

Typ 356 Northeast NEws

The newsletter of Typ 356 Northeast vintage Porsche® club

Volume 7 Number 1 - February 2005



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News

President's Message: It's hard to believe a year of my turn at the wheel is over. For me it was a great year -- 2,300 miles and 24 events provided a full range of grins. Chances to see some great cars at Rennsport II and the Williamsburg ECH were fabulous moments. Doing it with T356ne members made each even better.

These jaw-dropping milestones blend with gatherings of members at our own events. From regular events – like the Spring Tour and Meister Restoration's Tech Session to first-time events; kart racing, Swap-Meet, the cross-country Speedster 50th Anniversary trip and the Hereshchoff Sailing Museum tour – each revealed unexpected pleasures. The friends that come along with the 356's truly add to the gratification of these events.

Increased interest in long-distance driving events has placed an added drive to Canada on the schedule. This promises to compliment the Spring Tour - with even more driving on scenic roads, modest accommodations and a bit less time for relaxing.

You'll see some other new and innovative events on the Schedule of Events for 2005. A few dates are available to be filled, so it's not too late to suggest a destination or an event.

Don't wait for your dream car to show up on E-Bay or your restoration to be done before you participate. (And if you're reading this on our web-site – don't wait to join up.)

I hope each one of you can join us for events this year.

Keep The Faith
Ron Swenson

The Board of Typ 356 Northeast meets evenings on the **first Tuesday** of most months. The locations rotate – usually we find somewhere with a good recommendation and grab dinner. Members are welcome if they'd like to participate or bring an event to our attention. Drop me a line if you want to join us.

We took the occasion of the December Board meeting to extend thanks to members who hosted us during 2004. Each welcomed us at their homes or places of business. **Len Cannizzaro, Alex Finigan, Bill Collins, Dick Chiasson, Alex Dearborn, Tom Tate, Greg McManus, Klaus Steibrueck, Rainer Cooney and George Nelson** were all our hosts and most were able to join the December celebration.



Ron at 2003 Ramble, Crawford photo

This generosity is key to the personality of Typ 356 Northeast, I hope you'll be joining us next December!

Ron Swenson

As the term of office for **Officers** runs from February 1, 2004 to January 31, 2006 – I'm pleased to report all the elected officers will continue in office. For this upcoming year we've re-appointed the other **Directors**, who have all also agreed to remain on the board.

If you're new to Typ 356 Northeast you may not know how much time and effort this board puts into our undertakings. In short – they make it happen.

Ron Swenson

The seventh annual **Holiday Party** was again held at the **Stockyard** Restaurant in Allston on January 16, 2005. 65 members and associates met to recap 2004 and speculate about 2005. Four hours later there were still stories to be swapped.

Coordinated by **Dick Chiasson** the party punctuates the gap between our final fall events and the resumption of activities in the New Year.

It also punctuates everyone's winter-project schedule. How so? Well most projects you were hoping to accomplish this winter should be underway – or they'll be summer projects. The Holiday Party was a great time to at least talk about them.

The **2005 Planning Meeting** brought together the board and members to set our course for the upcoming year. A plan to top last year's was mapped out -- mixing technical, social and driving events.

February 27, 2005 T356NE **Tech Session** @ Bill Collins
March 5, 2005 T356NE **Tech Session** @ Bellingham
March 19, 2005* T356NE **Kart racing at F1**
April 2, 2005* T356NE member's **Speedster 50th** presentation
April 23, 2005 PCA **Hershey Swap Meet**
April 24, 2005 T356NE **Sunday Drive**
May 15, 2005 T356NE **Shakedown drive** – Pomfret, Conn.
June 3-5, 2005 T356NE **Spring Tour** – Stowe, Vermont
June 19, 2005 Larz Anderson Auto Museum - **German Car Day**

These, along with events for the second half of 2005, already total in excess of 25 diverse gatherings. There are still dates on the calendar for further member suggested events.

Further details will appear in upcoming issues of the NEws, in notices sent to members@typ356ne.org and the Schedule of Events on our web-site www.typ356ne.org.

* These events are subject to date and location finalization. Remember -- always check our web-site for updates to the

Schedule of Events for any event. Last minute changes or rain delays are also broadcast the morning of events.

