

# TYP 356 Northeast NEws

The newsletter of TYP 356 Northeast Vintage Porsche® Club

Volume 10 Number 4— July 2008

# TYP 356 ne

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## News

**President's message** If you haven't blown the slumbering field mice out of your Porsche's muffler yet this summer, you've already missed a big chunk of our way-too-short 356 driving season.

Put that key in the ignition and crank it up. When you hear a puff...pop, those little critters will be scrambling on the garage floor shaking their heads. Now it's Driving Time!

Spring Tourmeister, Don Osborne put together an incredible Woodstock Inn & Resort tour in May. It has been rumored that he even made a deal with a bunch of retired Sun Gods for blue skies. Our more relaxed weekend format for the tour earned "thumbs up" from all.

Dick Chiasson has stepped up with a June 8th Sunday run to Pomfret, Connecticut. If you haven't enjoyed Connecticut's wine country or the Vanilla Bean restaurant, you've missed out on two of New England's hidden treasures. It was be a great, and spirited, run with Dick in the lead. Just follow the Red Car!

Five Porsches from TYP 356 Northeast left southern New Hampshire well before sun-up on the 9th of June...destination, the West Coast Holiday in Squaw Valley, California. Our wives passed on the long, flat and hot run to Colorado to join us in Phoenix. We've left 356 tracks in 24 states and two Canadian provinces before returning to New England...bug splats and all. With stories to tell for years.

**Bill Collins** president

The Typ356ne Porsche Club held its **10th annual Spring Tour** on May 16-18, 2008 at the Woodstock Inn and Resort in **Woodstock, Vermont**. There were over 72 club members (spouses, friends, visitors) who attended this annual event. Included were 10 first time attendees to this event. The cars included twenty nine 356's, 911s, 912s, 914s, Boxsters and "Yes" a 1963 Carrera II Coupe belonging to David & Paula Fischer who came all the way from Glenside, Pennsylvania.

There were several caravans of cars driving from different locations up through the beautiful New England mountains to meet in the beautiful town of Woodstock. An excellent Tour booklet was mailed to each participant prior to the start of the Tour. The entire event was planned under the direction of the club's **"Tourmeister", Don Osborne**, who orchestrated an outstanding event. He even made sure there was no rain during the day events. Quite a feat!



Photo by Hadley

After everyone arrived we had a very nice "Cocktail Hour" followed by a fabulous dinner at the Woodstock Inn. On Saturday, after breakfast, there were several drives planned in which the participants could decide to drive. Preplanned routes averaging 120 miles, to 50 miles or less, ensured every participant the option best for them, even if that meant just walking around the town of Woodstock and visiting all of the shops and markets.

Saturday night we again had a "Cocktail Party" and dinner at the Woodstock Inn Country Club. All the food and drinks provided by the Woodstock Inn were nothing less than outstanding. Sunday morning (after breakfast) the group met and had their annual group photo. This year's "Spring Tour" will long be remembered by its participants. It will also be remembered by the hundreds of visitors to the town of Woodstock who were treated by getting a chance to see all our fabulous cars.

The club's "Spring Tour" gives a chance for members to meet new members, renew friendships, admire each other's cars, and above all, drive our cars.

**Ralph Hadley** web coordinator



Chiasson at Pomfret (file photo)

June 8, 2008 saw TYP356ne return to **Pomfret** Connecticut for a now-classic spring drive. Again the Vanilla Bean restaurant was the lunch destination on a sunny Sunday.

The roads and lunch tables seemed less than crowded with the mature-Harley-set usually found at such events. However you did it Dick, thanks.

As usual it was a great drive.

**Ron Swenson**

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**The Ultimate Road Trip – Next Stop OZ?** *(our reporter Peter Crawford reporting from the Anchor desk)*

*12Jun08*

On Tuesday morning of this week, five adventurous Typ 356 members headed out to the West Coast Holiday at Lake Tahoe. We will call them "The Five Amigo's"-Bill Collins, Rainer Cooney, Sid Wilde, Hans Pruesner, and Bob Williamson. No amount of planning could have prepared them for the Odyssey that was before them. After the first day and 800 miles, with incredible heat and humidity, the group spent the night in Toledo Ohio. Day one was a piece of cake.

Yesterday (Wednesday) the guys found themselves in the middle of Iowa and tornado alley on Route 80. Bill, who doesn't hesitate to drive to Montreal for a quart of milk, called yesterday's portion of the drive "his most eventful and **scariest trip** of his life." They pulled off I-80 as the storm hit at the "Little Sioux" exit, trying to find a bridge to hide under. No luck. If this town sounds familiar, it's because this is the location where 4 Boy Scouts were killed last night from a **tornado**.

