

Typ 356 Northeast News

The newsletter of Typ 356 Northeast vintage Porsche® club

Volume 8 Number 2 - May 2006



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Presidents message Already it's May and four months have passed since my term began as Typ356ne club president. I do have to reiterate that, having a group of people on our board as hard working as we have, and a great group of members, makes my job as president so much easier than I expected.

Since January we have had a number of wonderful events that were planned and carried out by various club members. Beginning with the F-1 racing event in Braintree, organized by George Huff and attended by twenty four people, there has been lots of fun and variety in our activities offered. Thank you George for your outstanding efforts

The KAM Motor Sports session held on March 25th is still being talked about by those who attended. Club secretary Larry Bingaman arranged an outstanding presentation led by the well known four cam motor expert Gerry McCarthy. Gerry was joined in his presentation by Jeff Adams, chief four cam mechanic at KAM. Gene Antico, the new owner of KAM has invited our club back for another activity later this season. A big thank you to Larry for linking us up with the people at KAM and for his work as club secretary.

Saturday April 8th took a large number of us out to Bentley Publishing in Cambridge to see what an actual PPI (pre purchase inspection) on a 356 is all about. Club member and tech chairman Tom Gentz planned all aspects of this activity, which brought Alex Finigan, Tim Rodgers and his 356, Domenic Falconeiri's car trailer and Bentley Publishing, all together. This was the second event offered to club members by Tom. On Saturday February 18th, Tom had an incredible tech session at his home in Charleston, RI demonstrating gold cad plating and powder coating to attendees. Hands on was actually the name of the game at that session and lots of members took advantage plating and powder coating a number of their own 356 parts. Great work Tom! Special thanks to Maurice Iglesias of Bentley Publishing too for their hospitality.

April 22nd took some of our members and co-members down to Hershey, PA for the annual PCA all Porsche Swap Meet, this year featuring the 356. Although not officially a Typ356ne event, it did bring a bunch of us together for a lunch and a quite unique shopping experience.

As this message is being written, I look ahead to the May 7th Swap Meet the Typ356ne will be having at vice president Bill Collin's home in Windham, NH. Bill has been generous in volunteering his garage and yard for the swap meet. If you've never been to Bill's garage before, it's worth the trip to see Bill's outstanding collection of vintage VW's. On a personal note, I couldn't ask for a more supportive and harder working vice president than Bill.



The Prez at KAM

Don't forget our "Shake Down Drive" organized and led by our own "Tricky Dick" Chiasson to CT on May 21st. Let's all be sure that our cars are ready and tuned up for the Spring Tour to Ocean's Edge Resort on Cape Cod, Friday June 2nd. (Thanks Tourmeister!)

Thanks to all who have participated in our club events to date. There's plenty more coming this year. Keep your eye on our "Schedule of Events".

Last, but certainly not least, thanks to Ron Swenson who continues to put together and distribute this electronic newsletter. Ron makes all our jobs easier.

KTF Bob

At the February board meeting, the topic of the Typ356ne developing its own "356 Talk Page" or a "**356 Chat Page**" was brought up. This was due to a request by a few members for this type of a club service.

After a great deal of discussion on a "Chat Area", the board decided that this type of area would need constant monitoring and voted it down. The Talk Page, although everyone felt it a good idea, already exists as 356Talk through the 356 Registry. This talk line is subscribed to by many of the national 356 experts. Any 356 related questions can easily be answered there.

Since we felt no need to re-invent the wheel, it was decided not to develop our own Talk Page, but rather to refer our members who are not familiar with 356Talk, to this very informative Registry service. Go to the 356Registry website and click on "**Join 356 Talk**." You need not be a member of the national group. Next you must choose how to receive emails, either "As they are written" or in "Digest Form". Some days you may receive 80 emails or so. If you only choose to use this service to have your questions answered and are not interested in these mailings of others, you should opt for "Digest Form". This will make the others easier to delete.

Our club mail through "Members @" will still be available to everyone. The National 356 resource, since it reaches more people, may work out better for those who need ongoing help for their questions.

Bob DiCorpo

Gold cadmium **plating** and black **powder coatings** were the topic of our first 2006 following the planning session. Saturday, February 18, 2006 found 11 members at **Tom Gentz's** house in Charlestown, Rhode Island.

The Tech Session On-line section has an expanded report on the technical specifics.

The session had time for numerous members to bring their own parts from air cleaners to generator pulley halves and carb linkage for plating and powder coating! Tom had **members hard at work** prepping and finishing after some detailed instructions. Hemmings even sent a reporter to cover the event (see reviews).

The lunch break of clam chowder, lobster rolls and sausage sandwiches also gave us a chance to visit Tom's **inventory of project cars**: two practice 911's are backed up by three C coupes plus an A coupe.

We appreciate Tom's hospitality and for generously sharing his skills.

