

Typ 356 Northeast NEws

The newsletter of Typ 356 Northeast vintage Porsche® club

Volume 7 Number 5 - December 2005



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www.Typ356NE.org

News

President's Message: With the season ending I've been looking back at my reign, thinking what a great couple years it's been. As a scorecard I checked the Questionnaire circulated two years ago. Since that time we've been to the **Races**, 3 events at Lime Rock and Louden (not to mention two at the F1 go-karts) plus **Rennsport II**. Toured **Paul Russell** again – twice, thanks to Alex Finigan. We branched out to events like **Tanglewood** (and will again) and destinations such as **Stowe** (at another fabulous **Crawford**-produced Spring Tour), the **Mohawk Trail** – Len Cannizzaro's Mille Miglia is the best way home from Tanglewood, and **Maine** – yet another fabulous Crawford Tour and Maine was a scenic drive to **Quebec**.

Don't get nervous -- still on the list are trips to **Watkins Glen, Nova Scotia**, driving the **Taconic** and linking up with more of our **Connecticut** members. In the last two years our range has expanded literally and figuratively. Discounting our cross-country group -- the **550-mile Stowe Tour** set a record only to be broken by the inaugural Fall Tour -- **775 miles to Quebec**. Future plans promise to continue expanding!

Back to the great job I've done, the credit is really due elsewhere: **Sponsors** – without these guys you're spending your sunny weekends in the garage, where there would be swearing. Thanks Rainer Cooney, Mike Grishman, Jim Malette and George Nelson.

The **Board**, without whose event planning you might get in a couple trips to the Dairy Queen. Your lawn would be mown. Our board will be return in 2006 with a few hats swapped.

Our **Hosts** make many of our events something more than driving out to a diner (though that's fun too). When 40, 50 or 60 or 80 people show up to a unique event something's working right! Repeat invitations came from Len Cannizzaro, Bill Collins, Dick Chiasson, Alex Finigan, Alex Dearborn, Greg McManus, Roger Palm and Rainer Cooney. Thanks for their generosity.

Members make it all possible, by showing up, offering ideas, by paying their dues, by logging 70,000+ annual (356) miles at club driving events, by being our sponsors, our board and our hosts. We've welcomed about 40 new members and seen about as many depart -- some we never got to know -- others leave an empty spot.

Finally it is a pleasure to welcome our new Officers. Great guys -- though they weren't at the top of Wachusett or on the initial steering committee -- they share the founder's goals. They prove our club is truly alive and well. Rest assured they will **Keep The Faith**.



356-001 started it all, here it is at Rennsport II – Daytona Beach Photo by Swenson

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

It's been fun, **Ron Swenson**

Home & Hospice Care of Rhode Island sent an acknowledgement of Typ 356 Northeast's donation in memory of our friend John Merrifield. Our donation helps to support an "open door" policy making their care available to all.

Dues are due January 1, 2006 and late on February 1, 2006; your prompt payment will assure we focus manpower on new events for 2006 and not receivables. Write one check with your holiday party fee, if you can't make that, please send them along. See the **Membership** section.

Lime Rock Weekend -- **Serious Shrinkage** To say that the Fall Vintage Festival at Lime Rock Park is shrinking, is an understatement. This is the third year that West Coast promoter Steve "We'll Show Them How It's Done" Earle has managed the event, and the numbers are horrific. He began, by squeezing out the majority of single car racers, like Nelson and Svarczkopf. His intent was to limit the field to the big money teams. The paddock is now less than 50% full. The swap meet portion of the weekend has all but disappeared. The northern paddock is a no mans land, with far fewer racers, and several vendors selling junk. Consequently, the crowds are vastly diminished.

On Friday, when I arrived with Ron, Len, and Dick, we saw an empty venue, with perhaps 500 in attendance.

Saturday was not much better, maybe 1500. If lack of crowds and beautiful rolling countryside is what you are after, then Lime Rock on Labor Day weekend is your place. And to add insult to injury, they now charge an additional \$5-10 for parking.

I have been attending races at LRP since I was a kid (a long time), and I am afraid this year may be my last, unless they get rid of the West Coaster, and return the venue to its original purpose, and win back all those racers who have departed, along with the crowds.

Happily, the following weekend, a much larger vintage race weekend takes place at world famous Watkins Glen Raceway in New York State. From what George Nelson tells me, it is what Lime Rock used to be, but bigger and better. Time to start thinking about a trip to NY.

Peter Crawford

I think some of that critique of this event is just plain unfair. This was my 3rd year as a participant and myself and the other 5 racers of 356's could not have been happier. Also Steve Earle donated all parking receipts to the hurricane relief fund. You are right in that economics have dictated change. The current track per diem for use is over \$25,000 now. I paid under \$400 for 3 days of racing, a banquet and time with great friends.