The rain came down so heavy that they could not see anything. Happily, all survived the

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ordeal. The cars however, are waterlogged, as **2½ inches of rain** fell in 15 minutes. In addition, there have been two blowouts, and two broken fan belts so far. Once at the motel, they could not find a restaurant that was open or a bar serving adult beverages to calm nerves. They had to settle for a twelve pack of beer and sub sandwiches.

The guys left Lincoln Nebraska this morning, heading to Colorado Springs. The weather map is now clear. We wish them safe travels. I will update their progress in several days

*16Jun08*

When last we left our fearless travelers, Collins, Cooney, Pruesner, Wilde, and Williamson, the group had literally been two miles from a category-three tornado in Iowa. I don't know about you, but it doesn't work for me.

Happily, they all survived the ordeal without a scratch.

Thursday the group left the bad weather behind, and headed for Colorado Springs, a mere 600 miles. Clear cloudless skies. The cars and drives would have a chance to dry out. The evening was spent near the Air Force Academy. It was also the first night they were able to eat a real dinner.

Friday they were in the Rockies. The group made it up Pike's Peak (19,000') without incident. The 19 mile climb was only hindered by snow clearing near the top. Then up the Monarch Summit, only 11,000. The night was spent in Ouray, Colorado. Saturday's drive took them up two more passes, a stop at The Four Corners, through Indian Country, and the final destination in Flagstaff Arizona.

For those who attended our Spring Tour several years ago in Stowe, VT, you will remember that Bob Williamson won the "Best Dressed Cowboy" Award for his unique costume. Well it seems that Bob saved the outfit, and is now wearing it on the drive West, so he can "fit in" with all the locals. Bill tells me that the only problem is the fake six shooter and the chaps that Bob is wearing is causing some concern when they stop in any local bar. Seems some of the locals have taken a liking to Bob. Must be the leopard skin chaps.

This morning the group is driving to Phoenix to pick up their wives, and then back to Flagstaff. Tomorrow morning they will be heading to the Grand Canyon to watch the sunrise...

**Peter Crawford**

*(There is some chance our reporter may have taken some editorial license with trip details – to set the record straight The 5 Amigos will be presenting a fact checked recap of the full truth of the trip reported date and the following 6,000+ miles at an upcoming event. Suffice it to say it has a happy ending. ed.)*

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**Sunday Drive south**

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## ***In Porsche History***

A quick visit to the Porsche web site which announces "60 years" for **1948 Porsche nr. 1 356** roadster reveals a few facts as the factory sees them: "... a project which Ferry Porsche had had in mind for some time started to take shape on the drawing-boards in the design office in Gmünd from **17th July 1947.**"

"It became reality on **8th June 1948**: A two-seater sports car based on VW parts, the first automobile bearing the Porsche name. It ranked as Type 356 according to the tradition of consecutive numbering of all designs"

I guess that makes June 8<sup>th</sup> the official birthday.

**55-Years** ago – Carrera Panamericana, 1st in 1600 class. Even if it was only the addition of the Carrera name to the stable this was big.

## ***Events***

Driving season has started and there's much more in store. New dates in bold.

July 20, 2008	Collings Foundation multi-club Tour / Tailgate Picnic
July 20, 2008	NCR Car Show , New London, NH
July 26, 2008	TYP356ne Wilde Party / Boat Show
August 3, 2008	TYP356ne Founders Day Gloucester
August 7, 2008	Hemmings Cruise Night
September 4-7, 2008	356 Registry ECH-PA
September 13, 2008	VSCCA Climb to the Clouds
September 21, 2008	TYP356ne DYPD Drive
October 10, 2008	TBD
October 18, 2008	TYP356ne Meister Restoration Tech Session
October 26, 2008	TYP356ne Sunday Drive / Leeds lunch
November 2, 2008	TYP356ne GNE Gathering

Always check the **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 Events section is brought to you by:*

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Back by popular demand, this will be TYP356ne's third visit to a Boston Symphony concert at **Tanglewood** in the Berkshires for all you longhairs out there. This year we will precede the concert with an optional catered luncheon at **David Ohanian & Suzanne Nelsen's** home in Pittsfield. The menu will be catered by Nejaimes of Lenox. Cost for the luncheon will be \$12 per person.

