

# Typ 356 Northeast NEws

The newsletter of Typ 356 Northeast vintage Porsche® club

Volume 6 Number 6 – December 2004



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### Presidents Message:

Last Summer the **Red Sox** management's billboards beseeched us (Sox fans) to **Keep The Faith**. (Hmmm, the Sox hadn't delivered a world series since **Harry Pellow** was studying at MIT, maybe that's where his famous KTF came from.)

Both the fans of the **356** and the **Bosox** have their ups and downs. Generally 356's seem to have more **ups**, though somewhere in a project -- a stuck bolt, wrong part or just facing the reality that your project hasn't made much progress -- 356's can have their own August slump. But getting behind the wheel, turning the key and enjoying the style and handling -- in motion -- is certainly a winner.

While reminiscing about the great year 2004 has been I must thank the board members who made it possible. Each will return next year:

**George Huff** Vice President

**Jerry Tulis** Treasurer

**Jim O'Hare** Secretary

In addition, the following members will serve as Appointed Directors:

**Peter Crawford** Event Chair

**Bob DiCorpo** Membership Chair

**Dave Willard** Tech Chair

**Len Cannizzaro** member at large

**Dick Chiasson** member at large

**Bill Collins** member at large

**Greg Graham** member at large

Each has made a significant contribution to the great events and operations of Typ 356 Northeast. If you know them I'm sure your thanks goes with mine.

Ahead for **2005** we have more opportunities and more fun in store. Our seventh annual **Holiday Party** is scheduled for January 16<sup>th</sup> and **Typ 356 Northeast Planning Session** is on for January 23<sup>rd</sup>. Plan now to be a part of them.

**Keep The Faith**  
**Ron Swenson**

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The Membership Section has a reminder about your **Dues**.



Ultimate KTF? (Photo by Swenson)

2004 included **Rennsport Reunion II**, the **Speedster Fiftieth Anniversary**, the Sixth Annual Typ 356 Northeast **Spring Tour**, the Williamsburg **East Coast Holiday**...

These and 27 other events made for a memorable year. Ten members generously opened their homes or shops to us. Someday we may run out of new events or see membership fall off - but in **2004** we set records in both departments. With many members contributing and participating and a little faith, **2005** should be it's equal.

We hope the club is fulfilling some of your needs and you'll consider renewing you membership. **Renewal information** is in the Membership section below. The easiest way is to put the Holiday Party on your calendar and pay for it all at once. Send one check for your dues and the party and make your life easy.

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A Special thanks must also go out to two honorary members:

**Loosey Blake** Webmeister

**Brian Horvitz** Web Host

From questions shared by member e-mail, to this Newsletter -- electronic communication is the engine room of this club and Loosey and Brian keep us running at a race tune. A very heartfelt thanks to both from the club.

**Ron Swenson**

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The 2004 **Vintage Races** at Lime Rock took place under perfect weather conditions over Labor Day weekend. However, there were several noticeable differences this year that continue to diminish this once premiere end-of-summer event. Event organizers now fill the upper parking area with both exhibits and a go cart track, which has eliminated all the parking near the track itself. Traffic was backed up for a considerable time, as attendees wrestled with the new parking options, which are a much longer walk. Fortunately the parking on the hill across from the start/finish line is still the best choice. For the dozen members (and six guests) attending - most disappointing was the dramatic lack of vintage racecars. One participant in the know said that the race participants had dropped from over 300 cars three years ago to 180 this year. All of this is a conscious effort by track owners and promoter Steve Earl, who runs the vintage races on the west coast, to allegedly upgrade the quality of the cars.

**Peter Crawford**

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The Porsche Factory Museum 550 was displayed in the Rolex Vintage Festival Tent (Photo by Swenson)



Jim and his Coupe in the Stein Racing encampment. (Photo by Swenson)



George Nelson's Brahma with Cannizzaro assist with starting battery (Photo by Swenson)

The **PorscheFest** at the Museum of Transportation in Brookline's Larz Anderson Park was held on September 11, 2004. While there were several post-'65 vehicles there, here's what really matters:

- **Lance Wilsey** drove in his 904 and literally stunned the crowd.
- **Craig Divino** took first place in the full concours – 356
- **Roy Ruff** took second place in the full concours – 356
- Featured speaker **Jon Paterak** named awards for two appealing cars - his non-911 choice was **Larry Sorgi's** new '58, Rudge-wheeled, coupe.

### Ron Swenson

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As a new member of the TYP 356 Northeast, I wanted to give some quick observations on the September 19, 2004, "**T356NE Drive Your Porsche Day**" event. We all (about 20 Porsches - 30 people) met at Dearborn Automobile Co. Inc. in Topsfield. What a great day. The morning was very crisp and the open car folks really had to dress warm particularly those who drove up from the south shore. Alex and his wife provided coffee, bagels and pastries. The convertible folks went straight for the hot coffee.

Around 10:00 am we left for our drive in groups of 4-5 cars per group about 5 minutes apart. The drive was great. There were a few of us who got lost and at one point several groups all met at the same intersection at the same time. We all laughed and drove on. We traveled on the back roads up to Rye Harbor State Park, pulled in and took some photos. The temperature was still cool. Then we proceeded up to Portsmouth and then over to Dover for lunch at **Newicks**.