Jim Stein



Jim's coupe on the front straight. Photo by Swenson



Photo by Swenson

Half-full or half-empty, spending a couple days with Peter, Len and Dick is a hoot, yielding laughter to tears on multiple occasions. Mix that with perfect weather (it made up for the tedious Spring, now almost forgotten) and you've got a great weekend. 14 Typ 356 Northeast members and friends found their way to Lakeville at various times. We'll see how the sanctioning bodies and promoters unfold. I just hope our amusement is high on their list.

The Concours and Race results featured only one Porsche winner- it was the concours class of **Race Cars, Production Sports Cars, 1960-1985**: Jim Scott, 1966 Porsche 911 Coupe

Ron Swenson

On Sunday September 4th a group of Typ356NEers caravanned to Lime Rock Park in CT for the Porsche Corral and Concours. Member Tom Tate had his two 356's on display as a part of the concours. The remainder of our group decided that we would forego the Q-Tips, at least for that day, and just have our cars parked in the corral.

With Carroll Shelby being at Lime Rock for the entire weekend, Cobras (The real McCoy's), and Shelby Mustangs were showcased. Owners of these vehicles traveled from near and far to be a part of this display. The number of these vehicles all in one place at the same time was incredible.

The group drove home via Route 44. It was a pleasant alternative to the Mass Pike. We also found a great pizza place along the way which topped off a great day. The long drive from the South coast was certainly worth it.

Bob DiCorpo

Another Excellent Adventure. Typ 356 NE member **Ellen Beck** and her humble associate member, **Bob Gutjahr**, decided to reverse engineer Lee's foray into Gettysburg and invaded Northern Virginia on the morning of September 3rd with their two 356s, a 1954 356 Speedster (SN 80047 for all you Men in Plaid out there) and a 1965 356 C Kamann Coupe. We're not sure if it was more folly than foray. Here's why:

Planning for this adventure - the annual **Gathering of the Faithful** (co-sponsored by the Potomac 356 Owners Group and the PCA Potomac Region) started late, but we did manage to check the oil and tire pressures before heading out the door. With Ellen sitting on her booster seat and our hearts light and gay, we left home for what we thought was a pleasant hour's drive to Reston, VA.

Down I-270 we went and then onto the dreaded DC Beltway, a road that makes 495 around Boston look like a country road. Bob had the lead in the Speedster and Ellen followed in the Coupe. Bear in mind that the C Coupe is in the 18th year of a continuing restoration, and it still has a **faulty fuel gauge**. Bob usually knows when the 356 is going to run out of gas by the way the needle moves. But that didn't help poor Ellen, who watched the gas gauge needle jump to and fro like a pendulum gone wacko- and then, in 4 lanes of heavy traffic,



Photo by Eric Rapp



Ellen and Bob at G O F All photos by Beck/Gutja

calmly (ha) notified Bob on the radio that the car was dying underneath her. The Coupe ran dry just south of the American Legion Bridge with Bob backing up past whizzing traffic to come to the rescue. Moving the cock to the reserve position could not produce adequate fuel, and the car was slowly running out of voltage in our futile attempts to turn it over. Frustrated that the 356 gods were not smiling on him this day, Bob then zoomed off to the nearest town to find a gas station, but found both the Exxon and Shell there were closed and out of gas thanks to Hurricane Katrina. He then zoomed back and recrossed the bridge back into MD, where he found one gas station still open and a hardware store selling fuel cans at prices that would make one **shoot one's lawn mower**.

In the mean time, our girl Ellen was standing on the side of the Beltway along an Armco with about 10,000 cars and trucks zooming by like freight trains at 80-90 mph on both sides of her. Four cars stopped. Two Porsches (one of which was on its way to the event), one guy in an Element (!), and a Highway patrol guy who set out flares for her. As Ellen sat on her tuffet, the more frustrated she became, and when Bob returned 75 minutes later with gas, something less than soft whispers were exchanged between our two Typ 356 Porschenauts.

The fuel can was one of those new contraptions that has a spring-loaded release for the fuel to dispense. Bob plunged the can into the tank aperture, and as fate would have it, the plastic piece snapped off and went **down the drain** into the tank. Fortunately, he caught the spring. With more whispers and dulcet tones of encouragement, Bob coaxed the car to life, pumping the hell out of the accelerator and finally cranking over the car.

Without further incident (Don't think we needed another one that morning), we arrived two hours late to the Gathering at Reston Town Center, **Reston VA**, where news of our misadventure preceded us. Lots of cars there- it was a good show and a great preview of some of the cars to be seen at the upcoming 356 East Holiday. Pre-A expert Louis Hauser, who owns Karosserie 356, was there in his Sportolet, and he showed Bob how to disassemble the fuel tank and look for the plastic piece (using the screwdriver from the toolkit, where it proved its worth as a tool rather than a \$400 collectible!). We drew quite a crowd as the car was worked on the car right there in Reston Town Center with the hoi polloi agape at our fruitless efforts to find the plastic nozzle.

The most interesting car at the show was the debut of Dan Rowzie's freshly restored/outlawed 1957 Speedster. 1720 CC- all black with an integrated roll cage, trick gauges, 944 Turbo front suspension and 911 rear with coilovers. Everything was done right on this car- there was no expense spared to create a beautiful outlaw car that drives like a go-kart. The eight inch wheels were simply spectacular- they're chrome one-offs that show the huge 944 Turbo brakes. The car is truly awesome, and will win a ton of awards at the Holiday.