As mentioned, the luncheon will be optional. For those attending, we will be asking for an RSVP no later than July 7th as we must give the numbers to the caterer. We will be gathering at David and Suzanne's home at 11:30 AM with luncheon served from Noon to 1:00 PM. Directions to their home will be in a later memo. We will then caravan to Tanglewood grounds as Suzanne will be performing with the orchestra.

Those not attending the luncheon may meet the group on the Tanglewood lawn. You may, of course, enjoy your own luncheon here. Admission will be \$18 per person. The BSO will be conducted by **James Levine** with piano by **Peter Serkin**. The program, starting at 2:30 PM, will be works by J.S. Bach, Mozart and Schubert.

Rain Date for this event will be August 17th.

coordinators: **Len Cannizzaro & David Ohanian** lcannizzaro@typ356ne.org  
**July 13<sup>th</sup>, 2008 Typ356ne @ Tanglewood, Lenox, MA**

Just ahead a two events in one weekend!

July 11, 2008 -- ALMS at Lime Rock  
July 13, 2008 -- T356NE @ Tanglewood

coordinator: **Peter Crawford** pcrawford@typ356ne.org  
**July 11<sup>th</sup> – 13<sup>th</sup>, 2008 American LeMans Series, Lime Rock Park, CT**

[eastcoastholiday.com](http://eastcoastholiday.com)

Fifteen cars and drivers will be attending the **East Coast Holiday** in early September in Lancaster Pennsylvania. Peter has worked the "getting there is half the fun" angle with drives down the scenic **Taconic Parkway**. An overnight not far from the Delaware Water Gap. Then a Friday morning run to the Holiday. The actual event is sold out, but there are plenty of hotel rooms in the area.

drive coordinator: **Peter Crawford** pcrawford@typ356ne.org  
**September 4<sup>th</sup> – 7<sup>th</sup>, 2008 East Coast Holiday, Lancaster, PA**

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



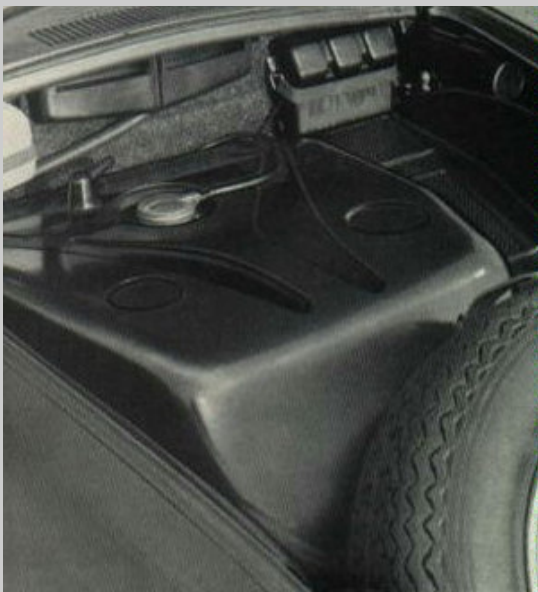
**Gordon Maltby** continues to edit an impressive and always improving **356 Registry (Magazine)**. Who'd believe there was anything new to say about finding, fixing, using and losing 356's and the stuff that goes with them? And that's not just because there were **two TYP 356 Northeaster's articles** in the May/June 2008 issue. (Volume 32, No. 1 – wow I must be old - Vic Zeller introduced me to Vol. 1 No 4 when I bought my '52 and my first issue as a member was Vol. 2 No. 1. Surely they must have done two or three volumes during some of those years.)

President **Bill Collins'** emergency **Travel Kit** of parts for his **A** has lots of parallels with the club's A-B-C+ travel kit. Bill's article lists his kit's contents and reflects lots of long distance travel in V-dubs and his Convertible D. He notes the parts needed for many road repairs are not available, even if you find you way to the nearest ADAP. (What to do? A few clues: Typ 356 Northeast Travel Kit, Credit Card, Cell Phone, Vendors and Service-providers on the TYP356ne.org website, Fedex, patience, luck. ed.)

Member **Geoffrey Richon's** article highlights his family connection with – and his quest for - Spyder 550-03 (yep 3). His fabulous photos show an enthused **Geoff at the wheel** of a truly unique car in the mid-1950's (post- John von Neumann) and 1995 (pre-Seinfeld). Too bad it didn't come home to the Northeast.

Not a Registry Member? Join. It's a perfect compliment to Typ 356 Northeast events, website, emails and the NEws.