I met several Porsche enthusiasts that I had not met. As a new member the things I most appreciated was: 1) the drive on the back roads, 2) meeting other club members, 3) getting a lot of good advice on my car and 4) great camaraderie. I thoroughly enjoyed the day (wife could not make it) and we both are looking forward to the next drive.

### Ralph Hadley

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Lots more at [Schedule of Events for East Coast Holiday at www.Typ356NE.org](http://www.Typ356NE.org)

**East Coast Holiday in Williamsburg** Thirty-seven T356NE members and friends and 18 cars represented Typ 356 Northeast at this year's holiday.

### Getting There is All the Fun

Even though two and a half months have passed since the East Coast Holiday in Williamsburg, my enthusiasm for the weekend is still strong. However, it was not the event itself, but the **1700 miles** that I drove along with a dozen members from our club. Leaving in the pouring rain on Wednesday morning, I kept asking myself, if I was crazy? A quick stop the Wonderland T station to pick up Ron "Open Car" Swenson, and we were off. The plan was to meet the rest of the group on the Mass Turnpike in Westboro. One by one the squadron assembled. Bill Collins along with Sid and Halle Wilde arrived from



Stunning 904 (Photo by Swenson)



DYPD arrives at Rye Harbor, NH (Photo by Ralph Hadley)



Cape May Ferry (photo by Swenson)



New Hampshire; Roy Ruff arrived wild-eyed from the route 128 commute. Dominic Falconeri, Dave Altman, and Len Cannizzaro rounded out the six-car group. But wait there was one more. Dick Chiasson decided that he wanted to make the drive, but not in his car. So he rode with me, and Ron hopped in with Bill. Having Dick in your car is like taking Kramer for a ride. All I had to do was drive, he talked non-stop the whole two days.

The rain ended as our group departed the rest stop. The drive through Connecticut was uneventful. Even the Tappan Zee Bridge and the Garden State proved to be worry-free. We arrived in **Cape May** at the Southern tip of New Jersey around 6 PM. It had been a full day, but a successful day. The only mechanical problem suffered to date was in one of Dave's carburetors. Bill and Sid began tearing it apart. I opened a bottle of "**Two Buck Chuck**", Len made the first of several Martinis, and nightfall fell. I thought to myself, watching the pit crew at work, this is a great club, full of great people.

Morning came quickly. Len wanted to be the first to the Cape May Ferry, so we left with plenty of time for the five-minute drive. We were in fact not the first ones there. It was still overcast, but no rain. I highly recommend the ferryboat ride across to Delaware. About ninety minutes and you are on the Del-Mar-Va. Once again the pit crew changed out more parts on Dave's engine. Still no luck. The engine is firing on three cylinders. We head south on route 13. Off in the distance the sky is really getting dark. The next thing we know, the open cars are going through a speed drill putting their tops up. Finally the torrential rain ends, we are in Virginia. After a lunch stop we cross the **Chesapeake Bay Bridge and Tunnel**. It is 19 miles long and very cool. It is a beautiful hot summer afternoon when we arrive in Norfolk. We are getting close to our destination, when all of a sudden the four lanes of traffic on Interstate 64 come to a grinding halt. The main tunnel through the city is flooded. Our group cuts across four lanes of traffic to do a U turn. The locals actually make room for us to do this. We are all amazed. We aren't in Massachusetts anymore Toto, Thanks to our cell phones we work out a plan. Several hours later the group arrives in Williamsburg.

The Holiday was okay, the venue unique, the attendees very much into themselves. But wait a minute, we had thirty-seven members from Typ 356NE in attendance. If they don't want to talk to us, it's their loss. We partied, had an occasional adult beverage, ate well, and left on Sunday morning. Quite frankly, we all agreed, the best part of the weekend was the drive and our friends from New England. The trip home was just as much fun. We took the inland route through Washington DC, and in to Pennsylvania. A quick stop at the historic battlefields in **Gettysburg**, and we were off to beautiful downtown Scranton for the night. I think the group was beginning to show signs of exhaustion. Len, who had led us in karaoke sing-a-longs every night, went to bed early. I had run out of Two Buck, and couldn't find a Trader Joe's in Scranton. Roy and Myra Ruff were frozen after a days ride through mountains, and seemed to have a blue-ish tint. The final days drive, had us on the road at 9. It was a beautiful fall day. We stopped for loch at Rein's Deli in Connecticut, then said our final farewells, and headed home.

What a fabulous six-day trip. And most importantly what a fun and supportive group of individuals we have in our club. By the way, Dave



Chesapeake Bridge Tunnel (Photo by Swenson)



En route to the Yorktown concours (Photo by Swenson)



En route to the downpour too (Photo by Swenson)

Altman's car was still not running right when he arrived in Williamsburg, until Edgar Broadhead, a man of few words, took out one of the high speed jets in the carburetor, blew out a microscopic piece of dirt, replaced it – **and it ran perfect.**

### Peter Crawford

In spite of national 356 celebrities and some colossal cars - getting there was half the fun and it was the camaraderie of T356ne members made this event truly special. Getting home in delightful fall weather was another half of the fun = 150% fun.