Ron Swenson

February 24th to 26th 2006 **Toy & Literature show** – The Typ 356 NE California Winter Break

Kick back and imagine mid 70s to lower 80s with plenty of sun and gentle Pacific breezes late in February. Yes, the 356 snowbirds headed west again for the annual Porsche & VW Toy and Literature Show and Bob Campbell's All Euro show. This year three couples plus nine solos caught west coast flights for a weekend hobby immersion with hundreds of other enthusiasts from around the globe.

It was a bit after 4:30 AM when Rainer Cooney pulled into my driveway. We headed for Jim Hannum's house and then Logan for our flight to Los Angeles. Jim was dubious about the weekend as he knew he needed nothing for his recently completed Super 90 Coupe. He was just going for a winter hobby break with the guys.

Our group hooked up at the LAX Sheraton midday on Friday after renting a pair of Mini Vans (plus Jim O'Hare's son's massive Chevy pick up for the weekend). First on our agenda was an open house at **Wilhoit Restoration**. In and around this shop it was easy to see how a total 356 restoration can suck up a tubful of money. The quality of their work is exceptional and the number of cars awaiting restoration boggles the mind. By mid afternoon we headed for Los Alimitos for open houses at **GTwerk** and **Ansite Inc.** This turned out to be a fascinating cluster of four Porsche (356 & 911) related shops. Robert Kamm of GTwerk reproduces GT and other early Porsche parts while Jim Ansite is in the process of restoring a 550 Spyder. Jim and Rainer spent a good two hours comparing the similarities and differences of the California Spyder and Rainer's own in Alton, NH. As the shops closed for the weekend, Bob Kamm pointed us toward Wally's Wharf, an excellent seafood restaurant one block from the surf in Seal Beach. Our evening meal lasted a bit longer than our fellow diners might have wished, but the decimation of Dungeness Crabs, Halibut, Alaskan King



Part of the Gentz project car inventory
Photo by Swenson

Salmon plus a tad of wine and tequila was complete.

A wrinkle of the Saturday **Toy & Literature show** has always been: Pay \$25 entry as the vendors are setting up, or wait until 9:30 and pay \$5. I don't believe any of our gang held out for the \$5 fee. Two rooms of the LAX convention center were set up with 220 tables of Porsche (80%) and VW (20%) clean parts, accessories and literature. The feeding frenzy was in full force by 7:31 AM. By noon we had regrouped to head for the **Petersen Auto Museum** on Wilshire Boulevard in Los Angeles. But first, we made a cross-city beeline for Pinks World Famous Hot Dogs. After 45 minutes in line we were able to order and eat outdoors under umbrellas from what has to be the busiest hot dog stand in the world. My slightly less harmful chili hamburger wasn't bad. The current Petersen exhibit is "Hot Rods and Rock & Roll". I never knew as many Rockers also collected Hot Rods during the '50s and '60s. Included in a number of the exhibits, were the original guitars and amplifiers as the artists' gold and platinum recordings provided an audible backdrop for the displays.

By late afternoon we headed for the hotel to regroup for the evening. Our consensus called for Mexican food and the hotel Maitre D came through. 11 of us took over a very long table book-ended by a massive fish tank holding a 3 pound goldfish that appeared romantically attracted to Erling. And the pitchers of Margaritas arrived with regularity. T'was a very long dinner punctuated with belly laughs and good friendship. Exiting the restaurant lot, one car went north and the other south. I'm told that Sid finally turned on "Gertrude" (his GPS) for a more direct route back to the hotel.

Five thirty AM can hit pretty early and it did! Both vans were idling under the Portico as we piled in heading for the OCTO show (about 200 pre 1968 VW buses and transporters). It sounds strange, yet this show has become a favorite with the TYP 356 NE gang over the past three years. If you're looking for Porsche parts at ridiculously low prices **OCTO** is the spot... very early on Sunday morning. Want a complete set of front "A" brakes with plenty of meat left on the drums? \$ 100. How about a complete set, front and rear, for a "B" at \$225? Tom Gentz had scoured the Toy and Literature show for a set of 6 velocity stacks for his early 911. No luck. OCTO provided a perfect set for \$20. It seems that a number of the early bus owners stashed early Porsche parts years ago and now don't know what they have. Fun!

Next, **Bob Campbell's All Euro Show 2006** was the second year for this show, intended to fill the void left by the Dunkel brothers show. Bob is working at putting together a good replacement and it has grown from last year. Not too many rare parts for sale, but a great display of owners' cars. A few were for sale. My favorite was a well restored '54 Pre A coupe at \$55,000. It stayed in California.

Leaving the All Euro show, a van full of us made tracks for Venice Beach to fulfill a lifelong dream for Bob DiCorpo. Bob had read about but never been to Muscle Beach. It is a very California experience, outlandish including an incredibly odd collection of hangers on. I've now been-there-done-that!

