

Typ 356 Northeast NEws

The newsletter of Typ 356 Northeast vintage Porsche® club



Volume 6 Number 5 - September 20

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News

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President's Message: The events (twenty), miles (1300+) and attendees are piling up for 2004. Sometimes it seems there is something going on just about every weekend. As president, your lawn suffers; that's not much of a price to pay -- really.

While an awesome event like the Speedster Fiftieth Anniversary casts a long shadow - Typ 356 Northeast's summer events set high standards too. Bristol, KTR and Founder's Day were superbly planned and executed by our own members. And it's not like we don't have some world-class open (and closed) cars showing up.

For those who missed it, I'm confident we can talk some Speedster Fiftieth Anniversary participant's into presenting a slide show on some gray winter afternoon. I have the feeling there's enough stories to see us through a couple years.

If you've missed of our events this year -- there's more to come. But don't wait for your car to be done -- the lawn can wait, life is short and we need you to allow Typ 356 Northeast to reach it's potential.

Keep The Faith
Ron Swenson

Alex Finigan's '55 Speedster was covered in a captioned photo in the **October 2004 Excellence Magazine** review of the Speedster 50th. Alex' 3,500 miles were lauded. Northeast cars probably logged a combined **25,000** miles to participate. That's not including shipping mileage. Congratulations.

The **Speedster 50th Anniversary Celebration**, Pebble Beach, California June 25, 26 and 27th.

This event will be talked about by those in attendance for years to come. It was probably one of the **most magnificent 356 events ever**, if not the most magnificent! The feeling in the air throughout the weekend was one of a surreal state of mind. It was totally awesome!

Nearly **300 Speedsters and another 300+** coupes, Cabs, and specialty cars graced the greens of the golf course at the Quail Lodge on Saturday afternoon. Everything from a Gmund Coupe, 550 Spyder (Joel's) and a line of American Roadsters were displayed in three extremely large areas. There were 356's everywhere you looked. Everyone there was very impressed!



Bob and Fran DiCorpo's Speedster showing the coast some East Coast class. Photo by DiCorpo



Speedster 50th Photo by DiCorpo

Even at the hotels there were 356's everywhere. At the Monterey Hyatt where **Erling, Joel, Bill, Rainer, Sid, John and Lise, Larry and Liz, and Fran and I** stayed, it was like 356 Central. At one point in time, we overheard a woman in a large SUV, who was talking on the phone to someone say, "I can't get a parking place anywhere, there's all these little cars taking up all the parking places here!" That about said it all!

The **number one** Porsche was also there, sent over from Stuttgart. It was an opportunity that usually comes once in a lifetime. We were all pleased that we were there to see everything.

We met some of the greatest people there! Everyone was made to feel at home, even though home was 3000 miles away. Many people went out of their way to make the folks from the right coast feel welcome.

Rainer even worked through his vacation helping many 356 owner's having problems while there. We thought once he arrived after putting out fires along the way (literally), he would have a chance to kick back and rest. It seems that Rainer got more enjoyment helping others with their cars, than if he had kicked back. Of course Erling kept Rainer very busy as is illustrated in one of the photos on the web site. I guess when a car is in such deplorable condition, problems are sure to occur!

We met many 356 owners and hope to meet up with many of them again at the East Coast Holiday in September. The trip was well worth it!

Bob DiCorpo

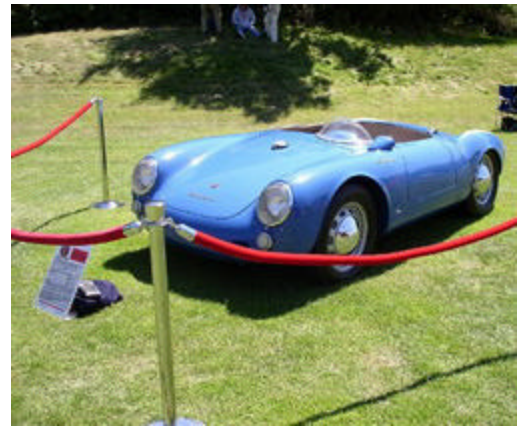
T356NE can you hear me now?