Lots of other 356s from the **Potomac 356 Owners Group** were there- check out the photos. With all the drama of the morning, we managed to make it home safe and sound.



Retrieving the plastic bits



Our members' two pretty 356's



Some of the 356's in attendance. All photos by Beck/Gutjahr

Election Results: 2006-2007 BOYS JUST WANNA HAVE FUN !!!

We've had a lot of fun with our "big boys toys" here in the TYP356NE Club for the last several years. And it's mostly due to the involvement of a relatively few among us who have devoted a pretty good chunk of their personal time to make things happen.

For the benefit of those newer members among us -- and a quickie review for the old timers -- it all started back in the mid-'90's when **Gary Resnick** and his wife, Bobbi, retired to Cape Cod with their '64 356 Coupe. To his disappointment, Gary discovered that there was no 356 specialty group hereabouts. Sure, there's the PCA locals with their 911 modified Carrera Turboblasters, etc., and a smattering of 356's -- but not much action for the those who appreciate Ferdinand's original form, cruising the twisty roads & the sights, occasionally staying at a neat old inn with dinner and a nice glass of chardonnay -- and the social aspects with those similarly afflicted.

So, Gary -- not being the bashful type -- started going to various Porsche events, developed a list of folks with a similar interest and called a meeting back in, I think, '97. The group banded, in '98 Gary became the first President and was followed in order by Fran DeLeo, Peter Crawford and the now lame-duck -- Ron Swenson. No room here to list all the others officers and contributors, but suffice it to say that these guys have been the point men who have provided the leadership and kept things rolling.

As there have been no further nominees to the slate of Officers for the term '06 & '07, the Election Committee declares the following results:

President: **Bob DiCorpo**
Vice President: **Bill Collins**
Secretary: **Larry Bingaman**
Treasurer: **Jerry Tulis**

The following are volunteers who have been duly appointed to the respective positions:

Membership Chair: **Ron Swenson**
NEwsletter: **Ron Swenson**
Spring Tourmeister: **Peter Crawford**
Tech Chair: **Tom Gentz**
Website Coordinator: **Ralph Hadley**
Webmeister: **Loosey Blake**
Webprovider: **Brian Horvitz**

The following are members who have volunteered to serve as Members At Large at the Board Meetings: **Len Cannizzaro, Dick Chiasson, Greg Graham, George Huff** and **Jim O'Hare**.

For the Election Committee, which is hereby dissolved.

Len Cannizzaro

The PCA Northeast Region had their annual gathering **PorscheFest** at the Museum on Transportation in Brookline on Saturday, **Sept 10th**. Event chairman Kim Saal's prediction there would be 30 928's coming to make a big showing, came true. Typ 356 Northeast member **Michael Silverman** received the second place prize in the 356 class.



Silverman coupe + goodies Photo by Swenson

Sunday, September 18th, 2005 was **Drive Your Porsche Day – i** was a trip to Quebec but it wasn't be limited to those headed to Canada. DYPD-ii and DYPD-iii articles are below.

Typ 356 Northeast's DYPD--i had an international flavor with our inaugural Fall Tour joining our Spring Tour as a major new event. Quebec City was our destination for a 775 mile, 3-day tour, including New Hampshire, Maine, Vermont and of course the Province of Quebec. A visit to Parker Tyler's Skowhegan (Maine) 356 parts emporium was a reward for out-running the approaching Hurricane Ophelia.

The walking character of the city was appreciated after all the seat time. Saturday was occupied with museums, restaurants, and shopping. The fortress and old city was adjacent to our B&B and the 1885 Military Compound in 1885 Parc des Champs-De-Bataille is the backdrop for our photo. Judy Hendrickson's Cab was on its best behavior -- out on its inaugural run.



Quebec Military Compound Photo by Dearborn

Ron Swenson

I've been a member of the TYP356NE group for a number of years and have owned my 1965 356 SC Cab since 1983 (second owner). However, I'd yet to participate in any events (save for the Holiday Party) as the car had been parked awaiting restoration since the fall of 1994. January 2003 finally saw the restoration process begin and I got her back from Peter Brittingham in early May 2005.

Like all total restorations (well almost, the money ran out when it came to redoing the chrome), you expect to have to sort some things out over time, no matter how much trouble shooting the restorer did before turning it back over. Consequently, my initial drives with the car were close to home.

Her first adventure beyond the seacoast and back (Nashua to Portsmouth) was with fellow Type356NE members for the summer picnic. All went well, until a block from the house on the trip home when she suddenly lost all electrics at a stop sign. No problem, walk to the house, get the pickup and a tow rope and bring her up the hill and push her into the driveway and garage to await a house call by Ed Broadhead. A telephone consultation had narrowed the issue to power not getting past either the backside of the fuse panel or the headlight switch where Porsche in its "wisdom" had routed same



George G. Tyler & Sons Photo by Swenson

before going to the ignition switch. Edgar quickly isolated the problem to the light switch and all was soon in order again.

