Truth is... Rainer had uncovered what had been plaguing the 912E and a number of mechanics for some time.



The Collins convertible D at the head of the 356 parking paddock in the Daytona infield. Photo by Swenson



The Wilde's hardtop made the snowbird leg of the Rennsport III trip. Photo by Swenson

Up at 5:00 AM for a skimpy continental breakfast, we headed south for an early morning taste of the Blue Ridge Parkway. We climbed onto the Parkway just south of Roanoke as the eastern horizon gave a faint hint of daylight ahead

Here's the situation... four somewhat sane mid 40s to mid 60s vintage sports car enthusiasts have just hooked up with one of North America's finest pieces of undulating and twisty asphalt. At, what we assumed would be way too early for any Park Ranger/Trooper to be awake and alert. For the first mile we painfully adhered to the 45mph speed limit. Then all bets were off! Sid, was in the lead, powered by a seriously modified, big bore Super 90 engine and he mashed the go pedal. Hey, I thought, that seal-snot-green coupe can't walk away from this '59. (Motivated by a nearly identical tweaked 912 engine). The chase was on! As the sun shot its first rays across the Parkway, we dipped, swayed, drifted and shot through switchbacks and incredible sweepers. Rarely did Sid's brake lights blip and then only for early morning deer crossing our path. For well over an hour our three cars, spaced 100 to 200 yards apart, stole gobs of pleasure from Virginia's backbone. And... it's conceivable we did it at just a tad over the speed limit. At a scenic rest area near Mayberry we pulled in for a water stop and just grinned. A great way to start a new day!

The 81 miles we ran from Roanoke to I-77 near Pulaski is a destination in itself. And, it stretches for many more miles deep into the Smoky Mountains. Gotta run the rest of it... and soon!

From the intersection of I-77 we headed southeast crossing North Carolina and hooking up with I-26 in Columbia, South Carolina. We then picked up I-95 and slipped through Savannah, Georgia, just missing the evening rush hour. A nervous shiver had run down my back as we crossed the Georgia line. My last trip to Georgia had been 42 years earlier for three weeks at Fort Benning. There, I had been instructed in the Army way of leaving a plane in flight. Today, I can still hear that Jump Master shouting above the C-130s four engines" if your chute fails to open, the parachute rigger's name is packed inside"!

Passing through Jacksonville, Florida, our daylight slipped away as powerful gusts of wind battered us from the east. The tail end of a tropical storm was having a tough time saying goodbye to Florida. It was well after dark when we pulled into our South Daytona hotel. Coconuts were bouncing off the pavement and we could feel a massive surf pounding against the hotel breakwater. What had we driven into?

Bill Collins

As the Technical Chair, I have written to the **356 Email Digest** Moderator, Rick Dill and the President of the 356 Registry, Chuck House to make a recommendation for the 356 Registry to move from an email Digest to **a Forum that is searchable.**

The TYP356ne Board of Directors has voted to express an interest in the move and we wanted members to know about the recommendation.



The group shot featured models 917, 956 and 96... a publicity photo by Intercontinental Events, Inc

I also noted to Dill and House that “we appreciate all the work that you do for the 356 Registry and this recommendation in no way is a negative comment on your efforts, just a way to improve the access to information to the 356 Registry members”.

Tom Gentz technical chair

In Porsche History

50-Years ago – Porsche, for the fifth year in a row, took two classes at the **Mille Miglia**. This time 1500 Sports and 1600GT.

Thanks to the **356 Registry web site** for the following:

50-Years ago – Porsche in **1957** makes more improvements to the 356A resulting in a new project, the Type 2, or "T-2". A new transmission, the 644 replaces the earlier 519 with improved shifter, a split case design, dual nose mounts and better synchros.

As the **Forty-fifth anniversary** of the **1962** winds down: Karmann makes 2170 coupes along with the 4100 made by Reutter. Along with almost 1600 Cabriolets, production tops 7900 for the year. Porsche begins discussion with Reutter to purchase the coachmaker and finally completely consolidate the successes of 12 years of co-operation. The factory launches "Christophorus", a customer magazine of news and background on the Porsche lifestyle.