(356 **Legends** are always better the second time around; we've compiled the phone conversations from the road that Peter Crawford relayed to members. Think encore, not rerun. ed.)

As you all know, a band of four hearty Typ 356ers left on the ultimate roadtrip in their open cars this past Wednesday at 4am from New Hampshire. Destination --The **Speedster 50th** in California. I will be passing along their progress reports as they head west. Bill Collins calls me from the road.

Day 1 - 6/16 Wednesday **Rainer** Cooney, **Bill** Collins, and **Sid** Wilde depart their homes at **4 am**, and meet up with **Angel** Martinez in Concord. The foursome begin the trek west. In western PA, they encounter "horrendous" rain, but keep on going. Sid's engine is overheating. Problem solved with two Coke cans propping up the rear hood. First night, **Zanesville** Ohio.

Day 2 - 6/17 Thursday Group prepares to depart; Sid's generator **catches fire**. Fire put out. Drives the day on no generator. It's good he doesn't have A/C. Bill spends the day calling members of the Porsche **Help List**, and they find Sid a new generator in **St Charles** MO. Install at a guys house just off the interstate. Weather has dramatically improved. Second night in Kansas City. Several pitchers of Margaritas consumed upon arrival.



Speedster 50th Photo by DiCorpo



Speedster 50th Photo by DiCorpo

Day 3 - 6/18 Friday (about 90 minutes ago) Depart KC in heavy rain and thunder. But skies appear to be clearing. Everyone is happy. Tonight's destination is Colorado Springs. Tomorrow, they plan to drive up **Pike's Peak**. (More reports in coming days. This sort of puts our Sunday drives into perspective. Happy Fathers Day to all.)

When last we spoke to Bill Collins, the group had just departed Kansas City. Rain clouds were all around them, but they were dry. Unfortunately that was about to change. The caravan was now heading toward Colorado, and beginning to head south. By afternoon the skies opened up, and the rain was described as "horrendous". This continued all the way to **Colorado Springs**, their Friday night destination. Bill made a slight detour to Denver, to pick up his wife **Connie**, who had flown in for the remainder of the trip.

Day 4 - 6/19 Saturday The rain has slowed, and it is just misty and foggy. The decision is made to skip Pikes Peak, where the road is dirt, and it has been raining for 7 days. Good move guys. The group presses on. At Woodland Park, the sun finally breaks out. Good thing, as Rainer was beginning to show signs of **rust**. They are **7000'** above sea level. At a local gas station, they adjust all the carbs with **new jets**, thanks to Rainer. The steepest climb of the trip so far is up Monarch Summit-11,300'. Everyone makes it with no problem. The weather is now fabulous. From the peak of Monarch, they can look across at Pikes Peak, sticking out of the clouds. They see their first buffalo, and celebrate with buffalo burgers for lunch. By nightfall they have made it to **Ouray**, Colorado, which is on the back of Telluride, where they spend the night.

Day 5 – 6/20 Sunday (German Card Day) While many of us are heading toward the Museum of Transportation and German Car Day, these guys are heading up Red Mountain (10,000'), which is described as one switchback after another. The weather this day is once again awesome. All cars continue to run well. All tops are down, except for Sid Collins, who has a hardtop. At Gallop New Mexico, they hop on I-40, heading west to **Flagstaff**, Arizona for the night. Apparently there is some cocktailing in order. And well deserved (at the hotel).

Day 6 – 6/21 Monday (today - sic) This is a rest day. The cars get **oil changes** in a Wal-Mart parking lot. Laundry is done, and the group chills out.

The plan calls for them to depart tomorrow morning at **4am**, in order to get to Kingman by 6am, then head across the desert and try and **beat the heat**. Good luck guys. Their destination tomorrow night is Bakersfield.

The final report will be in several days. Bill reports that even with the wet weather early on, everybody is having a ball.

Day 7 – 6/22 Tuesday Our cross-country warriors awaken at 3:30 AM PST, in order to cross the desert before high noon. They pack up, put the tops up, and depart Flagstaff at 4am. They get to the beginning of the desert at 6. Bill Collins describes the heat as "not too bad"; it was 90 degrees, and a dry heat. The drive across the **250 miles of hot sand** goes without a hitch.