My cousin was going to be visiting in September and feeling more confident in the car now and having finally received at least one of the connector hoses for the Euro heater system from Stoddard's, we decided to join the 356 group for its weekend to Quebec. Both Jean and I had never been and it seemed like a good opportunity to stretch DerTub's legs whilst in the protective company of the 356 Travel Kit and more mechanically talented owners than myself.

The weather forecast was iffy, although I had discovered at the picnic that driving a later model Porsche did not ostracize one from the 356 group. A check of weather.com gave me some encouragement that we might escape the rain so I opted to drive DerTub instead of her stable mate, Jelly Bean (JLYBN, a 1995 Riviera Blue 993). Well, we didn't escape the rain (although it was never much more than drizzle).

Although we only had heat on the driver's side, it kept the cabin warm and the windshield clear. The variable speed wipers (didn't realize I had those) worked great and the new top proved leak proof. I even acquired the connecting hose for the passenger side heat during a stop at Parker Tyler's Porsche parts chicken coop in Maine. Seems some later model Cs/SCs (from July 1964 and on) require a hose that is a larger diameter on one end than the other, making it hard to come by in the replacement parts world. My backorder from Stoddard's took 3 months to arrive from the Fatherland.

At any rate, the car drove beautifully and behaved for the most part. There's still a periodic ground problem with the right front turn signal that manifests itself when the headlights are on. At such times it may or may not work and if it does, does so slowly. The wonderful world of 6 volt systems I'm told. Another quirk we've yet to solve is that after about 700-800 miles after a tune/adjustment the engine seems to race between gear shifts (especially downshifts) like the carbs are getting too much gas. Rainer Cooney took a peek at them before we left Quebec, but didn't see anything dramatically wrong. They're still doing it and it will take some more sorting to ultimately solve.

All in all, despite the weather, it was a wonderful weekend. My cousin and I had a wonderful time with everyone. The car didn't misbehave too badly and even if it had we had the security of the 356 Travel Kit and the expertise of fellow TYP356NE members.

I love driving DerTub. On a sunny day, she's the one I pick to drive (not the 993 or the 914/6 that I have, although they have their specific delights as well), but driving her with fellow 356ers is THE BEST drive of all.

Judy Hendrickson



DYPD dessert Photo by Hali Wilde



One coupe among those who braved the hurricar Photo by Swenson



Judy's "DerTub" on the Rue Photo by Swenson

Drive Your Porsche Day – ii was supposed to be group attendance at the Fort Adams car show – it suffered bad weather luck and was postponed.

We still kept the faith, weather-wise, a little overcast for the drive didn't stop us.

Undaunted, when Sunday's weather broke, members turned out for a drive ending up with lunch at Nancy's at the **Stow (MA) airport**. Airports turned out to be the theme of the day. (This modern facility has paving!)

George Huff



Stow Airport Photo by Liz Sorgi

Drive Your Porsche Day – iii Bill Sooter, Lise Merrifield and I took a drive on **DYPD** afternoon starting in the small town of Myricks, MA and took a winding tour through Newport, RI before ended up back at a small **airfield** in **Myricks**. Check out the aerial photos--the red and green specs in the middle of that first picture are Bill and Charles' cars. (More photos at our web site)

Charles Kling

These three **Typ 356 Northeast DYPD** events were included in the recent **356 Registry magazine**, plus a solo shot by our founder **Gary Resnick**.



Myricks airfield, from the air naturally. Photo by Kling

Employee Parking at Paul Russell & Co.

Alex Finigan



Rethinking commuting... Photo by Finigan

The weather forecast for October first was right-on for a change, and 16 Typ 356 members spent a fabulous day at the **Wolfeboro Classic Antique Boat and Car Show**, followed by a luncheon at the lovely new home of club members **Wendy and Roger Palm**. Our past trips faced rain or that threat – this year the driving was just great.

As advertised, this annual event was truly not to be missed.

P.S. how could an AmphiCar emerging from the lake not be the hit of a car & boat show?

Peter Crawford



Photo by Crawford

A big thanks to **Bob DiCorpo** for leading us on a painlessly wonderful drive to **Fort Adams** through the sometimes over crowded **Newport Beach** area. It was quickly rescheduled for Sunday, October 2 to replace the DYPD rain-out. The mansions and Ocean Drive... Ahwwwwwwwwwwwsome. A big turn out for the sponsoring Middletown Rotary this year for their 3rd annual car show, 200+ cars A great time!

Bill Sooter



Bayside before Newport Bridge Photo by Ralph Hadley

See the news on the October 8th **Meister Restoration event** in the Tech Session on-line section below.

