

# TYP 356 Northeast News

The newsletter of TYP 356 Northeast Vintage Porsche® Club

Volume 11 Number 5 – September 2009

# TYP 356 ne

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## News

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**President's message** The swamp maples in New Hampshire's White Mountains are already **turning red**. This can only mean that our TYP 356 ne driving season is waning. At best, we have a couple of months, possibly two and a half, before our Porsches start searching for winter hibernation.

What's happening in September and October?

Sunday, September 20... **Drive Your Porsche Day**: A worldwide celebration of **Ferry Porsche's 100th birthday**. TYP356ne founding member Len Cannizzaro has organized a very active Drive Your Porsche Day including a photo shoot at 9:30 AM at the new Herb Chamber's Porsche dealership in Burlington, MA, followed by a country road drive to Bolton Orchards for apple picking and lunch. The day will wrap up mid afternoon with ice cream and a car show at Kimball Farms in Westford, MA.

Gordon Maltby, Editor of the **356 Registry**, has challenged all of the North American 356 clubs to write up and photograph their club's DYPD activities for submission to the 356 Registry magazine. The most active club, with the best photo, has a very good chance of making the cover of the next 356 Registry.

TYP356ne should own that cover!

Contact: Len Cannizzaro <lencann@typ356ne.org>

Friday-Sunday, September 25-27... TYP356ne **Fall Tour**: Sixteen couples will head north on Friday morning exercising their 356s on New Hampshire's "Blue Highways" while working on the weekend's "Wild Moose Chase". Our weekend base will be the White Mountain Hotel at Hart's Location (across the valley from North Conway). Saturday will find the group climbing and circling Mount Washington while completing the Moose Chase. Sunday we'll head south after exercising our Porsches on the Kancamagus Highway. Two rooms are possibly still available.

Contact: Bill Collins <bcollins@typ356ne.org>

Sunday, October 10... TYP356ne Drive to a **Cranberry Harvest Festival**: A two hour drive through the woods, lake & bog country of Southeastern MA. End destination is the Annual Cranberry Harvest Festival in Wareham. It is a down home event including artists, crafters, a food court, bog tour by tour bus, musicians and more.

Contact: Norm Brust <ntbrust@typ356ne.org>

Thursday- Sunday, October 15-18... **West Coast Holiday**, Sedona, AZ: Two couples will represent TYP 356ne in Sedona. **Sid & Hali Wilde and Bill & Connie Collins** are taking another jaunt by 356.

Saturday, October 24...TYP356neTech Event at **Meister Restorations**, Barnstead, NH: An exceptional annual event hosted by Rainer Cooney and Jerry Draco. Rainer will answer questions submitted earlier to Tom Gentz, or at the session. He will entertain with tales of assemblies gone bad and how-not-to stories with a massive assortment of mangled mechanical pieces. Rainer and Jerry also provide an outstanding lunch of German sausage, brats and beer. A great way to spend an autumn half Saturday in New Hampshire's lakes region...you'll chuckle all of the way home

Contact: Tom Gentz <tbgentz@typ356ne.org>

Crisp fall air, leaves in color and the wheel of a 356 in your hands while the tailpipes are burbling as you down shift into the twisties. With a dozen vintage Porsches running ahead of you, it just can't get much better. Join us for a fall run.

**Bill Collins** president



Photo by Huff

**George Huff** announced a tribute to the **10 years of Sunday Drives** with the following: "Ten years ago, on July 11, 1999, 8 Typ 356 NE members and 5 passengers participated in the club's very **first "Ad Hoc" Sunday Drive**. The original drive left from our favorite parking lot on Route 2A in Lexington and followed a longer version of our now familiar route through Groton, up toward Rindge NH, down route 140 past Mt. Wachusett, through Clinton MA, and back to Lexington. About 150 miles. Beautiful weather. No lunch, no amenities. Just driving. And a club tradition was firmly established!"

"The club was almost **exactly one year old**, with perhaps 25-30 members. Many of the members had exchanged email addresses and phone numbers, but I don't think we yet had a coordinated listserv-type capability that would easily reach everyone. My late wife, Karen, wanted to take a drive on Sunday morning, and suggested that we contact the club members to see if anyone wanted to join us. So on Saturday, we emailed or called everyone we could reach. We didn't expect much, but got 8 cars and 13 people. The drive was terrific, nearly 150 miles that covered much of the countryside that we'll be seeing on Sunday. And a tradition was started, of casually-organized, last minute drives."