The following will be future Porsche history:

Business Week Auto Beat reports: “**Porsche on a Tear** Posted by: Gail Edmondson on October 03rd”

“Who would have bet that Porsche’s cars would continue to fly out of showrooms despite soaring fuel prices. In September, Porsche sold 20 percent more cars in the US, its most important market, than in the same month a year ago. And US sales of the face-lifted, gas-guzzling Cayenne SUV which starts at \$44,000 were up 30 percent. Production of the Cayenne is running at full tilt. And US sales of Porsche’s core **911 series were up 35%**.

“Morgan Stanley forecasts Porsche sales of **97,500 this year** — nearly double that of 2002 — and another doubling over the next five years as a growing class of upwardly mobile snap up the snazzy symbol of wealth and status.

“The only risk to growth on the horizon is government-imposed curbs on CO2 emissions or taxes on fuel-hungry cars. But Porsche Chief Executive Wendelin Wiedeking is already poised to buy a majority stake in Volkswagen. That should ensure fleet-based emissions curbs won’t slam the brakes on Porsche any time soon.”

Seems 18 years of 356 automobile production will be outpaced by 2007’s Porsche output. Maybe they’ll have enough cash to buy Volkswagen and to **produce some of those unobtainable bearings, carbs and other parts** to keep our 356’s on the road and showing the

flag.

Ron Swenson

Business Week also asks “**Is Porsche The King Of Sustainability?**” Bruce Nussbaum reports “Thanks to great comment posted by a London graphic designer, Ben Terret, there is reason to call the sports car maker Porsche The King of Sustainability.

‘Why? **60% of all Porsche's ever made are still on the road today.** Now think about that.

“What if 60% of all computers made were still in use and not in junkyards in China? What if 60% of all plastic water bottles we carry around made were still in use and not in dumps? Coffee cups? You get the picture.”

Events

TYP356ne’s **Annual Holiday Party** is scheduled for Sunday, **January 6th, 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.

Those who wish to attend should email club membership chairman Ron Swenson at 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) plus \$35 for each person attending the Holiday Party. Send to: Ron Swenson, 81B Warren St., Charlestown, MA 02129.

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.

Sunday, 1:00 Jan. 6th, 2007 TYP356ne Holiday Party
contact: **Bob DiCorpo**, bdicorpo@typ356ne.org

TYP356ne **2008 Planning Meeting**, Saturday, January 12, 2008. Our Typ356NE club is one of the most active 356 groups anywhere. This has not happened by accident. For years, a handful of our members have spent a half morning mid-winter planning a very active driving season for the club. This is an **open meeting** for all members.

Please join us, and bring your fresh ideas, for 2008 Club events and drives. We will provide Coffee and Pastry.

Meeting Location: The **Burlington Public Library**, 22 Sears Street, Burlington, MA

Tech Session – on line is brought to you by

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www.mainlycustombydesign.com.

Joining us? Please let me know so the coffee doesn't run dry.

Saturday, 10:30 Jan. 12, 2007 TYP356ne Annual Planning Meeting
contact: **Bill Collins** bcollins@typ356ne.org

TYP356ne **California Winter Break** Weekend 2008

Our annual California immersion in the 356 Hobby will take place over the weekend of February 22-24, 2008. This will be the 25th year of the LAX Literature, Toy and Memorabilia Show for Porsches and Vintage VW's. And it will be held at the LAX Hilton on Saturday morning once again.

However, this year a number of the open houses and the new Sunday all Porsche Swap Meet and Car display will be scattered throughout the Long Beach to Costa Mesa area south west of the LAX airport. As Jet Blue now offers reasonably priced and direct Boston-Long Beach flights, I'm going to relocate our weekend base of operations to the **Long Beach** area. Hotel info to follow.

An early list of open houses & events includes:

West Coast Haus open house, Huntington Beach, Thurs/Fri 2/21&22

Willhoit Auto Restorations open house, Long Beach, Friday 2/21

The Parts Shop open house, Huntington Beach, Friday 2/21

GT Werk open house, Los Alamitos Friday 2/21

LAX literature, **Toy & Memorabilia Show**, LAX Hilton, Sat. AM 2/22

European Collectibles open house, Costa Mesa Saturday eve 2/22

All Porsche Swap Meet & Car Display, Costa Mesa, Sunday 2/23

As in the past, we'll probably enjoy a few extra stops such as the Peterson Museum, hopefully the OCTO VW bus show and possibly Balboa to kill a few hours and/or Tequilas before our flights home.