Sunday evening we caught a meal at the Marriott next door and headed for the room to pack. My roommate Rainer had really scored and our room had turned into "cardboard city". He needed to create

boxes from local furniture store cardboard for his newly acquired Spyder top plus two 16" alloy/steel Spyder rims.

And Jim? He aided significantly in the greening of southern California with Yankee dollars for his Super 90. They're never completely finished.

I can't recall much of the flight home...it was time to catch up on some sleep. Are we going back in 2007? Count on it!

Bill Collins

Our third round of **T356NE Day at F1** go-karting was another success although the Podium seemed to have some Michael Schumacher effect as evidenced by our three-time first place driver. The others on the podium were new faces so there's hope for the rest of us.

1st Place.....**Eric Nichols**
2nd Place....Mike Milewski
3rd Place.....Tom Gentz

No one walked away in need of more track time.

Thanks to **George Huff** for organizing the event this year!

www.kammotors.com

Typ 356 Northeast secretary, **Larry Bingaman** organized something we'd hoped to do for a few years. It was our first Tech Session at **KAM motorsports** in Waterbury, Connecticut.

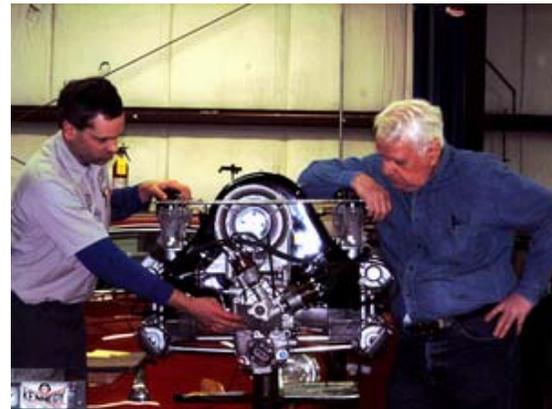
A group of over 35 attended including several Connecticut 356 SCR and Connecticut Valley PCA acquaintances and our hosts KAM staff.

Gene Antico welcomed us to their relocated shop. Their new facility features a separate machine shop, engine assembly area and a generous auto work area. Their range of service includes chassis modifications, mechanical work, transmission repair and pushrod & 4-Cam engine overhaul & modifications. Audi and VW work is a part of their service repertoire as well as Porsche (before and after 1965). Saturday March 25th the shop was stocked with 356s and a pair of RS60 Spyderys.

Gerry McCarthy melded a history of Porsche with personal reminiscences that span 50 years, work that included street and racing vehicles. He reminded us of Porsche' (then only a design group) exposure to the Cisitalia, the post-war Italian sports car built around Fiat production car bits. Like the earlier Porsche study #60, the precedent reinforced what a credible idea the upcoming study Typ 356 would be.

Porsche (by then an auto manufacturer) started Design Typ 547 (the race motor) before the 550 race car.

Design study #114, a 1939 project for a mid-engined sports car – proposed a V-10 with dual overhead cams – driven by shafts as the Carrera motors would be 13 years later. It was pictured in News v7n3.



Jeff Adams and the 4-Cam sage Gerry McCarthy with a 2-liter motor used in their Carrera historical tour.



Gerry and Jeff's discussion was illustrated by

Gerry's decades of experience put him in the front row to interact with some of the most noteworthy Porsche vehicles and personalities. His advice – drive your Porsche.

Jeff Adams has served as KAM's primary mechanic to rebuild 4 cam engines for the past four plus years. As McCarthy's protégé in the 4-Cam repair, Jeff explained nuances of the evolution of the engine. A blend of photos and parts offered an enhanced understanding of the engine's evolution from prototype to developing race engine to a production entity. Jeff covered the engine carburetor by carburetor. So were distributor strategies to improve the spark and fit into ten years worth of race cars and the 356. Even the 4-Cam cognoscenti picked up new information and everyone got a sense of the innovation at Porsche.

Though these engines are now 40 to 50+ years old, their restoration, maintenance and use continues to evolve - whether it be progress in the ignition (Capacitive Discharge and Crank-fire) or fine tuning the shape of the hemi pistons. Even tools advance, like computerized dynamometer technology that promptly and repeat-ably pinpoints successful adjustments.

Nearly four hours of information, shop tour and visiting made for a great day. Don't forget the "big" sandwich.

Ron Swenson

Bentley Publishers was the host for our **Pre-Purchase Inspection** tech session, (reported in Tech Session – on line) and generously provided breakfast of coffee, donuts and bagels, then pizza for lunch. In addition to a raft of Bentley's publications for browsing and buying, the introduced an emerging concept "**eBahn Subscriptions**" internet based repair manuals. See the report in Reviews - books, sites, &c.

Hershey certainly was a soggy affair, but perhaps worth it after all. I scored a very nice T5 steering wheel core – great spokes, mediocre plastic – for use as a future wood wheel, a genuine T5 owner's manual, a genuine washer bag, and a very nice teardrop bezel to replace a dented one on my car. The weather was terrible – I didn't warm up until halfway home. Anyone who has been to Hershey in the past, though, is used to the weather. I will be going again next year!