On a perfect November day (the 5th), when the weather was more like early September, 20 Typ 356 cars and their owners motored to the beautiful and uncrowded shores of **Southern Connecticut** to meet up with a newly formed group of 912 owners. After an inspection of each others cars, a one hour drive through scenic back country roads, where the foliage was at a peak, they stopped at The Sage Restaurant in Chester. The group numbering 35 enjoyed a specially prepared lunch, before they broke up and headed out for more driving, many arriving home in darkness. It was a perfect day and perfect way to end the 2005 Typ 356 season. **Peter Crawford**



912 at Rocky Neck Ct. Photo by Steve Kirkup

Even the highways (90 and 395) were fun; the toll booth attendant remarked on how colorful we looked coming down the gray road and that we brightened her day. We were our own foliage display - various reds of course, smyna green, silver, white, blue, champagne yellow, gray and Larry Sorgi's coupe which a unique autumn rust like color. **Fran De Leo**

The cars were beautiful and the people even better. Thank you from the 912 guys. We hope to do this again with you in the near future.

Alex Moschos



Sage Restaurant in Chester CT Photo by Alex Moschos

One little perk of being the T356ne Honcho is you receive the very glossy (but black and white) **Porsche Club News**. It's the factory's roundup of various clubs' activities. In the October issue 7 of 25 editorial pages have 356 content. Not bad.

Of special interest is a portrait of our three intrepid cross-country traveler's soft-tops and a close up of Sid Wilde's magnetic Typ 356

Northeast event plate. Both where shot at the East Coast Holiday in Banff (reported in the NEws V7N4). Located between South African and Australian event reports - thanks **Bill, Sid and Rainer** for advancing our worldwide reputation.

Ron Swenson

Larry "Crazy Legs" Sorgi, still excited by drive to Connecticut, has offered to lead a spirited drive around the **Cape Ann** area on the 13th of November – if you believe Peter's e-mail. An off-calendar wrap for 2005.

Six of us enjoyed a wonderful Fall Drive this afternoon through the backroads of Beverly, Gloucester and Rockport. As it turned out, the drive led by Fran, was fast paced and very scenic. It was a real treat for us Southcoasters, who don't get to see that part of the state very often.

We concluded our drive by visiting a BMW dealership, that was having a Mini Cooper rally in their parking lot. (Sorry Len wasn't there to see it). We were treated to **free burgers** with all the fixin's. It was a great day!

Of course the absence of the original drive leader Larry Sorgi was noticed by all. It broke our hearts to have to take this spirited, fun drive without you!

Bob DiCorpo

Events

The **Schedule of Events** for 2006 gets formalized at our annual Planning Session – until then mark you calendar for the following:

January 8, 2006 is our eighth **Typ 356 Northeast Holiday Party**. It's getting hard to find enough space that's centrally located! The Stockyard in Allston has renovated their meeting rooms -- so we'll fit fine. This is always an enjoyable, low-key wind-up for the frantic holiday season. We'll furnish details, directions and request a headcount in late December. Membership reminds you to bring your dues renewal and save the stamp. (Dick Chiasson who does a great job at arranging this event is always open to new locations. If you have a suggestion a future venue he'd appreciate you passing it along.)

January 8th 2006 Typ 356 Northeast Holiday Party, Allston MA

January 22, 2006, **Typ 356 Northeast Planning Session** and Board meeting. All are welcome. If you can't attend, but have a suggestion for an event to consider, please send it along to Bob DiCorpo bdicorpo@typ356ne.org

Sunday January 22nd 2006 Typ 356 Northeast Planning Session

www.lalitandtoyshow.com

TYP 356 NE **Winter Weekend Break** For the past five years a growing number of TYP 356 NE members have been catching a flight west for a winter weekend hobby overload under the California sun.

www.LAAIEuro.com

The dates for 2006 are February 24-26, a month later than past years.

The weekend's main drawing card has been the Porsche and VW Toy & Literature show www.lalitandtoyshow.com at the Los Angeles Airport (LAX) Hilton. Although the **Toy & Literature show** was originally the cornerstone for the weekend, it has grown to include the **All-Euro Car show** and swap meet in Long Beach at www.LAAIEuro.com. For the TYP 356 snowbirds it has also included visits to:

- Willhoit 356 Specialists
- West Coast Classics, world class early VW restorations and a barbeque.
- The OCTO show, for a shot of the '60s VW culture alive with 100 + pre '68 buses, parts and aging flower children. This show has been re scheduled for 2006 to coincide with the Toy & Lit weekend.

Our group normally hooks up at the LAX Hilton on Friday evening as there will be pre show parts swapping and hospitality suites throughout the hotel plus a lounge overflowing with worldwide 356 enthusiasts.

The Porsche weekend winds down by mid afternoon on Sunday and many will catch the red-eye home or wait until Monday for a more relaxed end to a wall-to-wall hobby weekend.

The LAX Hilton, 5711 W. Century Blvd, has a few rooms set aside for the weekend under "The Porsche & Vintage Show". To secure a room, use their direct line 310-410-4000. If the Hilton is sold out, the Marriott next door usually has rooms.

Friday to Sunday February 24th to 26th 2006 Toy & Literature show and All-Euro Car show, Los Angeles

Contact **Bill Collins** dkf49vw@msn.com or 603-490-1360

Our third round of **T356NE Day at F1** go-karting returns to the calendar (subject to date finalization).