"Karen died of cancer 7 years ago, and several others affiliated with our club have also fallen to this terrible disease. I'd like to suggest that anyone coming on **"Karen's Drive"** this Sunday consider making a contribution to the Dana Farber Cancer Institute, in memory of anyone they wish. On Sunday morning I'd be happy to collect any checks made out to DFCl and forward them. Keep the faith!" George

Ed Tobolski picks up from the invitation:



Photo by Sooter

Sunday, **July 19<sup>th</sup> 2009** was an absolutely great day for the 10th Anniversary tour. Warm, sunny and with low humidity. George Huff guided us on a beautiful run through an historic and lovely part of Massachusetts. Starting in Lexington, we drove through Concord and Carlisle, up to Groton, then to Stow. We went through a number of villages that most people had never heard of before. Forge Village, Still River and Gleasondale, to name a few. With 33 people in 17 cars, we cruised for 2 hours along miles of winding Massachusetts back roads. The weather could not have been better. It was a top down, sunroof open, type of day.

Being such a nice day, there were lots of bicycle riders all along the route. At times, with the narrow roads and oncoming traffic, we had to tread slowly so as not to hit any of the two wheel peddlers. It was great fun to watch the reaction of the people we passed along the way. **One woman got out of her car at an intersection to take some pictures of the Porsches cruising by.** Others would just stop what they were doing to see us all pass. It was amazing to see the number of cars that actually stopped at intersections and waited while we passed so we all could stay together. Not everybody, but a lot did. There were a couple of round-a-bouts where we got a chance to see and wave to all of the other cars in the group.

A group of us got to **Nancy's Airfield Cafe** at the **Stow Airport** around noon time as expected. There was another group who were a little late (something about missing a turn???), but everyone made it in time for lunch. Nancy's gave us the full outdoor patio with large umbrellas for shade. With a slight breeze and the low humidity, it was very comfortable. Darlene and I have only been to a few club events and don't know many people, but it really didn't matter. We had an instant connection with everyone there and that made for some easy conversations with some interesting people over a casual lunch. Thanks George for organizing this fun event.

### **Ed and Darlene Tobolski.**

This year's **Founder's Day** (the twelfth) was combined with a favorite summer event, the Greg and Christine McManus **chicken barbeque**.

The weather was for the most part cooperative... it was fine for the multiple drives out originating from Lexington and the South Coast to **Brookfield, Massachusetts**.

Coordinator **Bob DiCorpo** orchestrated over **50 club members** and co-members who were treated to incredible barbequed chicken (from Greg's awesome grill – think square feet and square inches of grilling surface) plus corn, garden salad and beverages suitable to a summer outing. The hit of the party was the homemade blueberry pies made by **Christine McManus**. It was tough to restrain the craving for seconds, and in most cases the eater's succumbed.

The business at hand, as always, is **kicking tires** – recapping projects like Bill Sooter's new silver paint job and host Greg's 8-plug cab getting ministrations from Rainer. Socializing filled every space second.

President Collins acknowledged the fortuitous day in 1998\* that we recognize as Typ 356 Northeast's creation, the event that triggered our organizing as a club. Bill thanked former



Photo by Gentz



Photo by Swenson



Photo by Swenson



Photo by Gentz



Photo by Hadley

presidents in attendance for their contributions - Fran, Bob and Ron. (\* Not to be confused with an earlier gathering at Mount Wachusett, called by **Gary Resnick**, that introduced many to their fellow 356 fans.) Thinking back on the number of members - 300 over the years – hundreds of events and hundreds of thousands of miles at club events and mostly the many enduring friendships established is a great conversation for the ride.

Thanks to Bob for organizing and to Greg and Christine for opening their home and preparing a fabulous meal.

**Ron Swenson**

“How about a **Thursday** event?” was Bill Collins' invitation. On the morning of Thursday August 6th, eight Typ356ne members and co-members began our trek up to Bennington, VT, in order to participate in The Hemming's Motor News Thursday night "**Cruise Night.**" Most of us booked rooms in a motel across the street from Hemming's. Little did we know at the time, that the parking lot of our motel would be needed to handle the overflow of cars from the Cruise Night. We were told that more than **640 cars** participated.