They arrive in Bakersfield by noon. They are way ahead of schedule,

and decide to press on. As they head for the coast, the group stops at The **James Dean Memorial** in Cholame, to pay their respects. This final night finds them in Paso Robles. Many Margaritas are consumed. They are happy, the weather has been fantastic every since Denver. Life is good.

Day 8 – 6/23 Wednesday They hop on the Pacific Coast Highway at Morrow Bay, and are on the final leg. A lunch stop at The Lodge at **Big Sur**, and they are back on the road for the final 55 miles to Monterey. By mid afternoon, they arrive at the host hotel for a weekend of celebration. **8 days, one day of rest, 3900 miles**, and everyone still likes each other. **Rainer has been kept busy**. Believe it or not, Bill is actually looking forward to the ride home next week. ;-)

Have fun guys.
Peter Crawford

Club member **Alex** Finigan sends the following from the Speedster Fest...

Well, we made it! Two Speedsters, and Monte Carlo rental with luggage. Boston, Pittsburgh, St. Louis, Liberal, Ks., Flagstaff, Las Vegas, LA, Carmel. Almost 3900 miles, 7 days, top up for less than 2 hours due to rain or desert temps [106]. Steve **lost his starter** in Pittsburgh, other than that, **no problems**.

My car was running **240** degrees oil temp in NV/CA deserts!!! Car ran strong, and temps came back to normal at sea level. Temp. gauge very sensitive to air temp, and I gauged speed according to it, rather than the tach. We ran 75-85 mph for 10-12 hours a day.

GREAT event, but it was so overwhelming, there were a lot of friends there that I didn't get to see. This was my 4th x-country trip, first in '71 in a '62 Chevy Panel truck, next in '86 in a MB 300SL, then in '98 in a 356A Speedster. The Speedsters were by far the **most comfortable**. Great cars, great event, great friends. Full story in future Registry article.

KTF,
Alex Finigan
ps...lotsa corn out there!

A Midsummer Day's Plan

To bail or not to bail, that is the question!

The day: Saturday, July 10. A gorgeous, sunny and summery day, one of the few, so far.

The plan: To drive from our home in Rye, NH to a gathering spot

a little east of Taunton, MA in order to meet up with our Typ356 Northeast friends for a leisurely ramble through coastal R.I. towns & then a tour of the Herreshoff Marine Museum and America's Cup Hall of Fame.

The Dilemma: A week of rain & cold, warm sunshine at last and the beach beckons, the kayaks beckon, the garden beckons. The highway and the 356 do not beckon!



Herreshoff Museum Photo by Osborne

All of these thoughts raced through my mind as I awoke at dawn that Saturday morning. To add impetus to my furtive pondering, I thought of Peter Crawford's phone call the day before saying that he had decided to scrap the drive in favor of a day of sailing. Hmm...

Don soon interrupted my reverie and announced that it was my "call", to bail or not to bail out on the plan.

I thought about my sweet little "C" coupe there in the garage, newly restored over the winter, all dressed up with no place to go. I thought about my husband, an ardent admirer of Herreshoff design since he first learned to sail. I didn't want to disappoint him. I also thought about the fact that once on our way, I would enjoy myself, just as I have on every Typ356 road trip or event we've ever done.

We were on the road by 7, heading down to the meeting place on Route 24. Two hours later, we had joined up with 12 other vintage Porsches (and a Chevy-powered "outlaw" 914!) and were snaking our way along the back roads of the little coastal communities around Portsmouth & Middletown, RI. The day was glorious and we were having fun together. The beach, kayaks and garden could wait. 356's in the front, 356's in the rear and smiles & thumbs' up from both sides. Euphoria on wheels!

Twenty-seven miles later we had reached the picturesque town of Bristol, RI and the museums. The Herreshoff did not disappoint. The main building contained over 40 actual sailing and power yachts designed and built by the Herreshoff family business from the late 1850's through the 1940's.