**Ron Swenson** NEwslettermeister



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

**80-liter Gas Tank** (21 US gal. instead of 13.5 gal.) Part #644.201.010.50 (**\$21.90**). as featured in the Porsche 356-B T-5 Factory Accessories catalog.

(That's \$170.12 in today's money and holds \$93 in Premium gasoline. Or \$189 in race fuel at the Lime Rock pumps.)

***Tech Session – on line***



## Bentley Publications Tech Session **How to prepare your car for summer driving.**

On Saturday, April 19, 2008, TYP356ne was welcomed to Bentley Publications in Cambridge, MA. Maurice Inglesias, Sales and Marketing Manager hosted the tech session. Maurice and all the Bentley folks welcomed the club with coffee, rolls and bagels.

Rainer Cooney, Meister Restorations placed Peter Nichols' Red, 1964 SC on the lift and began to explain the following Spring checks for trouble free driving all summer:

- o Oil and filter change
- o Transmission fluid and axle boot check
- o Brake line check
- o Greasing the front end
- o How and where to jack up your car and where to place the jack stands
- o Wiper blade care
- o Battery care
- o Steering box care
- o Fuel bowl and filter check
- o Tire checks
- o Joe Leoni's 356 Electrics headlight relay installation

Rainer explained all these items in detail:

**Oil and Filter Change:** Rainer likes to let the oil drain over night. He makes his own copper washers for the top of the filter canister with different punches for different sizes of the necessary washers. If you are unable to make your own copper washers, you can anneal them by heating the old copper washer up until it turns blue and that softens the copper to seal the bolt. Eventually, the annealed washer flattens out too much and you need another.

Drain your oil into a pan that you can see the debris clearly to determine if you have a problem with your motor. Don't empty your oil into a container that you cannot see the oil before you dispose of the old oil. If you have recently purchased your car, change the oil to get a baseline of the condition of your motor. Document your date and mileage and the condition of all your fluids after purchase. Rainer prefers 3,000 miles per oil change.

Rainer uses a WIX #51010 filter (note: fits all 356's) that is available at most auto parts stores. When you remove the top of the canister, look on the top of the old filter to see if any bearing material is sitting on top of the filter before you remove it. Cock the filter sideways to allow it to drain into the oil canister while you perform other projects.

After the filter is out of the canister, use a suction tool, or simple turkey baster to remove all the oil in the canister. There is almost one quart in there, so be sure to get all the old oil out. Clean the inside of the oil cap, looking for moisture condensation (whitish substance is oil emulsion mixed with water).

Rainer uses Mobil 1 15-50 synthetic oil with GM's EOS with ZDDP additive. Rainer says the additive is about \$12 per bottle, but well worth it. Be sure to read the LN Engineering oil additive discussion in the 356 Registry on line forum.

Slowly fill the oil canister with about one (1) quart of oil. About five (5) quarts is the proper amount of oil.

The order of the parts for the canister is from the bottom: filter, washer, spacer spring, top. Change the rubber gasket on top of the canister top too.

**Transmission fluid and axle boot check**, Rainer recommends your transmission fluid be changed as your engine oil 1,000 miles after transmission rebuild and then again check the transmission fluid 10,000 miles for that baseline. Rainer uses 80/90-hypoid-gear oil in the transmission. To check the trans fluid, put your finger into the removable upper trans bolt hole and see if your finger gets wet from the lube. If yes, you are all set volume wise. Rainer does not like the two (2) piece rubber joints for replacement if one of your boots is torn. The bolt pattern should be at 90 degrees from the ground to have the least amount of stress on the boots.

**Brake line check** if you do not change your four rubber brake lines every five years, you may have the inside of the line come apart and lock the brakes on due to internal swelling of the rubber brake line. You cannot see the damage from the outside, so change your lines! (Editor's Note: don't ask me how I know this fact!). So when you inspect your rubber brake lines, look for hoses with ridges, they may have come with the car, so change them. If you have smooth lines, change them before you drive the car the first time and again every five years. Be sure to change your brake fluid every two (2) years.

**Greasing the front end** Rainer uses Worth SIG Grease for lubing the front end once a year. There are six (6) grease fittings in the torsion bar tubes and four for the tie rod ends. Pump until the new grease comes out of the joints around the zerk or grease fitting. You are looking for water to be displaced by the grease.

How and where to jack up your car and where to place the jack stands Rainer uses jack stands on the A & B cars on the outer torsion bars in the rear, and C's on the inner torsion bars in the rear. On the front, Rainer places a 2 x 6 x 2 on the rear of the battery box to jack up the front of the car with your floor jack, then support the car on the front torsion bars as far outside as possible.