**Bill Collins**, the guy who knows every Porsche road in NH, VT and Maine, led our group on a great drive along some of the most beautiful roads in New England. Along the way, we were joined by recent member Lothar Hoess and his wife Sarah, in their beautiful 1959 Aquamarine Blue Carrera GT Speedster. For the rest of the trip, the sweet sounds of the



Photo by Hadley



Photo by Hadley

## VW 356?

four-cam echoed through the mountains of VT. It was great!

The event itself was attended by a truly eclectic group of American, European and Asian vehicles. There was plenty of shiny paint and chrome to keep us busy for the five hours that we were in attendance. After the event, we drove our cars over the VT border into rural NY state for arguably the best ribs north of The Mason-Dixon Line.

On Friday morning the group drove off in different directions for our drives home. "Yours truly" headed down The Mohawk Trail for a great scenic drive through The Berkshires. It was a wonderful event for all who attended.

**Bob DiCorpo**

Nobody's missed the Porsche buys VW, VW buys Porsche saga. Here's a view from the fatherland:

"By Christiaan Hetzner and Hendrik Sackmann STUTTGART (**Reuters**) – Sportscar maker Porsche conceded a months-long power struggle to mass-market rival Volkswagen by axing its CEO and said it would raise at least 5 billion euros (\$7.1 billion) in equity as the two prepared for a merger.

"Porsche said **Wendelin Wiedeking**, Germany's best-paid executive and its CEO for the past 16 years, and finance chief Holger Haerter would quit the group immediately.

"Before Wiedeking's departure, the Piech and Porsche families which control Porsche approved his proposal to raise fresh equity -- either in cash or through a contribution in kind -- and endorsed talks to sell a stake to Qatar.

"This should lay the foundations for the creation of an integrated automobile group consisting of Porsche SE and Volkswagen," Porsche said.

"The families had been at loggerheads for months over how to resolve Porsche's debt woes and the role VW would play. VW chairman Ferdinand Piech has pushed for VW to take over Porsche, on condition that Porsche fixes its finances first.

"Porsche SE, the holding company that controls sportscar maker Porsche AG, needs to bolster its finances after accumulating more than 10 billion euros in debt through its botched attempt to seize control of VW.

"What is good news is that decisions have at least been prepared. However, still a huge amount of questions (are) open which are decisive for valuation," said MM Warburg analyst Marc-Rene Tonn.

"It remained unclear whether Qatar could take a stake in Porsche, in Volkswagen, or in both. It was also not clear what form a possible combination of the two companies could take.

"On Tuesday, sources said that Qatar was primarily interested in an investment in Volkswagen, though a participation in the capital increase will also give it a stake than 25 percent in Porsche.

"The issue was due to be discussed by Volkswagen's own board of directors at an extraordinary session on Thursday in Stuttgart, where Porsche's Zuffenhausen headquarters are based, rather than its own headquarters in Wolfsburg.

#### "CONTRIBUTIONS IN KIND

"Sources told Reuters that Porsche, as part of the capital increase hopes to raise 2 billion euros cash by selling a stake of less than 25 percent to Qatar, the first time a family outsider might gain voting rights in the company.

"It was not clear whether the Porsche and Piech families, which trace their origins back to VW Beetle creator Ferdinand Porsche, would participate in the capital increase, but analysts said they believed the families could bring in the assets of their Salzburg-based Porsche Holding instead of cash.

"An analyst who asked not to be named agreed: "I cannot think of another asset the families have."

"Porsche Holding holds the exclusive distribution rights for all Volkswagen group brands in Austria as well as central and eastern Europe. It had sales of 13.7 billion euros last year.

"At 1139 GMT, Porsche shares were down 0.33 percent, while Volkswagen's were down 2.5 percent, compared with a 0.5 percent fall in the DJ Stoxx auto index and a flat German market.

"Wiedeking, who opposed selling Porsche to Volkswagen, will be succeeded by Porsche's production head Michael Macht, the board said in a statement early on Thursday.

"The duo's hasty exit will be sweetened by **severance deals of 50 million euros** and 12.5 million euros. Wiedeking, who had been criticized by German media for his fat pay check, said in a statement his after-tax payoff would be used for **charity**.

"Porsche was forced to abandon attempts to win control over 75 percent of VW, leaving it

with a stake of nearly 51 percent. The failed takeover attempt opened the door to VW chairman Piech, himself a part-owner of Porsche, to turn the tables on Porsche.