Sunday March 12th 2006 Typ 356 Northeast Day at F1

We have a special **Tech Session** scheduled before driving season.

It is almost time to start thinking about the **8th Annual Typ 356 Spring Tour**, scheduled for the weekend of June 2-4, 2006. Your tour committee has already logged thousands of miles visiting six venues from Martha's Vineyard to the Adirondacks, in search of our next great destination. I am happy to report that we have settled on a venue that will provide us with a fabulous destination, superb food, and scenic roadways. The location will be announced at our Winter Party on January 8th. However, I have provided a photo, of some of our cars on the front lawn, taken through the front window of the main building of our destination, as a clue. The other clue is that the venue is located in one of the only New England states that we have never visited on any previous spring tour.



Some 356's just couldn't wait to find out our 2006 Spring Tour destination Photo by Peter Crawford

I hope to see many returning club members to the Spring Tour, as it has become the best attended function of the year.

Friday to Sunday June 2nd to 4th 2006 T356NE Spring Tour

Contact **Peter S. Crawford** pcrawford@typ356ne.org

Reviews - books, sites, &c.

www.356t-shirts.com

T-shirts and foglight **brackets**, who'd a thunk.

www.Typ356NE.org

[latest News](#)

Our site's latest news **356's in Las Vegas** has Bob DiCorpo's recent photos, Ferry's own Carrera Cab.

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

[356Literature
Page.htm](#)

356-A Factory Owner's Manual now available on CD. This is the small factory "glove-box" manual, 96+ pages, complete, unedited, September 1957 Edition, English Version Manual in PDF format on standard CD for viewing with your computer.

You can print the individual pages, or the whole manual. Special Price - \$9.99 + \$3 postage. Satisfaction guaranteed, personal checks welcome.

Regards,
Charlie White

The Holidays are fast approaching and someone is always looking for a couple of presents for the guy who has everything. Here are a couple of book suggestions that I really enjoyed. I bought them both on Amazon and both were used! This means that they were priced at a substantial discount. The condition was excellent in each case.

The first book is titled **Porsche 356 Driving in its Purest Form** by Dirk-Michael Conradt. The book is 260 pages of history and pictures (lots and lots of pictures) of 356's. Most were taken by the famous Porsche photographer Julius Whitmann and many were never previously published. Anyone who has the slightest interest in 356's

will love this book. If you really like 356's, you will really, really like this book.

The second book, obtained from the same source, is titled **Vintage American Road Racing Cars 1950 – 1970** by Harold W. Pace and Mark R. Brinker. This book consists of 298 pages of pictures and descriptions of myriads of 50's to 70's race cars and interviews with the drivers and builders. They range from long lost one of specials to the famous Shelby Cobras. Many of the early "giant killers" were VW or Porsche based and almost always powered by various Porsche engines. Names and cars like Devin, Gurney, Myles, Shelby, and Hill, etc. are prominently featured. "Specials" were spectacularly successful in the fifties and are well documented with pictures and stories.

If no one wants to buy these books for you, do yourself a favor and buy either one or both for yourself. You will get a lot of entertainment from the small outlay.

Jim O'Hare

<http://hometown.aol.com/derwhite/Derwhites/356Literature/Page.htm>

Save \$2.60 over having coupe seats in your Speedster -- get the "Bench Seat (front), split back, with recliner mechanisms (\$26.20)".



Tech Session – on line

October 8th at 10:00AM, **Rainer and Jerry** opened their shop for another one of their great tech sessions to our group. Traditionally one of our best attended club events, it brought 35 club members out into the rain and no 356's to **Meister Restoration**. The trip to Barnstead, NH offered lots of Q&A, donuts, a look around the shops projects, great sausages from the grill and tech info including:

- Close your pet-cock, it needs the exercise (after opening it for every trip)
- Close your heater boxes (particularly in mouse territory)
- A loose front wheel, commonly found during a routine (or state) inspection – could be a kingpin but is likely an adjustment
- Don't rest you hand on the shift lever – the Porsche designed synchromesh which replaced the crash box was easy to see in Rainer's demonstration unit, while they were able to license it to millions of other's transmissions – they excluded the armrest feature
- Avoid homemade carburetor float bowl displacement devices (as found in a pair of Solex)



Rainer explaining when you don't need a king-pin link-pin job. Photo by Swenson

Meanwhile Rainer's personal 550 project has a wood buck shaping up, the previous bodywork is gone, the 4-cam is disassembled and inspected. Following this saga is going to be great.

The Meister Tech Session again proved why it's such a popular event. Thanks to both Jerry and Rainer.

Ron Swenson

The Board of Directors asked that I serve as the **Technical Director** for the TYP356NE club. I am responsible for scheduling interesting tech sessions, and welcome new ideas, feedback and all input. Additionally, I am thrilled to pass on some of the knowledge learned owning **seven Porsches** (1956 A Coupe, three 1964 C's, 1966 & 1967 911 Coupes and a 1988 Carrera Targa). Currently, I am restoring the 1966 911 Coupe, a practice car for restoring my 356's.