If you have never joined us for the California Winter Break...its' a great mid winter hobby injection with fellow Porsche enthusiasts.

Joining us? Please let me know and I'll keep you updated as the weekend develops.

February 22nd-24th, 2008 TYP356ne California Winter Break
contact: **Bill Collins** bcollins@typ356ne.org

2008 Spring Tour Mark your calendars! Over the weekend of **May 16-18**, we will once again be returning to the scenic **Green Mountain state** and to the lovely village of Woodstock, VT. Centrally located just 15 mi. west of Lebanon, NH, and only 14 mi. east of scenic Vermont Rt. 100, Woodstock lies within striking distance of some of the finest driving roads Vermont has to offer.

Headquarters for our 2008 Spring Tour will be the **Woodstock Inn & Resort**, located on the Village Green, just steps from the heart of town. Woodstock was named one of America's 10 most picturesque villages by National Geographic, and the Inn offers world-class facilities. Your room rate will include the use of their Racquet & Fitness Club, with an



array of options including; indoor & outdoor tennis courts, steam & sauna rooms, Cybex workout room and aerobics studio.

Woodstock Inn & Resort

I am happy to say that we were able to negotiate a comprehensive weekend package rate that will include your room, meals (MAP), and all taxes and services fees, at a cost similar to this year's tour. The only additional cost will be a nominal registration fee that will cover mailings and a portion of the hors d'oeuvres for Friday & Saturday evening's cocktail parties. Both evenings will feature a cash bar.

Look for an announcement around the first of the year that will include the package cost, registration fee, instructions for booking your rooms, and additional tour information. If you haven't attended one of our Spring Tours before, I hope you will consider joining us in 2008. I promise you a great destination, spirited driving, and a congenial group of Porsche 356 lovers. The rest is up to you!

May 16th-18th, 2008 TYP356ne 2008 Spring Tour to Vermont
contact: **Don Osborne**, donosborne@comcast.net

<http://eastcoastholiday.com>

The following was announced December 3rd. The link for information regarding the **2008 ECH**. There's no doubt that a good number of TYP356ne members will be attending.

<http://eastcoastholiday.com> is now open and offers a wealth of information about the event.

*** Registrations will be accepted starting **January 1, 2008** ***

September 4th – 7th, 2008 East Coast Holiday, Lancaster, PA
Bob DiCorpo

Reviews - books, sites, &c.

For those of you who are 356 Registry members, check out the photo on page 37 of the new Nov/Dec issue of the **Registry magazine**. There is a great photo of **our group on DYPD** taken at the Berkley Myricks Airport.

Then turn to page 52 for a real treat. TYP356ne member and web content manager **Ralph Hadley** has a picture of a wall in his garage with various collectible items he's accumulated over the years illustrated there.

Bob DiCorpo

www.porscheusa.com

Porsche press-release announces it has launched a new "**Web Cinema**" on its Web site that offers Porsche sports-car fans and admirers the ability to view extraordinary Porsche films. This new Web technology gives browsers a "virtual" front-row seat to experience much of what embodies Porsche's legendary sports car driving. The site features rare product development documentaries, inside-the-factory research and even brings the auditory passion of Porsche to life

with sounds of the famous engines from the German car maker. All of this is now live on the Company's Web site, www.porscheusa.com

"We are constantly seeking ways to connect consumers to our exciting world of races, rallies and sports car driving," said David Pryor, vice president of marketing for Porsche Cars North America. "With the new web-cinema in place, viewers can feel a part of the action anytime; and the engine sounds truly are music to the ears of a true Porsche lover." In addition to audio files, browsers logging on to www.porscheusa.com will find the movies "True to yourself" about the Porsche Cayman S and "No" about the 911 Carrera 4/4S, both presented with the Golden Camera Award in Hollywood. Reports from the American Le Mans Series and Transsyberia Rally are also available.

Ron Swenson



Porsche web site vintage marketing photo in the Classics

Instructions for installing a **Removable Hard Top** on a Cabriolet, 3/58.

<http://hometown.aol.com/derwhite/Derwhites356LiteraturePage.htm> has all your 356 literature needs. **Perfect for Holiday Gifting.**

Ron Swenson



Hard top! Porsche catalog photo

Tech Session – on line

Meister Restoration Tech Session on Saturday, September 15, 2007, questions that Rainer answered before the emailed questions were answered, Rainer discussed the following:

Bosch Date codes: Since 1945, Bosch has used alphabetical identification for the year of manufacture what may assist 356 owners to see the year Bosch made the part. The letter A is 1945 and the letter W is 1965. After 1965, Bosch used another method. The way to see if your Bosch parts have the correct date for your car is to subtract about three months as that was approximately the Bosch manufacture to Porsche installation timeframe.