“Porsche is entering the final stretch of negotiations with Volkswagen to create what both sides have called an "integrated" auto group, in which **Porsche would essentially become the 10th brand in Volkswagen's sweeping automotive empire.**

“(Additional reporting by Edward Taylor, writing by Knut Engelmann, editing by Will Waterman and David Cowell)

Late **VW-buys-Porsche gossip** on the internet (from Edmunds Auto Observer among others):

**Cayenne likely canceled** after another 7 year model cycle (Audi and VW have the SUV category covered).

**Panamera also likely canceled** after a 7 year model cycle (Audi and Bentley have the super sedan category covered).

Hey, that's both the probable model lines expected to receive hybrid motivation!

How about exotic sports cars like the recent Carrera GT? Probably not. (Bugatti, Lamborghini and Audi have that territory).

What crumbs does Porsche get? Maybe a new entry level car below the Boxster, shared with VW, along the lines of the VW Bluesport showcar. Yikes **a new 914.**

Many people think VW-Audi-Skoda-Seat-Lambo-Bugatti-Bentley is a well-run car company. Aside from the Rolls Royce fiasco and some value and quality issues they manage quite a few successes. Who else could put Bentley on the podium at LeMans for the 75<sup>th</sup> anniversary of the Bentley Boys win. Or sell thousands of Lambos a year. It is unlikely to squander an asset like Porsche.

**Ron Swenson**

[www.karmann.de](http://www.karmann.de)

**Hemmings Sports and Exotic Cars** again pinpoints some current news (September 2009 issue) on with a connection to the early days of Porsche. Coachbuilder **Karmann** of Karmann Coupe and Karmann Hardtop and Karmann Ghia fame is no more. The car builders halted production due to bankruptcy in June of 2009.

In addition to the 356, Karmann built (built parts for?) Porsche 912, Porsche 914 (1969 - 1976 118,949 units), Porsche 968 (1991 - 1994 11,803 only Body in White).

The 108 year old firm was active to the end including current assembly of the Audi A4 convertible. The successor to Audi's A4, the A5 convertible, will not be a Karmann product. From the VW campers to the 2006 Bentley Continental GTC convertible, if it had a moving roof -- Karmann was a natural choice. Karmann had announced a restructuring program last fall and filed for bankruptcy in April. In the meantime, Karmann will likely



Volkswagen Käfer Cabriolet (ab Modell 1303)

[www.karmann.de](http://www.karmann.de)

resort to simply being a supplier, not a full-fledged manufacturer.

You can browse around their website – which at this time is still up. They still show a Volkswagen **Käfer** Cabriolet among the “Following types of vehicles needing specific repairs and maintenance”. It seems they had offered to “carry out the convertible top related repair and maintenance work on those models”.

The insolvency filing in Germany will not derail the Karmann Classics initiative or the convertible-top business in North America, a Karmann spokesman says.

### Ron Swenson

**Karmann’s** website even has **maintenance hints** (for contemporary models not necessarily 356’s but worth reviewing).

“General recommendations for the maintenance of convertible (fold) tops.

“How should I **care for the soft top** of my convertible?

“Firstly, the most important point: Top fabrics should **never** be cleaned with a **high-pressure washer**. How often you should wash or clean your top depends on how often your convertible is on the road and where your convertible is parked when not in use. Of course, the weather and other environmental factors also play a role.

“In some cases, light-colored convertible tops must be **cleaned once a week**. Please note the longer the aggressive deposits cling to the top, the more damage they can cause. It is therefore best to remove insects, soot, road salt, tar spots, bird droppings, tree sap or the like as soon as possible. Remember that corrosive reactions can be intensified by high humidity or high temperatures, such as intense sun exposure.

#### “Operating the top:

“Only open (retract) the top when it is completely dry and clean!

“If the top is opened when it is damp, this can cause unsightly **pressure points**. This could also allow mildew to form and produce spots. If a top is opened when it is dirty, this can cause so-called “relative movements” at rubbing points and thus produce changes in its appearance. Of course, it is essential to remove ice and snow before opening the top.

“Do not **leave the top open** for several weeks at a time, but always close it between use so that no discoloration is produced at the points where it folds and also, so that it will not form permanent folds in the material. Furthermore, it could become difficult to close the top under certain circumstances if the top has been left open for a long time.

“00A 096 301 001 cleaner (300 ml aerosol bottle) can be used to clean a convertible fabric top or the upholstery. This has been tested and approved by Volkswagen as a means of removing spots and dirt. It is available at your Audi dealer.