Mark Reich

Anyway, the day dawned with a steady shower, which turned into a cold, steady, wind-swept rain by late a.m. what's Hershey without rain, anyway? I believe the weather conditions served to keep all but the diehards away, along with (unfortunately) a good number of the vendors. I didn't count, but I'd guess there were 130 vendors present Saturday – probably 30 or 40 less than usual.

As for the offerings this year, there was mostly 911/944 stuff, with 924 and 928 mixed in, and a little 914. and maybe 20% 356.... my best scores was a **new 356 sport muffler** for \$100 coming off Stoddard's

truck, with my regret being I didn't grab the other 4...

Rick Veneski

www.356westcoastholiday.com
m

Miles Christensen sent the club a personal invitation to this year's **West Coast Holiday**, for which he's the chairman.

Taking place in Colorado and traveling from **Snowmass** (near Aspen) to **Steamboat Springs** it comprises five days activities on September 5-10.

The accompanying registration form and Schedule of Events promise a great time. See what they've planned by dropping by their website.

Events

Events are brought to you by

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Bring: Any 356 related parts accessories or literature....or just come for morning of 356 tales with your friends at The Second TYP 356 NE Parts Swap Meet. This will be held indoors with coffee and munchies.

In: **German Toy Barn**, 10 Hardwood Road Windham, NH
603-425-6129 (home) 603-490-1360 (cell)

Sunday May 7th 2006 9:AM- Noon T356NE Swap Meet
Contact : **Bill Collins** bcollins@typ356ne.org

www.oceanedge.com
m

The finishing touches have all been put on this year's 8th Annual Spring Tour to **The Ocean Edge Resort** on Cape Cod. In just about a month, over 40 members along with their co pilots, and 356's will be heading south for a weekend of great country driving, lots of gourmet food, and maybe even an adult beverage or two.

The people at Ocean Edge are truly excited to welcome us and will roll out the red carpet when we arrive with an outdoor **rolling check-in** right from our cars.

On Friday night, under the stars, our group will dine on 1 1/2 pound local lobsters, along with a traditional Cape Cod Shore Dinner. On Saturday night, we will be served a gourmet four course meal featuring crab cakes, Caesar salad, grilled filet of beef, and tiger shrimp with crabmeat stuffing.

Our tour route on Friday leads us through the picturesque towns along the South Shore, with a lunch stop at The Aqua Grille on the Cape Cod Canal, and a fabulous drive down historic Route 6 A.

On Saturday, we head down to Provincetown and a specially catered luncheon at Napi's.



The Ocean Edge Resort Photo by Peter Crawford

In addition to your tour committee, **Bill Collins, Dick Chiasson, Len Cannizzaro**, and myself, I want to say a special thank you to **Jim O'Hare**, who designed our Friday drive, and **Chip Bechtold** who is responsible for our on-Cape driving routes. Unfortunately, both of them have family commitments that conflict with our tour weekend forcing them to miss the festivities. But I think their dedication to our club and especially the annual spring tour is what makes this weekend the premiere club event year after year.

It is not too late to register for the tour June 2-4.

The direct line to the reservation people at Ocean Edge is 1-800-343-6074. The available rooms are in the golf condos. However, the hotel will be releasing any unsold rooms in the main building the first week in May that had been blocked by another group. If there are rooms available, I will send an email to all members alerting you to the new availabilities.

If you want to join us for dinner either night, but not stay at Ocean Edge, the meals are \$75 per person, plus registration fee of \$25 per person payable to the club in advance. You must email me at "pcrawford356@yahoo.com" before May 15 in order to join us. Each year we try to do better and better for the tour participants, and 2006 should be fabulous, so join us.

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

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

Upcoming Events

- | | |
|-----------------|---|
| May 7, 2006 | T356NE Club Swap Meet, Windham, NH |
| May 21, 2006 | T356NE Shake Down drive, Pomfret, CT |
| June 2-4, 2006 | T356NE Spring Tour, Cape Cod |
| June 11, 2006 | PCA - All Porsche Show- Inskip Motors, RI |
| June 18, 2006 | MoT German Car Day |
| July 9, 2006 | BSAAC Endicott Car Show, Dedham, MA |
| July 16, 2006 | T356NE @ Tanglewood |
| July 23, 2006 | T356NE Picnic vi |
| August 6, 2006 | T356NE Founders Day |
| Aug 17-20, 2006 | Registry East Coast Holiday, Mystic, CT ??? |
| Sep 8-10, 2006 | Watkins Glen - Zippo US Vintage GP |
| Sep 16, 2006 | T356NE Tech Session - Meister Restoration |

Check the Schedule of Events at www.typ356ne.org for updates.