Change your brake fluid: Rainer stressed the changing of brake fluid every two years or your brake cylinders or calipers may pit due to water being absorbed into your brake fluid. Rainer uses a Mity Vac to pressurize a brake reservoir black cap with a connection for his Mity Vac. By pressurizing the brake system, you will force all the old fluid out of the brake bleeders at the wheels. Rainer recommends DOT 4 brake fluid versus DOT 3, but uses silicone in his braking system, but Rainer stresses that all new components should be used to convert from DOT 4 to silicone brake fluid, or the system will not work optimally. Rainer stresses buying brake fluid in metal cans versus plastic ones, as water will be absorbed through the plastic container and contaminate the brake fluid. Rainer likes to use ATE blue brake fluid then when he changes the fluid, he uses ATE gold brake fluid so



A Meister Restorations project on site Photo by Swenson

he can be sure the fluid has been changed once the color changes. Rainer says the proper bleeding sequence is Left Rear (the farthest away from the master cylinder), RR, LF, and finally RF. (Tom adds, that you should change all your black rubber brake lines every five years as they tend to collapse and not let the brake pressure back into the master cylinder and therefore locks up your caliper or brake cylinder.)

Carbs and fuel pump care: Since both of these parts are made of die cast pot metal, sometimes they need to be resurfaced so they do not leak. Place a piece of 320 (note; start with 320 and end with 600) sandpaper on a perfectly flat surface, such as Rainer's Bridgeport mill table, or a piece of plate glass, tape the sandpaper down and carefully sand the surface flat. You need to do both mating surfaces for a good seal. If you have items that project, they must be removed for sanding purposes.

Idle Mixture adjusters in rebuild kits: Rainer showed us that the adjusters in the rebuild kits are not pointed, but rounded at the tips, therefore, you will never get the car to idle correctly. Save and reuse the old ones as they will allow you to set the idle correctly.

Consistent Idle problem: If your car changes idle, it may be due to the distributor springs not functioning properly and not pulling the idle down. To check if you have this problem, turn the ignition key off and when the idle reaches 500 RPM, turn the key on again. If the engine stays at 500 RPM, then the springs are the culprit. Rainer recommends both Don Marks and Abe Tiederman to rebuild your distributor.

Peter Crawford's **differential:** At the PCA concours meet in New Hampshire, Peter heard a terrible noise from his transmission and had the car delivered to Rainer on a flat tow. The culprit was a broken carrier inside the diff. Rainer suspects that when the transmission was rebuilt nine years ago, the shim was inserted upside down as the shim has a beveled edge that rests against the carrier and a flat, 90 degree edge that rests against the trans parts. If the 90 degree edge is placed against the radiused carrier, eventually it will machine the bevel down and a stress raiser will be made and the part will fracture, which it did. Fortunately, Rainer was able to get Peter back on the road in less than a week! As Rainer says, do it right the first time and you'll never have to do it again, especially with transmissions as they are so over built.



Rainer recommends that you order all the parts as you disassemble the car, because if you need to source a part that is scarce, you need the extra time.

Email Questions follow:

Question: In the May/June Registry there were a couple of articles on the effect of **zinc and phosphorus in engine oil** on tappet life.

Answer: Rainer says most of the wear happens on start up. Rainer does not feel this is a problem for our cars and Rainer has never seen a scored, ruined tappet. Rainer feels if you use a good quality synthetic oil and change it once or twice a year, you will be fine. For example, if Rainer is driving cross country, change the oil at the start of the trip and again at the other coast, and you will be fine, that works out to every 3,000 miles.

Question: Could he explain the need for preloading the **rear axle bearings** and give a description of how to do it properly.

Answer: Buy an electronic caliper for \$25 or so, measure the thickness of the brake backing plate at the axle, zero the gauge and then measure the tube and the bearing housing difference to see the preload necessary. The technical manuals say 2 to 6 1,000's preload, but to not let the bearing float.