### Ron Swenson



Need some assistance in comprehending the label in the fuse box, a parts listing or some collectible literature? An **on-line translator** should solve your problems in seconds. Auf = Encendido (Spanish) = Su (Italian) = On.

The "**Dark Side**" calls after 50 years of playing with antique cars. I was a late joiner in the Fraternity of 356 Porsches.

Old car ownership, for me, has covered **Model A Fords**... almost agricultural. A 1935 Chevy... wonderful for knocking over saplings while peeking through the steering wheel perched on a pillow at age 12. Next a 1944 Army Jeep that was completely bullet and tree proof. A 1955 T-Bird that leaned severely to the right with a passenger door that swung open on right turns taught me the value of a pre-purchase inspection by someone knowing more about the old birds than I. A **1959 Jaguar XK150 Roadster** was my first, and financially riskiest antique car venture ever, after I realized that a new cylinder head cost more than I earned in a month. The Jag was followed by a **1965 Corvair Corsa** Convertible with counterweights in all four corners and the first 4 lb test serpentine fan belt for automotive use. Then I settled on **very early Volkswagens**. Over the next 30 years many 1946-53 "split window" Volkswagens called our garage their home. For years I traveled in the slow lane while touring the US, Canada and Europe in 25hp VWs.

As my business grew and the kids finished college and married, the itch for a true sports car turned to a rash and I started scratching. For years I had dreamed of a 1948 TC MG. Then I drove one. If a Model A was agricultural, MG had raised the bar a bit in tractor seat comfort. Next was a British racing green **Austin Healey 3000**. Luckily, before reaching for my checkbook, I drove it through an ungodly cloudburst... enough said.

After planning and leading a **6,000 mile coast to coast and European VW tour** celebrating 50 years of Volkswagen in America during 1999, I was invited into the History Channel **Great Race** for 2000. I entered my **1949 VW Hebmuller** (a coachbuilt 2-seat convertible) in the 14 day cross-country rally for antique cars. The four thousand mile time and speed rally was not about horsepower, but 25 hp with a full crash box and mechanical brakes proved that a lack of horses was not a winning formula. For 2001 I had a **1953 1500S Pre A Porsche and transaxle** transplanted into the VW along with Porsche "B" brakes improving my finish from 33rd to 10th in a field of 120 competitors. This was my first step in crossing over to the "**Dark Side**". Following the 2001 rally, the Porsche engine was very tired... an understatement. For the 2002 Great Race Rainer Cooney of Meister Restorations meticulously built a second 1500S engine. And the "Dark Side" kept calling. By late fall of 2002 I had lost the battle and a '59 **356A Convertible D** followed me home.

That fall I joined the 356 Registry and TYP 356 Northeast. It took a few short months and miles, to realize the 356 is an incredible touring machine for my type of hobby interests. It was Volkswagen simple, exceptionally reliable and the more it was driven, the better it performed. On our first TYP 356 Northeast club run, 14 Porsches met for a Saturday drive of about 90 miles and 14 came back with zero problems. As the year progressed I became more involved with a great group, of club members while joining more drives and events. Our Spring Tour to The Mountain View Grand Hotel in Whitefield, NH had a line of nearly 40 356s and all, but one, were driven home...**incredible**. For the minor breakdowns the

club had a seldom- used travel kit of basic spare parts... common sense.

Since that first year with the TYP 356 Northeast group our Convertible "D" has rolled over **57,000 miles** on club drives, tours and multiple coast to coast cross country runs for 356 Holidays.

From my vantage point, behind the wheel, I had never experienced an antique car that could take spirited back to back endless days and miles in weather conditions ranging from below freezing to 122 F with almost zero hiccups as our '59 Porsche has done for the past seven years. For me, putting the key in the ignition and slipping the shifter into first at **4:00 AM** on day one of a cross-country tour gets my heart pumping.

I guess it's time to admit that the "Dark Side" has completely taken over. We're registered for another West Coast Holiday. The en-route reservations have been made and our travel kit of spare parts is nestled in the trunk. The road is calling again.

This time though, our veteran Convertible D will enjoy a well deserved rest. You see, another 356 has found its way into our garage and the new **SC Cab** is itching for a **9000 mile jaunt**. Gotta try the twisties of Montana's Glacier National Park to find out if that European heater really is all hot air.

If this really is the Dark Side, then I'm here for the long haul and enjoying every mile.