The group owes some thanks to:

**Peter Crawford** for coordinating the travel plans

**Bob DiCorpo** leader of big-rain-one-day-blast group.

**Bill Collins** leader of the if-a-little-hurricane-is-good-two-days-is-better group.

**Erling Falck** coordinator of the put-it-in-a-truck-and-drive-a-car-with-21st-century-wipers-gang.

**Edgar Broadhead** and **George Nelson** for some critical field service And **Alex Finigan** for sheltering the transported vehicles and for making us all within two degrees of separation of Jerry Seinfeld.

Most important was **Joel Horvitz** who in addition to sharing his fabulous Spyder, gave the Registry an important boost years ago so there could be a 30th Anniversary.

### Ron Swenson

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**Fort Adams Car Show**, Newport, RI Typ356NE club members sweep First, Second and Third Place. Bob DiCorpo ('56 Speedster), John Merrifield ('56 Speedster) and Bill Sooter ('65 Coupe) were the winners of the Porsche class (cars before 1986).

### Don Plant

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See the review of the Saturday October 16<sup>th</sup> Tech Session at **Meister Restoration** in Tech Session – on line section below.

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Tom Coughlin led an intrepid group of about 6 cars on the drive portion of our last event of 2004, in spite of a surprising 6" snowstorm. This scenic drive through the snow glistening woods in Dover, Needham, Sherborn, Dedham and Milton.

In spite of the snow two 356's turned out.

Dozens more members headed right to **George Nelson's** shop and home, where he gave the group a tour of the shop's current projects. George took time to answer many questions and demonstrate some of his secret methods for making our 356's run. A couple new things to see were:

**Cloaking device** for Optima battery (As we've been hearing Optimas

need to avoid excess voltage charging systems not, >7.2 volts)

Carrera–look (and stainless) **exhaust** for pushrod 356's

An up-close look at the **Brahma** a '63 vintage



Chip Bechtold's Roadster in the Yorktown Conc line-up – after the downpour (Photo by Swenson)



Twin Plug Head (Photo by Swenson)

**Twin plug head** (going into a winter built-up)

George and Jennifer then treated us to a wonderful array of superbly prepared **food** and choice beverages. The soups, buffet and deserts received rave reviews from all attending!

The format couldn't have been better for catching up with fellow members who won't be driving for a few months. **Thanks George and Jennifer.**

**Bob DiCorpo**

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The benefits of full flow oil filtration were detailed in a November / December 356 Dentistry Magazine article by Ron LaDow with our own **Neil Fennessey** on fluid dynamics.

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[WWW.MASS.GOV/RMV](http://WWW.MASS.GOV/RMV)

Check this site for the plate rules. Here's some rules excerpted:

**Massachusetts Antique Vehicle** owners must certify that the (antique vehicle) is over 25 years old and will be maintained and operated solely for use in **exhibitions, club activities, parades and other functions of public interest (including test drives to prepare for such functions and transportation to and from repair facilities)** and will not be used primarily for the transportation of passengers or goods over any way.

Registering the vehicle with a **Year of Manufacture** plate. Certify you came into possession of the plate in a lawful manner.

Only motor vehicles meeting the definition of an "Antique motor car" may display an Antique registration plate. At the discretion of the Registrar, a Year of Manufacture registration plate may be issued for display on an "antique motor car" in place of an Antique registration plate.

An "antique motor car" is any motor vehicle over twenty-five years old which is maintained solely for use in exhibitions, club activities, parades, and other functions of public interest. This includes test drives to prepare for such functions and transportation to and from repair facilities, and not used primarily for the transportation of passengers or goods over any way. A motorcycle is eligible for an Antique registration plate.

A "Year of Manufacture Plate" is a registration plate (in the possession of the Applicant) originally issued by the Commonwealth in the **exact year of manufacture of the antique motor car** to which it is proposed to be attached. If no registration plate(s) was issued in a particular year, a registration plate originally issued in a prior year may be approved by the Registrar for use as a Year of Manufacturer Plate on the "antique motor car" to which it is proposed to be attached. Year of Manufacture Vanity Plates or Year of Manufacture Antique Plates are not available.

Facts

Alphanumerics were not used on passenger plates until 1949



Abarth at Amelia Island 2004  
(Michael Silverman photo)

Only **one plate** is needed (if that is all that is available)

If no plate was issued in a particular year, a plate from the previous year can be used, but not a plate from a following year

1966 was the last year that Massachusetts dated license plates

Undated plates (1967 and up) do not need a registration sticker indicating the Year of Manufacture of the vehicle or the year of original issuance of the plate

When a Year of Manufacture registration is voluntarily cancelled, the plate(s) do not have to be surrendered to the RMV

Policies

The plate must be physically presented to the Registrar or designee for inspection and approval.

The plate can contain no more than **six (6) characters**.