Question: When I put my cab back on the road after 30+ plus years in the barn I didn't do anything to the **tach cable** and it worked fine. Just recently the tach started jumping all over the place so I pulled the cable core, washed it all down and blew out the casing with break cleaner. I then replaced the core, lubricating it sparingly with white lithium grease. It worked fine for a while and now it's erratic again. Some days it's fine, other days it's all over the place. I ran the entire core through my fingers when I had it out and didn't feel any broken strands.

Answer: Rainer says to inspect the outer tach cable housing to see if there are any cracks or places that moisture or dirt could enter, and the end must go straight into the tach. Smooth the bends in the cable as necessary. Lube the tach cable with 3 in 1 oil or Mobil 1 and reinsert the cable in the housing.

Question: What, if anything can be added to the 10% **ethanol** to not let the gas eat away the rubber fuel lines?

Answer: Not a problem as most of the fuel lines are steel and the braided rubber coated hoses work fine unless they are cracked.

Question: When **advancing Spark/ Distributor**, what is happening, is it moving the combustion of fuel closer to when the exhaust valve is opening?

Answer: The gas/air mixture take time to "burn" since the spark plug is located on one side of the combustion chamber, so you advance the spark to maximize the power from the Power stroke of a four stroke engine. Twin spark plugs per cylinder help because the flame is being ignited on both sides of the piston, so you don't need as much spark advance.

Question: Re-packing the front **wheel bearings**: How to check if they need to be and how to re-adjust them?

Answer: With roller bearings and the twin nuts, just allow the large washer to move slightly with a poke from a screwdriver. With the later hex spindle nuts, hand tighten the nut and slightly back off the nut. Rainer stressed that if you have replaced the front bearings that you need to recheck and possibly retighten the bearings after the first hundred miles. To properly grease wheel bearings, the best way is to put a dollop of wheel bearing grease on your palm and squeegee the grease into the bearing until the grease comes out the other side of the bearing.

Question: My oil temp **gauge**, turn signal and high beam indicators do not work. How should I start to diagnose these?



Answer: When you ground a gauge, the needle will move, if so then check the sender or power wire for continuity. Obtain a large schematic drawing of the wiring for your model of car and trace the wire. Y & Z Harness is a source for wiring diagrams.

Question: I have a significant **oil leak** near distributor area. I am hearing about cracked casings in that area. If that is cause, are there any suggested fixes?

Answer: Before you dismantle the engine shrouding and take the fan housing off, carefully clean the entire area with spray brake clean and paper towels. Run the car and see if when the fan moves the air that the oil comes from inside the fan shroud, if yes, then either the oil cooler is cracked or the engine mounting point for the oil cooler is cracked. Rainer likes the aluminum oil coolers because of the lower weight on that engine case ear that the cooler mounts.

Question: My right **headlight is dim**. I have replaced the sealed beam and it still exhibits the problem. What could possible causes be?

Answer: First, regularly twirl the fuses to remove the corrosion that may have built up on the ends of the fuses and the metal spades that the fuse rests on in the fuse box. The ground may have to be cleaned on the chassis.

Question: I need to restore a Leitz **luggage rack**. What is a good source for the white rubber and straps?

Answer: NLA

Question: What's the best **spark plug** for our cruising? The best brand? Temperature? Does it vary for the state of tune of a specific engine?

Answer: Bosch W6BC. Do not get a hotter spark plug as you may burn a piston.

Question: How bad is it to extend the **6 month oil change** (assuming > 3,000 miles) for our cars?

Answer: Rainer recommends every 3,000 miles or if you are driving across country, before you leave and when you get to California for the return trip.

Question: What is the recommended **transmission service** cycle, does it change with our modest driving?

Answer: When you rebuild a transmission for the first time, change the gear oil after 300 miles and check the magnetic plug for any metal. Then, change the gear oil again at 12,000 miles and check the magnetic plug again. This is now your baseline for future changes. Some material is to be expected. Rainer uses regular gear oil, not Sweeney. Then you can change at 200,000 or 300,000 miles.

Question: Setting rear **wheel bearing** pre-load on '63. On one side, bearing outer race encounters resistance when trying to seat (sort of spongy). It appears that fulcrum end of axle is bottoming out before

bearing seats. Measured to be approximately 0.015 inch.

Answer: The split ring shim, which perhaps was not installed with the bevel toward the radius that was machined in the gear carrier, could have eventually sheared the housing and caused the metal fatigue.