**Bill Collins**



Photo by Sooter

Old Mystic Drive & BBQ August 16<sup>th</sup> was the perfect day for driving our Porsches. Summer had finally arrived and what a great drive we had. **Craig and Amy Bush**, in their newly restored **1956 Speedster**, led us on one of the best drives we have had all season. With the route that Craig chose, we were able to avoid the beach traffic and believe me there was a lot of beach traffic going in the opposite direction than we were.

We met at the **Kettle Pond Visitors Center** on Route 1 in Charlestown RI., then wound our way through southern RI and eastern CT., past the mansions in Watch Hill, RI. and the beautiful scenic sea side vistas along the coast. Past the corn fields, farm houses and the Wychwood Turkey Farm, we rambled with more than 15 356's winding down the twisting country roads and on to Old Mystic CT.

At their beautiful home on the water directly across from the **Mystic Seaport**, the Bush's along with the help from their neighbors, prepared a delicious picnic lunch of grilled hamburgers and hot dogs with all the fixings, chips guacamole, salads, cookies, watermelon and a few of Amy's secret recipes.

Thirty plus members, along with new friends and Porsche enthusiasts from CT., enjoyed the afternoon eating, drinking and socializing, which has become a trademark of our club.

I suggested to Craig and Amy that we make this an annual event for TYP356ne and they responded with "That would be great!" For those who missed out on this fantastic event, be sure to **check the 2010 calendar** for the Old Mystic CT Drive and BBQ.



Photo by Churcher



Photo by Churcher

Thank you Craig and Amy for your efforts and hospitality!

Bill Sooter

## ***In Porsche History***

**105-Years** ago: Irwin Komenda born. The Austrian who designed the 356's body and contributed substantially to the Volkswagen, Cistalia, Auto Union racers and other cars of the day. Though the car changed from mid-engine to rear, the tubular chassis gave way to a unitized pan and body construction, and a myriad of details evolved over the 22 year run of the model, the overall design and instantly recognizable shape of the car remained the same, a timeless classic.

**100-Years** ago: Ferry Porsche born

**60-Years** ago: Porsche moves to Zuffenhausen to avoid heavy taxes from it's lucrative engineering services contract with VW

## ***Events***

There's still great events remaining on our 2009 season TYP356ne **Calendar of Events:**

- 10 to 13-Sep 356 Registry ECH - West Baden, Indiana
- 20-Sep-09 TYP356ne DYPD Drive & Fund Raiser**
- 25 to 27-Sep-09 TYP356ne Fall Foliage Weekend, Conway NH**
- 10-Oct-09 TYP356ne Cranberry Harvest Festival**
- 14 to 18-Oct-09 356 Registry WCH - Sedona, AZ
- 24-Oct-09 TYP356ne Meister Restoration Tech Session, NH**
- 30-Oct to 1-Nov Hilton Head Concours, SC
- 7-Nov-09 TYP356ne Shop Tour - Factory Five, Wareham MA**
- January 10, 2010 TYP356ne Holiday Party**

If required, **Day-of-Event notices** (like rain) are usually **e-mailed by 7:00am**, if in doubt check before you roll-out.

Drive Your Porsche Day will celebrate **Ferry Porsche's 100th birthday.**

Here's the final Sunday, 9/20 schedule. We will meet at the new **Porsche dealer** at the I-95/128 Exit 33B in Burlington at 9:30 AM. We'll stage the cars and take some pictures for the Registry contest -- we have a few gimmicks up our sleeve for uniqueness.

The Events section is sponsored by:

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Splash Guard part number 901 500 001 00 for 912 for model years 1965 – 1968.

We'll leave the dealer's by 11 AM and cruise on mostly back roads the 28 miles to **Bolton Orchards**. [www.boltonorchards.com](http://www.boltonorchards.com) We should arrive no later than Noon and will have reserved parking. Bolton Orchards is a large operation with their own 250 acre farm, orchards, greenhouse and country store. The store has a deli, bakery, gift items and sells fresh produce, fruits and vegetables. We'll be having lunch on outside picnic tables here -- the attendees ordering sandwiches in advance. Here's the apple picking part: they pick about 10 varieties from their orchards which are at the store in large wooden crates. You get a bag and "pick" them from the crates and pay by the pound. This is 'lazy man' picking!