Spring Tour Planning committee Photo by Peter Crawford

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All Other Inquiries 1.207.698.1000

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- Some rebuilds may have minor "dings" in the black cover which will not affect the units operation

September 8th to 10th 2006 will see the **Second Annual Typ 356 Northeast Fall Tour**. This year's event follows the '05 Quebec Tour and replaces the Labor Day Lime Rock races on our calendar. (Well we may day-trip to Lime Rock too.)

The Vintage **Race Weekend at Watkins Glen** pricing follows -- first price is for advanced purchase. I have begun to look at various motels. Let me know if any of you are interested in potentially attending, as Porsche is this year's featured marque.

Advance Discount (Ends **April 30**) / Regular Price.

- Regular Price Glen Club (Must be 21) \$225.00 / \$225.00
- 3-Day General Admission \$33.00 / \$45.00
- Sunday General Admission \$25.00 / \$30.00
- Children Aged 6 – 12 \$5.00 / \$5.00
- Children Aged 5 and under Free / Free
- Antique Auto Show \$50.00 / \$65.00 (Includes One (1) 3-Day Admission Ticket, One (1) Vehicle entry in Auto Show, Parade Lap on Saturday, and a Special Gift) (Car must be at least 25 years old. Limited to first 400 Entries.)
- General Weekend Camping (No hook-ups) \$40.00 / \$50.00
- Reserved Pit Road Camping \$125.00 / \$125.00

Friday to Sunday September 8th to 10th Tour to Watkins Glen -
Zippo US Vintage GP

Contact Peter Crawford pcrawford@typ356ne.org

Reviews - books, sites, &c.

Can you remember your 40th birthday?

The last new 356 rolled off the line in **March 1966** reminds **Rick Veneski**. Rick notes "you've probably seen the picture of the last 356, a white cabriolet with a bouquet of flowers on its front lid. Check out that picture carefully – it has the dual interior mirror assembly that only polizei cars had. Makes me think that that cab is one of the 10 1966 Dutch specials." The post-production batch of 10 Dutch Polizei cabriolets can hardly be anything the factory planned. One might suppose they found themselves with a bunch of cab body shells or pieces to make shells and an order that didn't come through the dealer network...

That segues into another "era-passing" statistic. Car and Driver of March '06 reports that "the **last air-cooled Volkswagen** rolled down the Sao Paulo, Brazil" microbus line – it must have been about January to make their press deadline.

Looking both, back and forward, Excellence, March '06 (and every other car, news and business magazine) reported about Porsche's investment in 20% of **VW's stock** – the maximum allowed by regulations. **Karl Ludvigsen** notes the historical relationship, VW "was managed during the war by Ferdinand Porsche and Anton Piech. For 25 years afterward, Porsche acted as **VW's engineering office.**"

I suppose Porsche AG and Porsche Holdings must be feeling good about the P-car's future to choose this expenditure. Volkswagen Group's marques include VW, Audi, Lamborghini and Bentley - oops don't forget Bugatti. I've never seen it in print, but it's hard to believe a dynasty of Audis, then Bentley, leaped into the Le Mans' winner circles without the brilliant (and otherwise under-employed) sports racing engineering experience at/from Porsche.

Ron Swenson

Porsche Club News, the factory club support outlet reports that there is a total membership of 115,000 in Porsche Marque clubs in 60 nations around the world. Typ 356 Northeast is one of 550 such clubs.

Jim Stein alerted us to the April 2006 issue of **Hemmings' Sports & Exotic Car** and its many Porsche articles especially a six-page feature on **Bob and Fran DiCorpo's Speedster** restoration. The subtitle – Classic Speed and Style from around the Globe - wraps up their mission, about 90%+ vintage and a few "coming attractions".

A few issues were spread around at Tom Gentz' tech session, an S&EC photographer dropped by to see what Typ 356 Northeast gets up to in the off-season. Tom's event is written up in this NEws.

S&EC is only on its 8th issue and that means they're not obliged to skip all the popular cars (like 356's) that competitors have addressed long ago.

They also cover the Barrett auction, marveling at the **\$135,000 cabriolet**.



Is Judy Hendrickson's cab Typ356ne's closest relation to the '66 cop cabs? Photo by Swenson



The now world-renown DiCorpo speedster at German Car Day '05 Photo by Swenson

But any 356 fan would gravitate to the Speedster article. The longevity of Fran and Bob's association with the car adds to the charm of the tale. Famous words by bodyman **David Belanger** include "It didn't look all that bad, but typical of some of these older vehicles, once you start taking off the paint and the plastic work that people have done, underneath it all, it's a **horrible mess**". That sounds like a good subtitle for S&EC or maybe the NEws.

Engine and transmission work by member **Rainer Cooney** receives mention. He extols the virtues as doing the work the way the factory did it – oft repeated at Meister tech sessions. Interior work was done by Columbia Auto Seat Covers of Lawrence Mass. It all makes a great story, enhanced for many of us by personal interaction.