The plate must be in good repair and in original condition. Its letters, numbers and markings must be clearly legible. Any indication that the plate has been **repainted or otherwise altered will cause the Registrar to reject use** of the plate.

The plate must be sufficiently distinctive in appearance so as not to be confused with currently issued plates. If the Registrar has already approved the use of a plate as a Year of Manufacture plate, which contains a specific combination of letters and numbers (or letters or numbers alone), that same combination on a different Year of Manufacture plate is not sufficiently distinctive and will not be approved as another Year of Manufacture plate.

A Year of Manufacture plate may be approved by the Registrar for use on an antique motor car of a different type than that for which the registration plate was originally issued. For example, a truck plate may be approved for use on an antique automobile and an automobile plate may be approved for use on an antique truck. (A motorcycle plate can only be used on a motorcycle, however.)

The Registrar may approve of the **display of only one** (1) Year of Manufacture plate (if that is all that is available) even though the RMV issued two (2) plates per vehicle in the year the plate was originally issued.

A Year of Manufacture plate must be displayed pursuant to Chapter 90, § 6 of the General Laws but the **registration decal** for the current registration period need not be attached to the plate. If it is not attached to the plate it must be carried in the antique vehicle at all times and presented at the request of a Police Officer.

A plate displaying the word "Antique" cannot be used as a "Year of Manufacture Plate."

Note: If a Year of Manufacture plate is ever suspended or revoked, the Registrar may require the plate be turned in to the...

## (Massachusetts) Registry of Motor Vehicles.

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When you get down to "you" on the holiday **shopping list**:

A FRS or GFRS **walkie-talkie** (new 5 and 7 mile range ones require licenses, except for channels 9 to 14 as I read it - T356ne always uses channel 10) They're cheap enough to replace your 5-year old one.

A **Fast Lane toll transponder** - forget toll lines on the Mass Pike . It was worth it just for returning home after a weekend trip. (If you commute through a toll you have one already. A deal even when they charged a \$27 deposit, now suspended.)

A set of **Stubby Gear-wrenches** - for those fasteners even a short ratchet can't get to.

A **Digital Camera**, 2-3 megapixels is a good start. (Remember they're consumer electronics, most can't be repaired post-warranty. Unlike your '74 Nikkormat, they won't be working thirty years later with a clean/lube/adjust.) They're good for other things than 356 shots for the NEws too.

A can of **Invisible Glass** cleaner - everyone who's used it raves about it.

An **I-Pod** (it helps if you've got a teenager to get you started) for tunes, even if only used when you're parked.

Your own copy of **Excellence was Expected**, plenty of good reading - if 4-cylinder air-cooled is what you're into - get a first edition on E-Bay.

A **Digital Tire Gauge** when your **Tire-Minders** (those valve caps pressure sensors) show your front right is low on air.

Happy Holidays.

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## Events

Events are brought to you by

**FOREIGN INTRIGUE inc.**

Reserve your spot at the **Holiday Party**. Dick Chiasson has organized it at the **Stockyard** again this year. The party time is 12:00 pm ('til about 4:00) so there's plenty of time to socialize – and see the Patriots later.

[Porsche and Imported Car Parts](#)  
1.800.800.8070

(Outbound on Storrow Drive – then Soldiers Field Road as it crosses the Mass Pike the Stockyard is at located 15 Market Street, Brighton, MA. Check Mapquest.com for the convoluted in-bound directions.)

E-mail Bob DiCorpo [bdicorpo@typ356ne.org](mailto:bdicorpo@typ356ne.org) to make your **reservation**. Then **mail a check** to Bob DiCorpo - see "Members" below for the address. **\$30** per person covers the party (your \$30 dues can be added to the same check).

Like all our events - check your e-mail after 8:00 am for last minute updates.



Sunday, January 16, 2005; noon - T356NE Holiday Party, The Stockyard Restaurant – Allston

contact Dick Chiasson dchiasson@typ356ne.org

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**Planning Meeting 2005** will take place at the Burger King in Waltham thanks to Len Cannizzaro. This is our annual chance to create an exciting and diverse array of events for the upcoming year. The old chestnuts are sure to be on the list - but we're open to new ideas too. If you can't make this session send along your ideas for drives, shows, eateries, tech sessions and anything else to keep the club growing. Directions and time will be confirmed in upcoming e-mails. (**Hint:** if you're there at least you'll know if someone volunteers you for something.)

Off of Rt. **128/95**, take Exit #28 -- **Trapelo Road** -- east towards Belmont & Waltham. Go about 1 mile to light at intersection with Lexington Street. (Shell and Mobil Stations on corners). Turn right onto Lexington St. and go about 1/4 mile to **Burger King** Restaurant on the right. Park in rear of lot. Door to basement level Conference Room is at the rear. There is no entry through the restaurant.

Sunday, February 13, 2005, 10:00 am - T356NE Planning Meeting 2005, Burger King – Waltham

contact Ron Swenson rswenson@typ356ne.org

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With about **75,000 miles driven** by members - to and during club activities in 2004 - our first tech session for 2005 is an important topic. Typ 356 Northeast's **Travel Kit** rides along to many of the events. But what's in it? What should also be in your car? We'll compare it to the contents of an original travel kit. Now 40+ years later - service stations sell more coffee than oil and rarely even know what a sparkplug is.