In each newsletter, I will prepare a technical article that may assist in a restoration. This newsletter's technical article is on how to remove water from compressor air.

Additionally, I will ask other club members to discuss their favorite restoration tools so all can learn from their experience. My favorite tool is the dental pick, which is versatile and described in detail later in the article.

How to keep compressor air dry:

Download from Sharpe paint sprayers:

Piping diagrams:
<http://www.sharpe1.com/dr-pipe.htm>

Sharpe Model 880A, air drying unit:

<http://www.sharpe1.com/control.htm#1>

Motorguard paper air drying element and final filter:

<http://www.spraygunworld.com/products/MotorGuard/Motorguard%20M30.htm>

Download from TP Tools, retailers of air handling equipment, blasting cabinets and auto painting supplies:

<http://www.tptools.com/statictext/airline-piping-diagram.pdf>

One of the largest gremlins for a restoration is moisture in compressed air. Moisture in compressed air **ruins paint jobs, rusts air tools'** interior parts, and may cause an **imbalance in tires**. Installing a piping system for compressed air provides drier air for projects.

Piping air into longer runs of iron pipe or copper pipe using ball valve water blow down drains and moisture removers are the options. Along the way, these techniques dry compressed air and reduce moisture caused problems.

When air is compressed, it heats up and moisture condenses into the air tank and flows out into the air lines. The key is to dry that air prior to use in an air tool, spray gun, tire chuck, or air gun.

A good garage set up is the following:

- When buying a compressor for the garage, purchase one that produces at least 14 CFM (cubic feet per minute). Check the air usage of tools and buy a compressor with a CFM more than those tools. Many compressors have a 220 volt motor for power, bigger is better! Iron cylinders are better than aluminum.
- Pipe from the compressor with a flexible, rubber line so the compressor's vibration does not tear the fitting out of the compressor or pull the pipes off the wall.
- Use iron water pipe or sweated copper pipe at least ¾ inch diameter. I prefer iron pipe because it threads together. The first run is a "T" incorporating both a vertical run from the compressor's

flexible hose to the garage ceiling and a line dropping down one foot with a ball valve for blowing out moisture. Put a one foot extension on each ball valve's lower end to get water away from the valve.

- In a 25 foot garage along the ceiling, the water pipe runs the entire length to a "U" facing down and back across the ceiling. Then, a 35 to 50 foot run of water pipe cools the air and condenses the water vapor into droplets that can be removed at a drain area. The run of water pipe should be angling slightly downhill to have the condensed water run toward the blow down ball valves.
- Once the pipe is stretched across and back in the garage at the ceiling, bring the water pipe down to an air connection preceded with a ball valve for blow down purposes.
- Initially each air connection pipe should be vertical, using a vertical "U" of water pipe and junctions so the water will not flow down into the final filters.
- At the down junction of the water pipe where the final moisture removal filters are located, place a ball valve for blow down purposes prior to the filters.
- Note: I have a water separator in the line that has an internal blow down valve. Purchase a Sears Craftsman unit or upgrade to a Sharpe 880A Air Control unit available on the Internet or at a local auto body supply store. Then use a Motorguard M30 final paper filter. The Motorguard filter material looks like a roll of toilet paper, but removes moisture and any rusty water pipe sediment from the air.

Based upon this installation of a long run of water pipe, moisture is removed from compressed air.

To spray paint, use a final, disposable filter before the spray gun.

Blow moisture with an air gun from bare metal in addition to using a towel to wipe it off. This prevents flash rust on steel.

Daily maintenance: before beginning each day, blow down the compressor at the bottom, ball valves, and the air separator valve too. Keep the air hose off the floor as concrete conducts cold and moisture collects in the air hoses. Use 3/8 inch rubber hoses that are 25 feet long for air tools. Oil DA's, grinders, and air drills daily.

See the column at left for additional Internet sources:

Tom's Favorite Restoration Tool:

The **Dental Pick** is my favorite tool. The dental hygienist uses this tool to scrape teeth causing white knuckles in the dentist's chair every six months.

The uses of dental picks are endless. I used paint remover on my 1966 coupe to clean without marring the surface of the steel that was not rusted through. Dental picks (approximately fifteen of them) allowed me to carefully scrape off the paint remover and loosened paint. This part of the project took two years! I won't do this again! Picks can retrieve small parts that have dropped into impossible places to reach, and clean crevasses in your engine that are full of dried oil that Brake Kleen cannot reach or Q-Tips are not strong enough to pull out. As a last resort, they can be used to perform dental work at home.

Just ask the dentist the next time for some spare, used dental picks.
They come in handy!

In the next newsletter, another member's favorite restoration tool will be discussed.