We'll leave Bolton Orchards no later than 1:30 PM to drive on an unbelievable back road for part of the 12.5 miles to **Kimball Farm** in Westford. [www.kimballfarm.com](http://www.kimballfarm.com). What better way to end a birthday celebration than with an ice cream! There's a BIG added attraction here. We must arrive by 2 PM to participate in a Car Show sponsored by the Littleton Rotary Club, that runs from 11 AM - 3 PM. We will parade by the stand, be introduced and then park in a reserved area. We can then enjoy looking at the cars -- and vice-versa -- make a sundae and visit the other areas at Kimball's.

This will wind-up our event and you can depart on your own. An entrance to I-495 is a short distance away.

Here's the important part!! I will your response ASAP! Please let me know. We need this info to know how many cars to expect at the Porsche Dealer and -- perhaps more importantly -- the attendee list will be used later for ordering lunch in advance. Otherwise, you'll have to wait in line to order!

Finally, as the event is birthday specific and we have following events scheduled, there will be no Rain Date in case of bad weather.

**TYP356ne Drive Your Porsche Day**, Sunday, September 20<sup>th</sup> 2009  
Coordinator **Len Cannizzaro** [lencannizzaro@typ356ne.org](mailto:lencannizzaro@typ356ne.org)

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

TYP 356 Northeast's **Fall Foliage Weekend**, Sept. 25-27, 2009 will be held at the **White Mountain Hotel & Resort**, Hale's Location, in scenic North Conway, New Hampshire.

Our 2009 Fall weekend will be based from a nineteen year young Boutique Hotel sitting below New Hampshire's **Whitehorse and Cathedral Ledges** overlooking Mount Cranmore in New Hampshire's White Mountains.

Don't forget your **registration** of \$17.50 per person to Typ 356 Northeast and sent to: Bill Collins, 10 Hardwood Road, Windham, NH 03087

**TYP356ne Fall Foliage Weekend**, Friday to Sunday, September 25<sup>th</sup> – 27<sup>th</sup>, 2009  
Fall Tourmeister **Bill Collins** [bcollins@typ356ne.org](mailto:bcollins@typ356ne.org)

Sunday, October 10 will be a TYP356ne Drive to the **Cranberry Harvest Festival** is a two-hour drive through the woods, lake & bog country of Southeastern Massachusetts. The

final destination is the Annual Cranberry Harvest Festival in Wareham. It is a down home event including artists, crafters, a food court, bog tour by tour bus, musicians and more.

**TYP356ne Cranberry Harvest Festival**, Sunday, October 10<sup>th</sup> 2009  
Coordinator **Norm Brust** ntbrust@typ356ne.org

Put the **Meister Restoration Tech Session** on your calendar (again). Now.

**TYP356ne Meister Restoration Tech Session**, Center Barnstead NH, Saturday October 24<sup>th</sup> 2009  
Coordinator **Tom Gentz** tgentz@typ356ne.org

## ***Reviews – books, sites, &c.***

<http://derwhites356literature.com/>



**Nardi**  
**WOOD**  
**WHEEL**

Absolutely the finest woodrim steering wheel in the world. Rich grained mahogany woods are laminated together for strength and beauty. The Duraluminum frame is one piece construction, polished to a mirror-like finish. This same wheel is standard on all Ferrari GT cars. Each Nardi wheel is individually made and engraved with Enrico Nardi's signature to guarantee authenticity.

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The literature guru “**der White**” -- aka Charlie White in his addition to Porsche **Factory Accessories** literature, has Specialty retailer’s catalogs on-line too. Like this **Performance Products 1996** version.

## ***Tech Session – on line***

Disclaimer: TYP356NE, or Tom Gentz has provided this tech session for education purposes only, and cannot be held responsible for any injury present or in the future or liability, due to the small time allotted for each member's hands on experience and the introductory nature of this tech session

Tech Session on-line is on vacation so that there will be plenty of time for drives.

Until Fall do you part: check your oil every drive, check your fan-belt tension and look over your tires.

## Members

### New Members:

**Robert Carpenter** Rowley, Massachusetts 1958, 356 A, coupe; 1974, 911, Carrera  
**Craig Bush** Mystic, Connecticut 1956, 356 A, Speedster  
**Peter Venuti** Beverly, Massachusetts 1959, 356 A, convertible D, replica

## For Sale / Wanted

**For Sale:** I have owned my **'57 Coupe** for forty years now, drove the car only until 1974 and it has been off the road ever since. It only has 63,000 original miles on it and has always been garaged and was never driven in the New England Winters. Everything about the car is original and it has never been involved in an accident or had any body work done on it. I built up the engine with everything new from 1750 Big Bore, heads, exhaust system and 40 IDC Webers. The Engine is still out of the car and the body needs a good paint job. Of course being off the road the car needs a thorough going over, but it is really a cherry in the rough. **Lindsay Carroll** PO Box 633, Exeter NH 03855 lincar279@comcast.net v11n4