**Bill Collins** will host this session at his home in Windham, New Hampshire.

Sunday, February 27, 2005, 10:00 am - T356NE Tech Session – Windham, New Hampshire.

contact Bill Collins bcollins@typ356ne.org

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## Reviews - books, sites, &c.

The benefits of full flow oil filtration were clarified in a November / December 356 Registry Magazine article by Ron LaDow with our own **Neil Fennessey** on fluid dynamics.

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[www.356panels.com](http://www.356panels.com) Some nice looking body panels call for price.

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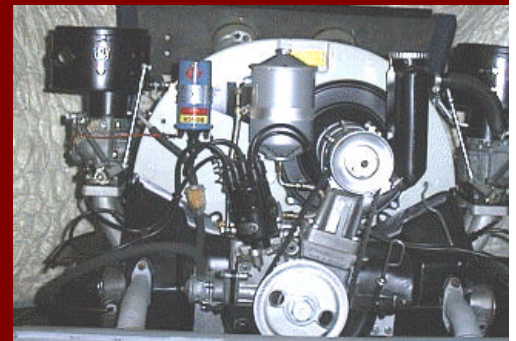
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46 Pine Hill Road Berwick, Maine 03907  
1.800.800.8070 207.698.1000

**The #1 source for all your Porsche needs** Foreign Intrigue specializes in the sale of new and used parts for Porsche, brokers used Porsches, does complete in-depth appraisals and handles comprehensive repairs to these fine automobiles

### New Parts Database - ON LINE!

Foreign Intrigue is pleased to announce our NEW On-Line Parts Databases for 356, 911, 924, 944 951, 968, 914. 928 and almost all other Porsche Models. You can search our entire parts inventory!

**Service** At Foreign Intrigue we have the talent and highly developed skills to completely work on your vehicle over wherever it is needed! Not only do we do general service, also the following major components are completely rebuildable by our team. Porsche Engines, Transmissions, and brakes are among the parts of your car that we can completely fix for you



[www.foreignintrigue.com](http://www.foreignintrigue.com)  
[mgrishman@foreignintrigue.com](mailto:mgrishman@foreignintrigue.com)

[www.restoration-design.com](http://www.restoration-design.com)

More nice looking panels with pricing shown.

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<http://www.bmw2002faq.com/talkshop/forum/messages/165434.html>

The heart-breaking 356 / train-wreck.

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<http://www3.us.porsche.com/english/usa/home.htm>

Porsche Classic "is the starting point for all information about classic models. For us, classic cars are the models 356, 912, 914, 924 and 959 and the 911 and the 928 up to 1983." "The Classic Team can supply you with parts and literature and will be pleased to offer advice and assistance." Maybe you've already been here but... even the Registry doesn't have a link.... The format is great, though it swings you by new cars to purchase now and again. The information is certainly appealing enough. It could use more content though. There's plenty more to cover, without stepping on the privateer's toes. Perhaps their whole archive could be there someday. Not a complaint, just a wish. There is a UK version of site in case you need a place near Solihull to drop in for service.

<http://content2.eu.porsche.com/prod/classic/classicWorld.nsf/gbenglish/Classic>

959's, get old too you know.

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

Shasta Pistons, talk to Dwayne at 530-238-2198. Check their 9.25 CR pistons and the remote oil cooler kit.

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[530-895-3296](tel:530-895-3296)

THE distributor guy, Don Marks can be reached at 530-895-3296. Beautiful work is an understatement.

**Fran DeLeo**

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[814-378-8526](tel:814-378-8526)

THE radio guy, Vintage Radio Shop. If he can't fix it, it can't be fixed. Call Wilford Wilkes, Sr., 814-378-8526

**Fran DeLeo**

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<http://www.miata.net/garage/tirecalc.html>

There is a tire size calculator on the Miata forum. It may be useful for those of you who want to compare tire dimensions.

**Fran DeLeo**

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## Tech Session – on line

On Saturday October 16th the Typ356NE membership was given a superb tech session by fellow member Rainer Cooney at **Meister Restoration** in Barnstead, NH. The session was not only informative, but Rainer, as usual, was extremely entertaining!

The event was attended by thirty-six members and friends. Rainer presented a series of "How To" demonstrations for the group. He began by explaining Toe In and Toe Out, camber, and the procedure used to align front and back wheels using his new self designed laser set up. Since I had my wheels aligned by him using this system, I can say first hand that it works, and my car tracks much better since the alignment. I highly recommend having it done!

The laser alignment was followed up by a demonstration of how to



PORSCHE



Meister's laser alignment gear, Rainer holding The crowd's attention (Photo by DiCorpo)

adjust float levels and balance carbs. He further showed the group the proper way to adjust the idle and the air adjustment screws on Solex and Zenith carbs. New jets for Zenith's were discussed and their difficulty to obtain through regular channels. Jim Stein mentioned some sources (see below).