Fran and Bob have created a gem from her dad's 1963 acquisition, and in the process a story well worth telling.

Ron Swenson

In the May issue of Hemmings magazine **Sports and Exotic Car**, there are two great articles that include Typ356NE club members. The first article is all about **Rainer Cooney, Jerry Dascoli and Meister Restoration**. It's an excellent article and a tribute to their work at Meister.

The other article was photographed by Hemming's Asst. Editor Dave Lachance at **Tom Gentz'** club tech session on "Gold Cad Plating". The article again mentions the Typ356NE and is quite informative for the do-it-yourselfers in the group thanks to Tom.

Congrats to Meister (Rainer and Jerry) and Tom!

Bob DiCorpo

Our members might like to know **Alex Finigan** is featured in an article "Ultimate Status" in the April, 2006 **Hemmings** Page 76. The article focuses on the historic Rudge wheel, with its unmistakable, two-finned spinner. (Alex believes Mercedes-Benz was producing them, both for itself and Porsche- and for BMW).

Alex concludes that "sometimes it's better to look good than feel good." Who am I to argue with the master?

The club certainly thanks Alex for the (highly enjoyable) tours of the Essex operations.

He's an incredible asset for the Club.

Peter French

Bentley Publishers in addition to hosting our Pre-Purchase Inspection tech session offers a wide range of products -- shop manuals for many cars included. They're the source of Volkswagen and Audi **Factory**

Manuals. In years gone by I've consulted and followed the directions included. With the arrival of my **S6** though, **I balked**, it wasn't the price; more to the point was the unlikelihood that my probing the innards would have a positive effect. But I often wonder...

At our tech session **Janet Barnes** of Bentley turned on the drop light for me and perhaps some other challenged folks. She notes "I wanted to send you some information about our **service information subscription product**. We cover most Volkswagen and Audi products, and are in the process of building our electronic offerings for BMW as well. Seems like many of your newsletter subscribers might find this product useful."

I tested their subscription to all Volkswagen repair information. Janet described the process:

"To get started, simply go to www.bentleypublishers.com and click on "**eBahn Subscriptions**" at the very top of the screen (inside the blue band). In order to use the subscriptions, you set up a profile in our Member Center (at least e-mail address and name). "Don't worry, we never share customer information!"

"Just a tip or two as you start poking around the Volkswagen eBahn subscription. You can just keep clicking in the table of contents until you get to a screen that contains actual content. (We give everyone access to the TOCs before they pony up for a subscription). When it asks if you already have a subscription or wish to purchase one, hit the Login link. It will ask for your e-mail address. It will then send you to the Member Center, where you can do all kinds of things. I will recommend that you check out the wiring diagrams. They are pretty cool. As you look at a diagram, you'll see little blue cameras. When you click on one of those it will show you the component location. Let me know if you have any questions or problems.

"One more tip: If you need technical support for your subscription, just click on the "Technical Support" link at the bottom of the eBahn home page, or click the "Contact Us" link at the bottom of every screen within the eBahn product. We have a great team of technical support reps who will respond to your query usually within the same business day."

On my trial subscription I went to see what I could find out about a Passat 4-Motion Wagon. It was there. Each vehicle has a dozen categories – as you'd expect the "repair manuals" expands with a click in chapter heading, another click and subchapters display. There I was at exploded diagrams of the 6 speed transmission used in the all-wheel drive vehicles.

The subscription fee gives you access to multiple manuals -- probably ten are required to cover the various models for the years covered.

I recommend you poke around the site and the Table of Contents. While I doubt I'll be swapping the CPU or doing transmission repair on the S6, getting insight into the maintenance and projects is a valuable asset. You might decide and manual is something you need. Or maybe a eBahn Subscription, **it won't take shelf space**, and the cost to have use of this information for a limited time is less than a manual was decades ago!

Powder Coating and Gold Cad Plating at my home. The attendees seemed to enjoy the hands on session. Powder coating costs little after you purchase or relocate a used ELECTRIC kitchen, but the results are rewarding. Below, I discuss the entire process. If you have any questions, contact me.

356 Registry nor the author are responsible for any issues that occur from this process. Use your manuals and common sense to perform this process. You are dealing with your life and those of the persons with whom you share the road.

Safety Equipment:

Gloves - - hot surfaces
Dust mask

Equipment:

- Powder coating gun:
Now, I use a Sears Powder Coating Gun, Sears cost: \$189.99.

Caswell has an air powered powder coat gun, cost \$99.00.

Eastwood has an air powered "hot coat" gun, cost \$99.00.

Harbor Freight also carries a gun, which looks to be similar to Caswells at a cost of \$69.99.