Question: When backing down an incline with clutch depressed, Rattling **gear noise**. Absolutely no noise under normal running. Prior to purchase (approximately 3,000 miles ago), reverse idler was replaced.

Answer: Probably normal noises. See the answer above about changing gear oil on a timely basis.

Question: I'm having a problem every once in a while with the car **not starting**. It picks the worst times not to start. It starts after a push start.

Answer: Check the ignition switch. The large black wire is "hot", so try to bypass that wire from the fuse block.

Question: Can we use Teflon tape for gas and oil connections?

Answer: No, because the Teflon tape will become stringy and clog your jets or somewhere else that can do damage to your fuel system. Use Permatex anaerobic sealer in a tube, as fuel does not affect anaerobic materials.

Question: Use dry **nitrogen** in tires, is it a good idea?

Answer: Nitrogen is not necessary. Rainer pointed out that the atmosphere is already 70% nitrogen.

Tom Gentz

Tool: Tom's Favorite Tool: Electrical Tape

On the way back from the Maine Fall trip, I had electrical smoke enter the driver's compartment, so I rapidly pulled over to investigate what happened or to see if I was on fire.

Fortunately, the electrical smoke was from the Battery Minder connector from the battery that has a small rubber cap to protect the uncovered lead that plugs into the Battery Minder.

The small rubber cap had come off due to vibration during the drive and shorted out on the chassis, producing a volume of electrical smoke that was short lived.

Fortunately, having the insulation burned off the wire and a few burn marks on the pad that I use to cover up the battery from my tools and jack is all the damage I suffered, but it could have been much worse.

My favorite tool is **electrical tape** to assure that the cap does not vibrate off next time, and purchasing a connector wire with a spade fuse in line for future shorts.

Check this in your car!

Members

New Members:

Jim Messenger - New London, New Hampshire 1964, 356 C cabriolet 1973 Carrera RS 1966, 911 race car

Jay Boyce - Lincoln, Massachusetts 1987, 911 Carrera

Robert Douglas - Grafton, Massachusetts 1965, 356 C

Annual club membership dues remain unchanged, but critical to the operation of your club. **Thirty** dollars is due on January 1st and late on February 1st. There's no time like the present to keep our club going strong by sending in your check. Unless, of course you'll be attending the 10th annual Holiday Party – in which case your dues and your dinner can be paid with 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

For Sale / Wanted

TYP356 Northeast is not responsible for omissions, errors, misrepresentations, payment or anything else to do with these classified advertisements.

Caveat Emptor,
If only to stay in practice.

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

Ads run three times unless renewed or removal is requested

For Sale: I have a **59 Convertible D #86773**, which was just painted its original color silver. I have pictures of bare metal car before paint. Engine in the car is P 711448 and I have a 59 case P 72686. D is ready to go except windshield wiper blades. Price range \$75-95K don't really know.

I also have a **Beck 550 #135 w/ 912 engine** and all Porsche running gear and extra set chrome rims also for sale. \$17,500. Both are in Gloucester. Pictures available so if anyone is interested please contact me. ...and **Wanted:** I am looking for a 3565 coupe driver. Geoffrey Richon geoffrey@ghrichon.com 978 479 5544

Wanted: Judy and I are looking for a **58/59/60 single grill 356A** to replace our 59A sunroof which we think is too far gone for our restoration efforts. Engine would not be a tie breaker and is not critical. Driver is preferred. Anything lurking around out there? Dave & Judy Willard doc@mitre.org v9n5

For Sale: Since we have sold our 64 SC we now have our two original "H 482" 1964 Massachusetts license plates for sale. They can be used on 1965 or 1964 automobiles. Asking \$125 the pair. Dave Willard 978.369.5690 doc@mitre.org v9n4

For Sale: 1964 mass plate-- good for 63 to 65 car, **full hood bra (P)** for 356. contact garyr356@aol.com v9n5

For Sale: Brand new Mass. 1959 **plate** for sale. I also have a 1959 inspection sticker. The plate is a nice 4 digit plate, just returned from

the plate maker. Bob Norton bob356@gmail.com v9n5

Wanted: I want to remind members that I am still looking for a 356. I would appreciate hearing about any fully restored **A Coupes** members have or may hear of. Raymondcegan@aol.com Ray Egan v9n5

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