A question regarding **Winter Storage** of a 356 was brought up. The group was told that the four months or so that a car is not used is only a short time between our Fall and Spring drives. Heavy-duty approaches to winterizing are not merited. Use a **fuel stabilizer** (if you'd like), roll the car back and forth to **avoid flat spots** on the tires and **do not start** it unless you plan to run it up to fully warmed temperatures. Rainer stressed the need to keep the rodents away. That, he felt was the biggest concern. **Mothballs** were mentioned, but a member said that "Irish Spring" soap drives them away. Too bad St. Patrick didn't hear about this trick years ago!

The idea of adding **fuel filters** was discussed. In Rainer's opinion, the car was originally built with plenty of filters. He stressed that if you feel the need to add one, to place it after the fuel pump.

Rainer fielded many questions from his audience and patiently answered each and every one. After the informational segment was over, the eating and refreshment segment began.

There was plenty of German food for all! **Bratwurst**, freshly cooked on the grill, sauerkraut, a delicious beet salad and an excellent dish of noodles (I think made from potatoes), were all prepared by Rainer for us to enjoy. The actual cooking of the sausage on the grill was expertly done by member **Ralph Hadley!** (Great job Ralph!)

Jerry was also on hand to take members around and explain various projects going on in the shop, and to answer questions about assorted autobody problems. We all know that Jerry is "The Best" when it comes to making a 356 look aesthetically perfect!

Our thanks go out to both **Rainer and Jerry** for putting together an event that was thoroughly enjoyed by all! We would also like to recognize Rainer for his efforts, going above and beyond for this session. With his wife Cheryl recovering in the hospital, Rainer still decided to put on the session and not disappoint members.

Thanks Meister Restoration!

**Bob DiCorpo**

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Rainer's latest project (Photo by Swenson)

(Worth comparing to your regime.)

store covered in a DRY location  
clean inside and out  
clean wheels  
apply tire dressing  
lube - typical, plus hinges, latches, hood cables  
inflate tires up to 50 psi  
\* rotate tires monthly, or raise off concrete  
\* dry-gas or Stabilizer (356talk "can't hurt", "really works")  
change oil and filter  
\* oil cylinders by pouring 1/4 cup per barrel new oil into carb at fast idle  
cap exhausts, bag carbs  
fill gas tank  
remove battery  
release latches that may deform weather-stripping, hood, doors  
hand-brake off  
seats forward  
change brake fluid  
mothballs  
(run only if warmed-up fully, i.e. 10+ minutes on road)  
\* not required for short term storage

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There was a request at the Tech Session for a source of **Zenith jets**.  
Please credit and thank **Bill Macy** for the first 2 sources:

1) <http://www.swissarmyvehicles.com/parts/pinz/carburetor.html>

2) Parker Tyler 207-453-2168.

3) Bob Kann who runs GT Werk (and is a noted vintage racer)  
3841 Catalina St. Suite K  
Los Alamitos CA 90720  
Phone/Fax: 562-431-1523  
email: [gtwerk@gtwerk.com](mailto:gtwerk@gtwerk.com) website: [gtwerk.com](http://gtwerk.com)

4) If you only need the jets enlarged, contact me. Under magnification I use a drill with virtually no lateral "whip" and accurate diamond and carbide drill bits measured with a digital micrometer.

**Jim Stein** [teleski42@aol.com](mailto:teleski42@aol.com)

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### Restoration Blues "Gertrude Takes A Leak" – Fixing An Oel Leak

Gertrude is taking a leak, from the transmission case at one of the rubber axle boots, and it's been bedeviling me for over a year. Adding transmission fluid every two weeks is not the way to go. I've tried fixing the problem several times, by pulling back the boot and hexagonal plate, then adding a sealant around the circumference of the plate, and the oil continues to seep. I've got to try to fix the problem one more time, which means I have to jack up the rear end, slide underneath, pull the plate (with the axle tube) from the transmission case, and put some new shims / gaskets between the case and the plate. If you want, you can do this along with me. Kiss



550A Spyder, by then superseded by the RSK, added some style to a fashion presentation. Each has been in and out and in style again. (Christophorus® '59)



an afternoon goodbye.

With the car in gear and/or the mechanical brake pulled, remove the hubcap and loosen the 5 lug nuts on the wheel on the leaking side of your transmission, using a 19 mm socket or tire iron. Place the lifting pad of your hydraulic jack underneath the middle of the "hoop"-like transmission carrier and lift the car so the rear tires are off the floor, high enough to place a jack stand beneath each torsion bar carrier tube, and lower the car so the weight is supported by the stands. Remove the jack.



Now we'll remove the wheel on the side of the transmission that's giving me the oil leak. I want to remove the wheel because I'm going to remove everything off the axle, including the axle tube, compensator spring (Gertrude has one), brake backing plate, disc (or drum)...