The name Herreshoff was to the heyday of yachting as the name Porsche is to the heyday of motoring. The hull designs are exquisite, from the artistic curve of each bow & stern to the perfectly fitted-out cockpits and cabins. An amazing collection of half hull models, (one for every boat designed by Capt. "Nat" Herreshoff), was displayed in the model room. Displays of old photographs, documents and letters all told the story of this successful & much-revered company that built many of the America's Cup defenders.

The America's Cup Hall of Fame covered the 150-year history of the awesome racing yachts & the Cup's many famous participants. Many of us were surprised to learn that the U.S. holds the record for the longest winning streak in all of sport, from 1851-1983. Very impressive!

After the museum tour, and true to our not-yet-widely-recognized name, the "Typ356 Northeast Eating & Drinking Club", we all made a beeline to Tweet Balzano's restaurant where a table for 26 awaited this famished group. There was nostalgic talk among some of the members who remembered this same spot as a hangout in their teenage years! We all enjoyed a hearty lunch of pasta and seafood and especially, one another's good company.

Thanks to Bob DiCorpo's and Bill Sooter's hard work and thoughtful planning, we had smiles on our faces as we pointed the Porsches toward home after a very pleasurable day.



America Cup Museum Photo by Osborne



Line-up at Tweet's, Yachts not by Herreshoff
Photo by Charles Kling

I was, as usual, not surprised that I had thoroughly enjoyed yet another Typ356 event. To bail or not to bail? No question. I had made the right choice! Hmm... et tu, Peter? We missed you and all of you who had "other" things to do. We hope to see you next time.

Sandy Osborne

Bob and Fran DiCorpo took third place with their Speedster in European Sports car group at the **Dedham BSAAC** Car Show at the Endicott Estate. (The BSAAC website acknowledges **Gary Hibler's** Speedster as second place winner in the same class in 2003.) The turnout was enormous and for a change -- it wasn't blazing hot and there no line to get in even for those not pre-registered. 356's however were scare as some members drove their other (?) cars.

Ron Swenson

This July, I was fortunate to participate in the **2004 Pittsburgh Vintage Grand Prix**. Unfortunately, the fast and experienced David Svarczkopf was not there as my Typ356NE partner in crime. There may be no other event like this for vintage racing. It takes place on the hilly, serpentine streets around and through **Schenley Park** as opposed to a dedicated road racing circuit. There are nearly 20 turns with severe elevation changes on this 2-mile plus course. There are no planned "run-off" areas for mishaps. Curbs, low stonewalls, bridges, trees, and spectators line the course. It is known as a 7/10th's effort event due to these hazards. Those last 3/10ths are better left for safety barrier lined circuits.

There were **170** vintage racing cars, the majority of 1959 and earlier origin. The featured marque this year was the Mini Cooper. There was a special race group with the old Mini versus the new Mini. Quite a novel show. My '59 A Coupe has been running well this season.

The most recent project was the modification of the Zenith carbs. Under the telephone-guided instructions of George Nelson, California racer Bob Kann and Duane Spencer, I was able to improve their breathing. In summary, I removed the venturis, filed away the cross bar at the throat top, filled the resulting holes, drilled a vent on top of the accelerator pump housing, experimented with 4 sizes of main jets and finally put on velocity stacks. Then it was just trial and error.

There were **seven 356 A Coupes and 1 pre- A Coupe** amongst the MGA's, Lotus's, Turners, Elva's and Alfa's in the Under 2 Liter Group. 30 race cars in total. Saturday was the first day of qualifying and became quite exciting due to the pouring rain for the afternoon session. Hard compound, bias belted, 5-inch wide Dunlop vintage racing tires are mandated by VSCCA and can be quite a challenge in the wet. I foolishly left the passenger window up to avert the floods and quickly was trapped behind a fogged windshield. Once I learned the rhythm to manually wipe the windshield, the visibility improved. Somewhat. My restraining 5-point belts restricted my reach to clear the right 1/3 of the windshield and viewing any right hand turn apexes was **pure guesswork**. I qualified midfield in position 16 and could not



Sooter in red, DiCorpo in white, Cannizarro in A



have been more excited or relieved. I don't think I ever topped 80 miles per hour in those soaking conditions. Wipe, brake, double clutch, shift, gas, wipe.... you get the picture.