The reason that I have purchased an electric fan, versus an air compressor powered gun is the gun trigger on my Caswell stuck open and the powder coat continued to spray. Also, the cup glued to the gun broke loose, so that let out the pressure and didn't help. The pressure has to be so low (i.e. 10 psi at the gun) that an electric gun seemed to be the hot setup.

- Powder coat colors:

I use Caswell for all my powder coat colors. So far, I have purchased Black, Gold and Clear. I have most of my experience with the Black. Caswell has over 100 colors on their site.

1 lb. \$11.95
2 lbs. \$19.95
5 lbs. \$39.95
10 lbs \$ 75.00

Eastwood also has powder coat:

8 oz. \$8.99
2 lbs. \$25.99
5 lbs. \$48.99
10 lbs. \$94.99

I would start with 5 lbs of black powder.

- Oven: I use an old electric (Note: must be electric, never gas) oven to cure the powder coat. Do not use the oven for food cooking after you have used it for powder coating. The temperature must be able to reach 400 degrees F.
- Toaster oven: for small parts, a toaster oven can be used to powder coat items.
- Temperature gauge: I have an oven temp gauge. Cost ~\$5.00
Note, I have the oven temp gauge, because I don't trust the oven's internal temp sender.

Process:

http://www.sears.com/sr/javasr/product.do?BV_UseBVCookie=Yes&vertical=TOOL&pid=00917288000&subcat=Power+Painting+%26+Accessories

http://www.caswellplating.com/powder/powder_coat.htm

<http://www.eastwoodco.com/jump.jsp?itemID=412&itemType=PRODUCT&path=1%2C2%2C458%2C459%2C460&KickerID=68&KICKER>

<http://www.harborfreight.com/cpi/ctaf/displayitem.taf?Itemnumber=42802>

http://www.caswellplating.com/powder/powder_colors.html

There is a brief video from Eastwood on the powder coating process:

http://www.eastwoodco.com/videoplayer/video_player_flash.html

- Cleaning: Similar to Caswell's plating process writing, I use either a fine 6 inch wire wheel on a bench grinder, or bead blasting to remove old paint, rust and obtain the type of finish that I desire.

Caswell has an iron phosphate cleaning solution that I use to clean the part prior to powder coating. Heat the part in your toaster or oven and also heat the solution to 170 degrees F. Dip the part for two to five minutes and blow dry with your compressor. Eastwood's video shows a spray on cleaner, similar to a pre-auto paint degreaser. You could also use a mixture of 50/50 water and alcohol to clean your parts. Do not handle the part with your bare hands, as the powder may not stick as well. Wear gloves after cleaning the part.

- Preheat your oven to 400 degrees F.
- If you have any threaded studs or tapped threaded holes, use either special fiberglass tape or silicone plugs to not allow the powder coat to get into areas that will become coated. Both the fiberglass tape and silicone plugs handle the high temperatures.
- Spray on the powder coat, assuring that the ground wire is connected to the part or a copper wire supporting the part. Similar to plating, you need an electrical "loop" to "draw" the powder coat onto your part. Since the gun is electrically charged, ground out the tip to remove the charge. Keep the gun about 18 to 24 inches away from the part and "loop" the tip to get the best dispersion of the powder. Stop just after the part is covered. Too much powder and you'll get runs or orange peel.
- Place the part into the oven and let bake at 400 degrees F for 20 minutes after the powder coat has begun to flow out. Preheat the oven to your 400 degrees F. At the end of the 20 minutes, turn off the oven, and crack the door. Don't just pull the part out of the oven all together, it will shock the powder coating process too much.
- Let the parts cool down in the oven prior to removing.

The powder coating powder is plastic. So don't get it wet. However, it is easy to move to a new color, just remove the remaining powder and blow off the rest of the plastic. Blow out the gun too. Pour in the new color.

Tom Gentz, Technical Director

The Typ 356 Northeast session on "How to do a PPI" (Pre-Purchase Inspection) presented by **Alex Finigan** on April 8, 2006 was a well attended and hands-on session. The patient, **Tim Rodgers** red 356 coupe, was deemed a driver by Alex.

www.typ356ne.org

For buyer's it was an event not to be missed, but if you did, see Tom Gentz' detailed write-up on our website. Tom adds: "For those of you who missed the great PPI that Alex did Tim's coupe, I have found a



Mainely Custom by Design, Inc. is dedicated to producing quality Porsche specialty products at reasonable prices. Our products are designed to

<http://forums.renntlist.com/rennforums/showthread.php?t=189606>

detailed PPI checklist that may assist in searching for your ideal 356. Although it's for a 911 (as I couldn't find a PPI for a 356) this **Renntlist** checklist is an excellent one. It's at: <http://forums.renntlist.com/rennforums/showthread.php?t=189606> "

http://www.pelicanparts.com/techarticles/911_prepurchase/911_prepurchase.htm

There's also a second site with a written PPI checklist: http://www.pelicanparts.com/techarticles/911_prepurchase/911_prepurchase.htm

As Alex noted; 'mechanical issues of a 356 can be more easily addressed than body and chassis repairs'. The 911's have expensive mechanicals and newer sheetmetal. A 356 probably has had layers of repairs, and maybe needs more. Or you may be evaluating a restored car.