Wiper blade care Rainer uses Bosch wiper blade refills and changes them every two or three years. In the winter time, you may want to put a small block of wood underneath the arm to keep the pressure off the blade.

**Battery care** Rainer uses the \$19.95 battery corrosion pads from Performance Products, as the battery box is the first place for the 356 to rust. Also, Rainer recommends a Battery Minder to trickle charge the battery all winter long, as well as between driving sessions. Rainer showed the group the typical battery turn off switch with the green top. The one that Rainer had, broken into two pieces at the rectangle area, so find another style of battery cut off switch.

**Steering box care** and link pins the volume for the steering box is .25 liter. It is very important to check the steering coupler for wear and look to see if it is destroyed. If yes, change it. To tighten the link pins: on the driver's side pull your wrench down, on the passenger side, push up from the rear. Each washer is .270. So to adjust your camber, place the proper amount of the ten washers on the link pins to set your camber, for example: 5/5, 6/4 or 4/6.

**Fuel bowl and filter check** the fuel cock bowl by removing the cap and look for water and or sediment in the bowl. Remove the filter and clean it if necessary by spraying brake clean and air drying it. Check the rubber fuel lines in front and at the rear of the tunnel. You may wish to install an electric fuel pump to prime your carbs, versus the cranking method. You do not need to take the original fuel pump out of the circuit, as it will not impede the fuel flowing to the carb while the electric pump is priming your carb bowls. Rainer places the electric fuel pump in the passenger floor board area. NLA has the 6 volt pump. (Note: Paul Vincent mentioned that Zims has the 12 volt version of the pump). You can read more on the 356 tech section of the forum.

Tire checks Rainer uses 28 psi in the front and 30 psi in the rear. Be sure to check the manufacturing date on the tire and discard any tire over seven (7) years old, as they have been know to fail catastrophically. You can find out more on the 356 tech forum.





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Joe Leoni's 356 Electrics **headlight relay installation** Rainer installed the 356 Electrics relay in about 20 minutes. Previously, the relay had the wrong connectors, but that has been updated to Rainer's glee. And the installation went smoothly. Rainer showed the group the small connection that could be burned out if the relay is not installed. The aluminum bracket may be a little bit too big, but that is the only thing to watch out for.

After the tech session, Bentley Publications treated the members to ample pizza and sodas.

TYP356ne would like to thank the following Bentley Publications employees for their hospitality:

Michael Bentley, President  
Susan Lit, Chief Operating Officer  
Janet Barnes, Senior Editor  
Stan Wohlfarth, Technical Editor  
David Marstan, Technical Editor  
Rich Winkler, Production Coordinator  
Maurice Inglesias, Sales and Marketing Manager

**Tom Gentz** vice president and tech chair

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Tom's **favorite tool: Turkey baster** is useful not only for scavenging oil from your canister, but brake fluid from your master cylinder prior to bleeding your brakes.

**Tom Gentz** vice president and tech chair

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I received a phone call today from **Nu-Chrome Plating** located in the Industrial Park in Fall River. During its' restoration I had a number of parts for my Speedster chromed there, but haven't been there in around two years.

The person who called explained to me that they were contacting a number of their past customers in order to get feedback on their work and customer satisfaction. It seems the company is now being run by the son of the previous owner and he is trying to make major improvements.

I explained that I had been happy with their final product, but was not impressed at the time with the number of items I had to send back and have re-done due to flaws in the chroming process. I told him that their quality control was not up to par. Lost items (not mine) were also a problem I had heard about from some people.

The person told me that the things I mentioned were the exact things they were working hard to improve upon under the new management. He also stated that their turn around time is now much faster and their prices are still by far the best around.

I know many of our members have projects going on, so I thought I'd pass this along for reference. They use a triple chrome process (copper, nickel, chrome). I hope this is helpful to members of our club.

**Bob DiCorpo**

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## Members

### New Members:

**Dick McGlinchey** Lexington, Massachusetts, 1964 356 C, 1997 911, C4S

**Gabrielle Nelson** Fort Lee, New Jersey 1962, 356B T6S coupe, 1964, 356C coupe  
1964 356SC coupe, 1982 911SC Targa 2006 Cayman S, 2007 997 GT3

**Dennis McGurk** Gloucester, Massachusetts 1960 356 B, Roadster

## For Sale / Wanted

**For Sale:** Car Cover \$60 or will trade for decent 911 soft cover, Colgan T 5 or T 6 Brafits 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 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

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