Pull out the big cotter pin securing the castle nut to the axle shaft, then use a 25mm 1/2" drive socket to remove it. If you don't have one, a 1-inch socket will work OK. Place a 3-foot pipe at the end of the wrench and stand (or jump) on the end of the pipe to loosen the castle nut. If it doesn't budge, have a weight-challenged friend give it a try instead, or both of you get on. If the car starts to move, place a block of wood at the tire. If the nut still won't loosen, try an air-driven impact tool if you are fortunate enough to have one. If still a no-go (which happens), place the tip of a cold chisel at one of the notches near the top of the nut and smack the end of the chisel with the heaviest hammer you can comfortably swing, and work your way around the circumference of the nut. The banging action will ruin the nut but will eventually rotate it so it comes off the axle. If you are too timid to try this method, take a grinder with a cutting blade and cut the nut off – being careful not to damage the axle threads! Order a new nut.

If your car has a compensator spring, you must relieve the tension from the spring. There is a 6" shoulder bolt anchoring the spring to the axle tube's bearing housing on each side. Place the jack under one end of the spring, and lift it. With the jack taking the spring's tension off the bolt, pull out the cotter pin from the end of the bolt and remove the castle nut. Now slowly lower the jack, and the spring will follow, along with the bushings. We can take the mounting bolt and associated hardware off.

Place the jack under the shock absorber's lower mounting bolt bracket. The lower mounting bolt of the shock goes through this bracket. Jack up the bracket to relieve the tension from the shock and remove the lower mounting bolt nut and washer using a 19mm socket. Pull the shock off the bolt and lower the jack. Remove the shock's top mounting nut and pull the shock out of its upper bracket.

Stick your head "inside" the trailing arm and locate three shoulder bolts with 19mm nuts securing it to the axle tube / bearing housing. One of the bolts also secures the rubber bump stop bracket to the axle tube. Remove the three nuts (and washers), then pull out the bolts. Do not touch the bolt and thick washer you should see attached to the trailing arm. Although it seemingly serves no purpose, it's placed there by the factory during alignment of the rear axle tubes

Now pull back the axle tube from the end of the trailing arm. If the

tube won't budge, persuade it by hitting the bearing housing and/or shock mount with a hammer until the tube does pull free of the trailing arm notch. Crawl underneath and you will see, where the axle tube goes into the transmission case, a black, octagon-shaped mounting plate that the axle tube is coming out of. The rubber axle boot attaches to a flange on the plate held by what once looked like but probably now is a radiator hose. You don't have to remove the boot, unless you know the oil leak is coming from there. I can see oil dripping from between the interface of the case and the plate, so I'm going to remove the 8 nuts and washers holding the plate. The top 3 nuts are hard to reach, even tougher to get a socket on to. One of them is threaded to the end of a longer stud that also holds the clutch cable tube mounting fixture. Put a pan or something underneath the plate, because when we pry it from the case, oil residue is going to flow all over your garage floor. Pull the plate and axle tube assembly back, far enough away from the case so you can get your hands in and remove the old paper gasket. There may be more than one. The gasket(s) will probably be stuck to the case at some points, so clean any remnants off well with a razor blade. Be careful not to scratch into the soft case.

Measure the thickness of the gasket(s). You can order this gasket in various thicknesses. Try to get close to the original, buying several if their thickness equal what you need.

Place the new gasket(s) in place, over the 8 studs. This will not be possible to do if the axle is in the way, which is the case here. What I do is cut the gasket through one of the holes for a stud, and place that "cut hole" at the top stud, where oil is least probable to leak through. You might want to smear a small amount of a liquid gasket material around the studs of on the gasket, but it isn't really necessary. Now place the plate over the studs, put the tube bracket over the long stud, and replace the washers and nuts. Torque evenly, like you would wheel lug nuts, until snug. The axle tube should now be able to be moved up and down, somewhat snugly but it certainly should not be tight, or immovable. There should be no slop. If the tube is not moving correctly, it means you have an incorrect gasket.

Put everything back together. With the "fixed" axle jacked up to near parallel to the floor, fill the transmission case with oil and check for leaks. Gert's not leaking any more. How about you?

***Restoration Blues, part 2*** (continues in V7N1)

Rick Veneski [leahrick@gjs.net](mailto:leahrick@gjs.net)

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## ***Members***

### **Membership Dues Time Again (It's time to Renew)**

With January quickly approaching, and the start of a new year, it's time for us to start thinking about our Typ356NE membership renewals! It's still a **steal at \$30.00** per year! No one can beat that price! This year however, it would be most beneficial to all, to mail your dues out to me before February 1st 2005. That is the cut off date this year for "On Time" dues payments.

At our October board meeting, board members voted unanimously to charge a \$10.00 **late fee** this year, which will be automatically added on to a members \$30.00 dues cost if their payment is not received by February 1st. This charge was added due to the difficulty last year that this membership chairperson had collecting dues from some members within a reasonable timeframe. Our club should be "Fun for all", and believe me, "That was no fun!"

You may begin sending your checks to me at:

**Bob DiCorpo**  
**2078 Highland Avenue**  
**Fall River, MA 02720.**

Please make your check **payable to: TYP356NE.**

Some members prefer to make their payment in person at the club's annual **Holiday Party** in January. I would be happy to take your payment there, along with your payment for the Holiday Party.