Race day started with clear skies. The morning warm up session was fine, though the Coupe was spewing a bit more blue smoke than I would have liked. The race went off on schedule in the early afternoon with an estimated 100,000 spectators in attendance. Amazing. We did a warm up lap for the rolling start, 2 cars side by side behind the pace car.

I was in the 8th row next to another A Coupe. With the green flag everyone raced for position on the first long straight, just gaining 4th gear, and then funneling 1 by 1 into a tight chicane made of real hay bales at 20 mph! After 2 laps, the far half of the course with the steep, tight downhill 180-degree turns experienced rainfall. Very odd, but half the course remained dry, and the other half soaked with continuing rain. Perfect. One exuberant young 356 racer stuffed his car into an embankment. It was a newly acquired red Coupe without visible faults, gorgeous gaps, and being raced for the 1st time. So much for beginner's luck. Shortly after a British racing green Lotus crashed. Truthfully, with the rain, I backed off the accelerator early and was more that happy to finish 18th out of 26 racers, and unscathed. The added wonder of this event is that the **proceeds go directly to a charity** for Autism.

Next up is the Vintage festival at Lime Rock Park on labor Day weekend. Should have the new engine without the blue smoke in place by then. See you there.

Jim Stein

- - -

On Sunday July 25th a stalwart group of sixteen members met at **Greg and Christine McManus'** lovely Victorian house in Brookfield for a picnic. Many cars came individually, but Len Cannizarro, Peter Crawford made the ultimately dubious choice to follow me on what would have been a great drive to get there. Unfortunately my coupe coughed and sputtered to a halt several times on the way. (It barely made it home. Eventually a **\$2.99 fuel filter** solved the problem.)

The agony proved to be more than worth it.

You know when you have in one person the combination of an engineer and a **serious barbecue** aficionado something very special is likely to happen. The equipment and the system Greg has developed made for spectacular half chickens – toasty brown, with no burns – juicy... Well if you were there you know and if you weren't it can't be described.

Christine made a lovely salad, yummy hors d'oeuvres, and home made blueberry pie. On top of all that, the first great corn of the season was in. Truly memorable.

To work off some of those calories a modest horseshoe tournament was held. **Len claimed to have never tried the sport before.** That may be the case, but if so, don't let him get you in a game of poker. He more than held his own on the winning team. We also got to

ponder Greg's other collectable – a Corvette that came initially to fill the void while his cab was renovated and looks as though it will stick around when the new four speed is installed.

Along the way we met a couple out for a drive in their 356. They stopped by for a chat, and their presence was enjoyed.

Thanks again to Greg and Christine. Their personal schedule is filled this year but they made this chance to connect with them. I hope it won't be the last time they invite us!

Greg Graham

(Among our perennial high mileage members is Neil Fennessey, when wondering why he's missing at a local event it turn's out he's taken a drive to the beach – the left beach. ed.)

Mt. Ranier... It's always amazing to rise from the humid coastal plain into the desert of Washington State.

Hope to see you all at "the Frigidaire" on August 8th.

Neil Fennessey

Tech Session – on line features an article on **adjusting the 356'S valves** – the focus of our tech session and tour of KTR in Ayer Saturday, July 31st

Dave Willard orchestrated a fine drive to get us there too. Departing from our usual Route 2A meeting point there was a stellar route including Concord, Carlisle, Groton, Harvard and Ayer. The temptation to put on some speed was offset by the neck swiveling vista, historic architecture and downright charm just about everywhere. Like the Spring Tour route - it deserves to be revisited. Once we were at KTR there was more gapping going on. The shops were filled with the alphabet soup of GT40, GTO, XK-140 and Lotus 23 (and more). Nearby are Talbot restoration projects, motorcycles, street cars (and more). Around the edges of the Tech Session break for pizza and cold drinks.

Ron Swenson

Bill Sooter and Bob DiCorpo used their experience in planning the 2003 Typ356NE **Founders' Day** Drive and Picnic to make an even better 2004 event on Sunday August 8th.

The Star Drive-in was the start of another exciting and drive, followed by lunch at the **Westport River Winery** in Westport, Massachusetts. Route planning was aided by Charles Kling and Don Plant and it prompted some to suggest we put some of the great Typ 356 Northeast drives onto our website.