**For Sale: '61 356-B coupe** T-5 good driver plus an extra set of wheels, not used much in the last few years, many recent mechanical repairs by George Nelson at G. N. Engineering. Not a show car, but fun to drive and "on the road." I purchased this car from Joel Horvitz in 1980 and have enjoyed it for all these years. Garaged in Charlestown, Ma. **Bob Harvey** arnitabob@aol.com 617-794-8447 v11n4

**For Sale:** It is time to sell my '63 Super 90. It's a nice little car, definitely not a show car, but in pretty good shape. It always starts right up and is a lot of fun to drive. Some paint bubbles, but no rust that I know of. Still a 6 volt, original engine with matching numbers, disc brake conversion, so it really stops! Very fast and powerful engine built by Skirmants, I believe, less than 10,000 miles ago although a number of years old. The radio works, although they were never very good. The original Solex carbs are still working well. I have most of the documentation for work done on the car since the mid 70's. Give me a call and we can talk. I live in Barnstable Village on the Cape **Les Hemmila** bs.farms@verizon.net 508-280-4125 v11n4

**For Sale:** Hate to do this but, I MUST sell my **356 Coupe**. I am asking \$22,000 B.O. Ruby red / black interior, #'s matching, Was a one family car that started in California with the oldest brother. The next brother got it when the Estate was settled & then finally the third brother got it from him. California to Mass. (lots of garage time) then to NH (Again, occasional use). Then I bought it 3 years ago up near North Conway. It has 47,000 original

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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.

miles, at the time I bought it the owner said the mileage was correct. The car was repainted years ago, looks presentable but def. needs paint. Has little scratches & a few small dents here and there but, otherwise the car is solid. No, rot on the floors, or longitudinals. Car is currently on the road and driven once in a while. Can be enjoyed as is or restored to showroom cond. Tires are new, new King pins & link pins. I live on the MA/NH border just off of I-95. **Paul Michaud** rigid1200@yahoo.com v11n4

**Wanted:** I am looking for a set of **seat hinges** for a 1964 or 65 cabriolet. I need the complete hinge including the round bar that connects the hinges. This is for a fellow member who is restoring his car. **Ralph Hadley** rlsammax@verizon.net v11n4

**Wanted:** I am on the hunt for a **911 or 912**. The years I'm focusing on is 69 through 73 but will not ignore a 68. I am not looking for a trailer queen or something that needs a major restoration. A good driver that has not been Frankenstein'd into something not resembling a 911 from that period. **Ronald Bargantine** ron@realttimeone.com v11n4

**For Sale:** A **Bosch 050** and a set of **Hella headlight lenses**. Asking \$200.00 for the 050. You can see photos of these items at the following link: <http://d103-242.gso.uri.edu> If you are interested in either item contact me at and I will send you his contact info. **Bob DiCorpo** bodee5@hotmail.com v11n3

**Wanted** I'll be starting the restoration of my 2nd 356, a 1955 Pre-A Coupe. If anyone has **any Pre-A parts** they would like to sell, please drop me a line. At this point, the biggest items I'm looking for are **sun-visors** and **outside square door handles**. Also, I'm looking for a set of **5 1/2 X 15 wheels** for my B Coupe, preferably painted silver. **Chris Guthrie** twomanyporsches@hotmail.com v11n3

**For Sale** There's a link to my red **1960 Roadster** which is for sale at My Classic Car Garage in Topsfield. Chris LeSaffre, (who bought Alex Dearborn's business last year), has the car in his showroom. 'Tis the season, so tell your friends. There is also a '62 twin grill listed for sale. **David Ohanian** ohaniand@comcast.net or go to <http://www.mccgarage.com> v11n3

**For Sale** My father has a **1967 912** that he is selling and figured I'd let the members know. It is fairly local for anyone to check it out. The car is located in Effingham, NH, near Ossipee. It is a very solid, great running & driving car. It is a number's matching car other than the carbs which have been converted to Webber 40's some time ago. You can reach him at 603-539-3825. He just took the car out of winter storage and the car is currently on the road. He is looking to get \$12,800 or best offer. **Paul Michaud** rigid1200@yahoo.com v11n3

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