Tom Gentz tgentz@typ356ne.org

Two **recommended painters**, both highly recommended by Alex Finigan responding to non-member inquiry:

1. Julian Miller @ Sublime Restoration, 978-948-8510
 2. Carl Brown @ CB Restoration, 978-465-2277
-

From time to time we include an interesting thread from **356talk**:

Message-ID: <4353C1AA.1060701@earthlink.net>
Date: Mon, 17 Oct 2005 11:22:18 -0400
From: Marc Woontner <marcow@earthlink.net>
To: 356talk@356registry.org
Subject: [356Talk] Dyno tuning results, A true story
Content-Transfer-Encoding: 7bit

Just note to tell the list that I always felt that my 57 normal was toooooooo slow.

The normal motor which was rebuilt by Stoddard in 89 was installed after a total ground up restoration of the Cab was completed in the mid 90's. The car lived as a "Trailer Queen" for the last 9 years. Tired of the show circuit I wanted to make the car a "DRIVER". The motor always seemed weak but how much power do you need to climb a 2 foot high trailer ramp.. At the SVRA races in Watkins Glen the car worked hard to get up the hill from downtown to the track, something had to be done.

I had Precision rebuild the "Stoddard carbs" **carbs** and this helped the transition from idle circuit to main circuit as the original set up may have "gunked up" during the "Concours" years. I bought an "**ignitor**" from Al Zim and this also seemed to help but in total, NOT MUCH DIFFERENCE. The interesting part came at the dyno. This is the meat of the story. Read on... I highly recommend this to all of you that can afford the time and money.

After setting up a 997 and for the last race at VIR and a 996 RSR for ALMS in Atlanta, we put the 57 Cab on the **Dyno**. Here are the results in a nutshell, short and sweet.

Initial reading....**28 HP** at the rear wheels. Then we set the **timing** by the dyno rather than the dwell meter so that full advance was accomplished. Second reading....**41 HP** at the rear wheels. Reset all the **throttle linkage**, especially the one by the accelerator **51.9 HP** at the rear wheels. Result.... A totally different car.

Marc Woontner

You must have a VW .009 distributor in there. Mike Robbins

Members

That time is upon us again to start "Paying the Piper" for the numerous activities offered to us as members of the Typ356NE. As the price of oil, gasoline, homes and just about everything else increase, the 2006 club dues will remain the same at \$30.00 for the entire year. I for one think that's an incredible bargain for the great newsletter put out by Ron Swenson and a year filled with varied club activities geared to satisfy the diverse tastes of all members.

At our annual planning meeting in January, ALL CLUB MEMBERS are invited to attend and contribute their input regarding new and old activities for 2006. We urge everyone to attend. It's the intent of the club's board to introduce different events each year and to get more members involved with what we choose to do as a group and with getting more members to attend activities.

If you choose to pay your 2006 dues before January 1st, 2006, you may send your check (made out to: TYP356NE) to : Bob DiCorpo, 2078 Highland Ave, Fall River, MA 02720.

We certainly hope to have all of our 125 members back again for another great year!

Bob DiCorpo bdicorpo@typ356ne.org

It's great to see members continuing to join, from all over Typ 356 Northeast's range. That means some of them are near you. Members (only) can access phone and e-mail information from our website and drop them a welcoming message.

Ron Swenson

New Members:

Michael Oliver -- Mashpee Massachusetts, 1964 356C Coupe
Karl Klare -- Dover, New Hampshire, 1963, 356 B, Coupe
Steve Gilbert -- Wayland, Massachusetts, 1986 Porsche Turbo
Richard Westlake -- Tiverton, Rhode Island, 1963, 356 B, S90 coupe
Jack Grant -- Seekonk, Massachusetts, 1964, 356 SC, Coupe
Steve Kirkup -- North Stonington, Connecticut, 1968, 912
Bill Newman -- Newfield, New Hampshire, 1960, 356 B, Coupe
John Schiavone -- Guilford, Connecticut, 1967, 911, Coupe, 1969, 912, Coupe
Peter Martinson -- Leicester, Massachusetts, 1965, 356C Coupe
Thomas Cauty -- Kingston, Massachusetts, 1955, 356, Continental Coupe

For Sale / Wanted

Wanted: Speedster low bow convertible **top frame.** Bob DiCorpo
bdicorpo@typ356ne.org v7n5

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 We just (Sep.) got in a **65 356C coupe**, Champagne/Black, Ca. car with original floors, longitudinals, battery box, etc., great gaps, and no accidents. All matching numbers, seats done over in leather, otherwise exc. original. Chrome wheels, luggage rack, Blaupunkt. Engine recently rebuilt with Webers. The downside is that the car has been spotted in, and the color on the hood, and doors are a little off. It will go on the website today for \$30k, and I need \$27k. It's got 50k miles on the chassis. Alex Finigan v7n5

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

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

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

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

Sponsors

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[phone / fax](tel:603.776.3561)

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

ggn356@comcast.net

[617.333.0275](tel:617.333.0275)

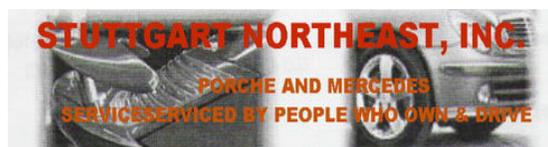
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