We're starting our seventh year. **Gary Resnick** brought together a



Fennessey shot of Ol' Beige at Mount Rainier



Klaus and the Super 90 Ralph Hadley photo



Star Drive-in photo by Swenson

comparatively short list of 356 fans. It turned into Typ 356 Northeast.

Since that time we've expanded in many ways, each year setting a record for membership -- and never forgetting where we've come from.

Gary, Fran Deleo and Peter Crawford led us from that beginning and 60+ members and guests turned out in 23 356's and 9 other Porsche' to celebrate their and our success.

It what can happens when you Keep The Faith.

Ron Swenson



Larry Sorgi's neat new "A" coupe joined the mo

Events

Events are brought to you by

FOREIGN INTRIGUE inc.

September 3-5 VSCCA @ Lime Rock
September 11 PCA NER PorscheFest @ MOT
September 19 **Drive Your Porsche Day**
Sep 29 to Oct 3 **East Coast Holiday**, Williamsburg, Virginia
October 2 Wolfeboro Car & Boat Show
October 16 T356NE Tech Session @ Meister
October 27 T356NE Hooky Drive – any ideas???
November 6 T356NE Tech Session????
November 14 T356NE Sunday Drive

The **Schedule of Events** lists nearly thirty events for 2004. A Busy year by any measure. Make sure you join us for our Fall events.

PCA NER will host the second annual **PorscheFest** at the Museum of Transportation in Brookline. September 11th will be the date of another Lawn event that is sure to become a companion for June's German Car Day. Last year, Typ 356 Northeast's Crawford, Falck and Martinez took home hardware. In spite of the \$30 entry fee, it's a fun event and naturally draws many of our NER co-members.

Ron Swenson

On September 19 we'll celebrate **Ferry Porsche's birthday**. We are replacing a favorite event: VSCCA Castle Hill Concours (which has again been cancelled) with **T356NE Drive Your Porsche Day - Drive & Photo Shoot**

The **2004 East Coast Holiday** is September 29th to October 3rd in Williamsburg, Virginia.

Look for e-mails later this summer to coordinate travel routes, time and other plans.

September 29th to October 3rd. 356 Registry East Coast Holiday, Williamsburg

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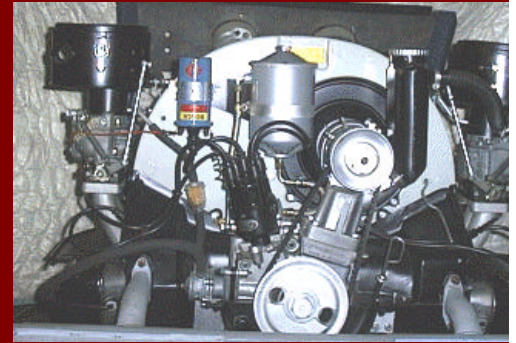
October 2nd is the **Wolfeboro (NH) Car & Boat Show** for those not heading to Williamsburg. After two years of shaky weather let's hope we get a shot at a nice clear sunny weekend. Portsmouth Circle will be our formal meeting location.

contact **Don Osborne** donosborne@comcast.net

T356NE **Tech Session @ Meister Restoration** is on October 16th this year.

contact **Bob DiCorpo** bodee5@hotmail.com

Wouldn't Thursday October 27th be a good day for a T356NE **Hooky Drive** – any ideas???



www.foreignintrigue.com
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Reviews - books, sites, &c.

www.356a.com www.356a.com has a good serial number reference. And more.

www.foreignintrigue.com Foreign Intrigue has a nifty cloaking device for Optima 6V batteries. The Optima really seems to work and last, although I've heard of one failing under warrantee.

www.precisionmatters.com Twin-plug conversion components.

<http://members.aol.com> Chrysler's investigation of the then new German sports coupe.