As Alex said in his first sentence, do the inspection in the context of a decision about what **your goal** is for the car. A so-so repair thirty years ago may be fine on a driver, but if you're about to invest in a correctly done paint job - the costs of re-fixing the repairs change the picture. The inspector has to be able to think on his feet, he may not be looking at what he expected to find. Here a professional inspection and time to assess it are major advantages.

Tom Gentz, Technical Director and Ron Swenson

Favorite Tool: For this newsletter, I asked our President, **Bob DiCorpo** what was his favorite tool? It's the **Craftsman Torque Wrench**.

Bob likes this tool, as by using it, he is assured that the wheels are good and tight, and they don't fall off! Bob likes to torque his wheels to 105 foot pounds. Bob notes "That's the recommended torque by Harry Pellow. Who am I to doubt "The Maestro."

"My torque wrench has a 1/2" drive. I do double click and use a 19mm normal depth socket. I normally do the passenger side first- front then rear, and then the driver's side. My air compressor is on the wall of the passenger side and I check my air pressure at the same time.

"When I tighten the lug nuts, I do every other one until I get them all."

Tom Gentz, Technical Director

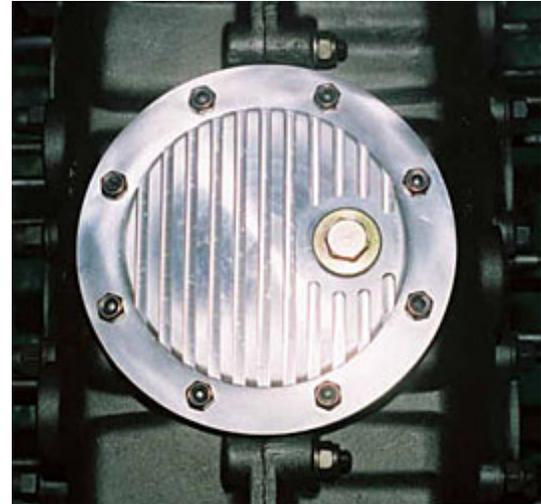
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Members

If the News, Volume 8 Number 2 showed up in the e-mail, you're one of the **130+ members** renewed (or just new) for 2006. That's only a couple short of our record in 2005 and earliest we've ever had so many renew.

Thank you for making the Membership Chair's job easier.

It's tempting to assume the club must be doing something right. If that's true a strong membership will keep us moving in the right direction.

If you had to go to the web site to read this instead of your e-mail - you must have missed the blizzard of notices that **dues were payable January 1, 2006** and late on February 1, 2006. But it's never too late -- \$40.00 includes the late fee.

Send your check (payable to: **TYP356NE**) to: **Ron Swenson, 81b Warren Street, Charlestown, Massachusetts 02129**, call 617-242-9213 if you have any questions.

Ron Swenson Membership Chair rswenson@typ356ne.org

New Members:

Richard Buckles, Lincoln, Massachusetts, 1964, 356 C, coupe
Bill O'Brien, New Rochelle, New York, 1953 356 Coupe; 1958, 356 A Coupe; 1965 356 C, coupe; 1965 356 C, coupe
Frank Gallogly, Lakeville, Connecticut, 1956 356 A, Speedster; 1960 356 B, roadster
Paul Vincent, Osterville, Massachusetts, 1963, 356 B, coupe,
Kevin Shea, Newton, Massachusetts, 1956 356 A, Speedster; 1962 356 B, coupe
Walter Piescik, Newton, Massachusetts, 1965, 356 SC, coupe
Bill Coghlan, Westlake Village, California, 1959, 356 A, coupe

For Sale / Wanted

Just about the ultimate classified follows:

Parts and cars for sale (22Feb06) "I have decided to sell my entire collection of 356/912/911 parts and cars. Serious inquires only .Price \$200,000 + range. I will supply descriptions. And pictures. These parts are located in the great state of Maine. Building and land housing the parts and cars is also available." Parker Tyler 207-453-2168

Need stuff? Try the second T356NE Club Swap Meet, Windham, NH

For Sale: 356b parts book, original worn. **356b workshop manual**, original worn. **'69 912 owners manual**, original & nice. '82 911SC Owners Manual, original, nice. \$80 for the lot, or trade for a perfect '62 356b S90 Roadster. Plus misc Volvo, BMW, etc. Pick up in Topsfield.

Alex Dearborn alex@dearbornauto.com Office: 978 887-6644

For Sale: Panos, Excellence mags ,Christos , 356 models, 911 models and a Distler model for sale –cheap (I will take them to the 356 holiday) Gary Resnick garyr356@aol.com v8n2

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

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

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