The really good news is that we currently have **129 active members**, which is an all time high for our group. As our numbers and activities are increasing, participation of more and more members is also increasing. I think I've met more of our long time members this year at events than I have in all years past. The club is really accomplishing it's goals which start with lots of **member participation** and having a great time with our cars. (And of course with our co-members too).

Thanks to Ron for his leadership throughout this past year. I hope some of the other members who have had thoughts of a leadership position with the club, decide to step up in 2005 and possibly fill a role as a board member.

Our club is only as good as our members. We have **great people!** **New ideas** keep the T yp356 growing! We only want to get better, even though as a great man once said, "We're only a car club!"

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

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**New Members:**

**Rob Job** -- Boxford, Massachusetts -- 1965, 356 SC, coupe  
**Ralph Loosigian** -- Lowell, Massachusetts

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***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

So here's a reminder to think about what you're going to get for that special someone. We're talking about **TYP356NE club logo embroidered clothing items** -- an "official" hat, shirt, jacket. . whatever. Don't forget to leave a few hints around about something you wouldn't mind receiving yourself !!

Here's how to do it. Go to the club website at WWW.TYP356NE.ORG and click on **Club Regalia**. You'll find complete directions on how to find out what's available, from who and how to order. And note that one supplier remits a 15% check back to the club for all items ordered. Cool. Kind of like giving a little present to ourselves.

**Len Cannizzaro**

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- For Sale:** (A) Early **Registries**: All Volume 1 (#2 is a perfect first reprint); Volume 2 #4,5,6; all Volume 3; all Volume 4; Volume 5; #2,3,4,5,6; all Volume 6; Volume 7 #1,2,4,5; all Volume 8; Volume 9 # 1,2,3,4,5; Price is \$942 for all
  - (B) Two Original cloth **Holiday Badges**-First 356 Holiday 1975, Rockford, Illinois and Holiday V for Windsor, Connecticut. Both are in perfect condition, \$125 for both
  - (C) 356C electric **tach**, looks great but doesn't work? \$110
  - (D) 356C **gas tank** with no holes or weak spots in bottom, fits 62-65 , \$375
  - (E) Three piece 356A **crankcase** P\*72934\*. Clean with no visible wear. 3rd piece top # not the same as on case halves. Oil pump and gears included. \$175
  - (F) 1987 Red **911 Cabriolet** - Excellent all original 56k mile with all records since new. \$28,356
- Vic Zeller [mzeller@umassd.edu](mailto:mzeller@umassd.edu) v6n6

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**For Sale:** 356 **engine** number:714619, 912 case, S90 crank, 1750 Japanese big bore kit, balanced by Lindskog, heads flycut. Has been started in the past 2 years. Located in Andover MA. Pictured at this website: <http://home.comcast.net/~mikeboucher/356engine/index.htm>

Niece Haynes [three56a@yahoo.com](mailto:three56a@yahoo.com) 978-853-3378 v6n4

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**Wanted:** Original **fuel sending unit** for early A car in good working condition.

Bob DiCorpo [bodee5@hotmail.com](mailto:bodee5@hotmail.com) v6n4

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- For Sale:**
- one 356c master cylinder -good condition-----\$ 25
  - one "P" beer stine w/ Porsche crest-never used-----15
  - one full hood "P" bra with bag-----100 or b.o.
  - one still wrapped-never opened book MOMENTS  
official Porsche 50th anniversary -limited edition-----100 or b.o.
  - one set front hood(top/bottom) release-----25
  - one headlight assembly-complete-----30
  - lots of old Panos, Porsche-Excellence mags and Christos---?\$
  - set(4) steel wheels painted grey off a c car-----200 or b.o.
  - set(4) fuchs 911 lightweight wheels(near mint)-----1500
- \*\* buyer pays shipping

Gary Resnick [garyr356@aol.com](mailto:garyr356@aol.com) 508-240-6909 v6n4



Shine up those hubcaps - anything can happen – granted the baby moon babe is now well into her 70's. (Christophorus® 10/5)



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**For Sale:** I have a set of **Weber carbs** that have been on my Super 90 for the past couple of years for sale, as I have had the original Solexes rebuilt and re-installed. The Webers come complete with the manifold kit and air cleaners. A new pair is currently priced at \$699. I am looking for \$400. I will be posting them on the Registry site soon. Here is a link to see what they look like and the new cost.  
[http://www.motormeister.com/suz/carb\\_access/356912\\_weberkit.html](http://www.motormeister.com/suz/carb_access/356912_weberkit.html)

Peter Crawford [pcrawford@typ356ne.org](mailto:pcrawford@typ356ne.org) v6n4  
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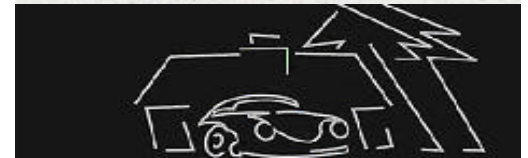
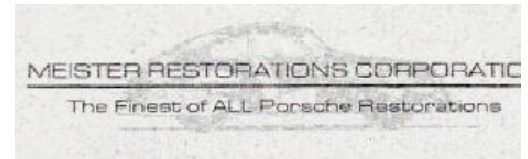
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