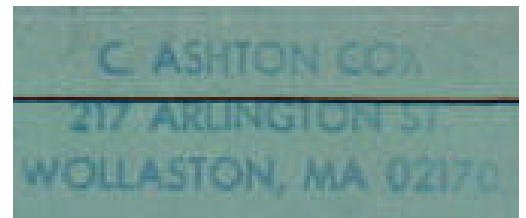
[/Porshalaka/DerWhites53Pre-ACoupe.html](http://members.aol.com/Porshalaka/DerWhites53Pre-ACoupe.html) Surprisingly a report went to C. Ashton Co. in Wollaston, Mass. (maybe a Chrysler Dealer or consultant or Porsche-phile?) and was stamped sometime after the invention of the zip code.

<http://168.144.182.110/RennsportReport.htm> Hello all, I've posted on my web site a weekend write-up, a few hundred photos and pretty exciting in-car video from the Rennsport under 2.5 liter race. Mark Powell from 356talk

<http://www.spektrproducts.com/> Skagit Media Productions has lightweight Polycarbonate Windshields, Door Glass, Quarter Windows, Rear Windows, Headlight Covers and Headlight Lenses...

<http://www.flat4ever.com/galerie.php?pageType=folder&currDir=Meetings/2004> Jerome Vila jerome@356a.org submitted this link to 356Talk. Of the Le Mans Classic 2004 he reports:

"Hi Gang, The "Le Mans Classic 2004" was truly a great event. There were almost 4000 cars, around 650 Porsches and between 60 and 70 356s. You can see some pictures I took here (mainly 356): <http://www.flat4ever.com/galerie.php?pageType=folder&currDir=Meetings/2004> Jerome"



www.my356speedster.com

This is a good site, especially for Speedster owners. I met GP (the author) at the Speedster 50th and he had already started this site to categorize the 356 Speedster. I have already enrolled on the website which will eventually list all the Speedsters known to mankind!?!

Check it out...it's already formidable in the information it has collected.

Erling Falck

Tech Session – on line

Caveat Emptor
Typ 356 Northeast provides technical information as a guideline for work on 356's.
Carefully review the procedures suggested and confirm they are appropriate for your situation
Then proceed only with correct parts, tools and safety equipment.

The **adjusting 356 valves** took place at a new venue for Typ 356 Northeast, KTR in Ayer Saturday, July 31st.

Start with the engine cold or at least cool.

Stick with 4/6 valve clearance unless you have a reground cam with other recommendations.

Too little clearance will cause the valves to burn since they will not be fully seated - exhaust gasses will pass by and the heat will not be properly transferred to the head. Too large a clearance will let the valves close with too much force and will beat the seats unnecessarily.

A longitudinally halved antifreeze or 5 quart oil bottle (plastic) makes a great tray to catch whatever oil is spilled as the valve covers are removed.

If it hasn't been done recently - smooth the rocker face that may be gouged where it pushes on the valve stem. Emery cloth on a file can be used to retain the original curvature.

Firing order on the 356 engines is 1-4-3-2 (clockwise rotation looking from the rear) but the easy way to adjust the valves is to rotate in the counter clockwise direction.

Start with distributor rotor pointing towards the fine notch on the housing rim and the top-dead-center mark on the drive pulley lined up with the case mating mark. Valves for cylinder #1 should now be fully released (play/clearance). Do each cylinder in turn but in reverse order, i.e., 2 then 3 and finally number 4. To get to 2, turn the drive pulley on- half revolution counter clockwise so the TDC mark is now on the bottom. To get to #3, rotate the drive pulley another half revolution counter clockwise (TDC mark will now be at the top again).

After #3 valves are adjusted, get to #4 by rotating the drive pulley one more half revolution.

The above procedure allows you to adjust both cylinders on one side then both on the other side and eliminates running back and forth from side to side.

Klaus Steibrueck shared some engine post-mortem parts. Some



showing the effects of lead - possibly afflicting engines not rebuilt since those days.

Klaus' suggestions for minimal engine problems:

Oil changes at 3,000 miles or at least twice a year.

Use synthetic, he likes Red-line, and Mobil

We welcome Klaus to our membership!

Dave Willard

The **912 key**

Tony Euganeo at (610) 461 0519. He is a Registry guy who is the greatest on keys. – **Jim O'Hare**

Unscrew the black plastic ring surrounding the ignition switch. Pull the ignition switch forward (toward the front of the car) and slowly pull it down into the light. The three digit key code, starts with a 3 as in 3**, should be printed on the switch. If no joy there, make a schematic diagram of the switch and then ship it to Tony Euganeo (see 356 registry advertising). He'll also cut your foolish friend non-factory keys for about \$6/key. If he/she really needs a factory key, they'll go for about \$30/key. – **Neil Fennessey**

Have him contact Tony Euganeo. Tony has correct key blanks and can cut a key to fit a supplied cylinder.

501 Folcroft Ave

Sharon Hill, PA. 19079

(610) 461-0519

DASKEYMAN@icdc.com -- **Eric Nichols**

RE: 912 key:

1. Assuming door is unlocked, remove ignition switch and take to a locksmith. They should be able to remove the tumbler and make a key to fit, if they have a blank to fit.

2. Check with Michael (not Mike) Grishman. He has lots of parts. I bought a complete set -- ignition switch and 2 outside door handles with key for my car. He may have more (I believe 911 will work). Or he may have key blanks or used keys that can be reground to work in friend's car at locksmith.

3. Go to 912 web site -- www.912registry.org -- and go to For Sale and Wanted **windows**. -- **Len Cannizarro**

Epilogue

John at East Coast Lock and Safe Co. in Salisbury Massachusetts made the key for my friend. After removing the lock and getting the number Surprise! -- the formula for his (and your key) is on-line in a database that East Coast Lock accesses for key cutting information.

The 912 started.

Members

Please note: we have an option if you would prefer your name / e-mail address / phone / cell not listed in the "members-only" contact section of the site.

Bob DiCorpo bodee5@hotmail.com

New Members:

Mark Reich -- North Andover, Massachusetts, 1961, 356 B, coupe,
Bing Bingaman -- Norwell, Massachusetts, 1964, 356C, cabriolet
Richard Patrick -- Leominster, Massachusetts, 1964, 356SC, coupe 1964, 356SC, cabriolet
Klaus Steibrueck -- Lyndeboro, New Hampshire
Peter Triolo -- Saundertown, Rhode Island, 1965, 356 SC Coupe

For Sale / Wanted

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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

For Sale: 1957 356A Speedster, excellent condition, restored 1994, miles since restoration 750, Color Ivory with Red Leather interior. Stored in Wolfeboro, NH.

Jim Nicholson jnichol6@worldpath.net 781-259-9186 (w) v6n4

Wanted: Original fuel sending unit for early A car in good working condition. Bob DiCorpo bodee5@hotmail.com v6n4

For Sale:

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

** buyer pays shipping

Gary Resnick garyr356@aol.com 508-240-6909 v6n4

For Sale: I have a set of **weber carb's** that have been on my Super 90 for the past couple of years for sale, as I have had the original Solexes rebuilt and re-installed this past week. The Weber's come complete with the manifold kit and air cleaners. A new pair is currently priced at \$699. I am looking for \$400. I will be posting them on the Registry site soon. Here is a link to see what they look like and the new cost.

http://www.motormeister.com/suz/carb_access/356912_weberkit.html

Peter Crawford pcrawford@typ356ne.org v6n4

For Sale: Tom Coughlin's famous **RACE CAR** (the one you've never seen) is for sale. Only driven on weekends! Former SCCA E Production open racecar (topless). You could convert this to OUTLAW street legal or for AutoX or use it for club racing (but not vintage which requires major-read expensive-mods). Don't even think about converting back to stock. Hot and fast 912 engine, fiberglass fenders,



Hoffman Porsche Car Corporation ad

hood and engine lid, coil over suspension, fuel cell, pinned doors, lots and lots of modifications. A radically unique car. Price \$26,500 includes delivery, Greater Boston to So. NH. Tom Coughlin
TLC356sc@aol.com, 781-461-0495 v6n3

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[617.333.0275](tel:617.333.0275)
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1238 Canton Avenue, Milton, Massachusetts 02186
George Nelson

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Stuttgart Northeast, Inc.
507 Maple Street – Route 62, Danvers, Massachusetts 01923
Jim Mallette, owner / technician

[978.536.2667](tel:978.536.2667)
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