Ron Swenson

Making the NEws better. It's amazing to think that we not only started this club a bit over six years ago, but our voice - the NEws, is already beginning its seventh year. The printed and mailed volumes (one through five) were hard work and we're grateful to **George Huff** and **Kevin Caravella** for a series of colossal efforts. About half our members had e-mail in those days and the NEws was a key link to our then new group. The most recent incarnation is the **Electro-NEws** moving to its 8th issue. It works because only four members lack e-mail (they get a printed version in the mail). It's a much more modest affair when compared to the print versions.

Q. Why does it the NEws look like that?

A. The thought was a very simple page design would still get the message out. The format needed to allow for e-mail size sound-bite messages as well as more lengthy articles. With e-mail, distribution is free and timely. Including more pictures is an added benefit if we avoid the size penalty of high-resolution images.

Q. What if your editor isn't Jim Perrin or Brett Johnson (fixtures in 356 historical knowledge)?

A. You better write an article. Meanwhile, corrections are appreciated.

Q. What is the Newsletter schedule?

A. We hope to issue on the first of February, March, May, July, September and mid-December. Your submissions are needed two weeks earlier at rswenson@typ356ne.org

Q. Shouldn't a classy organization like Typ 356 Northeast have a fancy printed newsletter, with award winning graphics?

A. Maybe, there's plenty of opportunity to grow – although the e-mail format will be hard to beat for cost and value-for-effort.

Q. Shouldn't it look retro?

A. It's crossed our minds. But color images and on-screen readability provides new opportunities and challenges. For now we're in the era comparable to the Registry Magazine when it was the early, small format issues – simple, in a nice way.

Q. Hey, that's my photo!

A. Ooops. If it was sourced from our web site it should have a credit. If it got borrowed from the web-at-large some attempt was made to identify the source.

Q. What about the Porsche copy-write stuff you hear about?

A. We show the Porsche name as the registered trademark on the banner. Their crest too. For now their font is avoided.



(Christophorus® 10/54 cover)

356 Road Survival It had been a great time. The Vintage weekend at Lime Rock will keep your old car juices flowing all winter while the Porsche sleeps. The 356 is clipping off the miles at about one every 50 seconds and the sun has dropped below the Berkshires as you climb east out of Lee.

Whirrrrr...clang...screech and your generator light comes on hard!

Over into the breakdown lane you switch off the ignition and coast to a stop as the tandem rigs you've just passed blast by inches to your left with their air horns blasting. In the fading daylight you pop the engine lid to find black strings of, what had been, your fan belt dangling from your air cleaners. But worse, half of the pulley is wedged under the crankshaft pulley. Shims, and the generator nut must be somewhere down there in the darkness. Damn!

Flipping open the cell phone you learn that you are conveniently **out of range**. Time to think. Ahhh...the tool kit has a generator belt and that funny looking flat wrench is supposed to fit a nut the size of the one you can't seem to locate. Right about now you would gladly trade your first born for a flashlight and a complete generator pulley. Forty-five minutes later a State Trooper pulls in behind you and radios for a tow truck. Shortly after 10:00 PM with the 356 chained to a ramp truck you're bouncing east with a three toothed road warrior/philosopher hiding from 2 ex-wives. Personal hygiene, not in his life! It gets better though...your AAA Plus will only tow your baby 100 miles... a bit short of home.

The newest 356 Porsche is now 40 years old. If you were able to break down in an area populated with auto parts stores, you'll find 356 parts very scarce. Putting miles on your old Porsche? A basic road survival kit now makes much more sense than it did in the 60s.

Over the past 14 years and 74,000 miles of antique auto miles ('49 VW & '59 Porsche) I have slowly developed a "**Road Survival Kit**" that has brought my car, and many others, home under their own power. My expanded (much more than a basic kit) weighs in at about 27 pounds and nestles between the gas tank and spare tire of my 356A. I don't claim to be a mechanic, just a veteran of many miles and breakdowns... I've learned through absolute necessity.

Want to learn more about putting your own **Road Survival Kit** together before our Vermont trek?

Then join your fellow Typ 356 Northeast club members for a Road Survival Tech Session. Coffee and Pastries will be provided at Bill Collins' home garage, 10 Hardwood Road, Windham, NH, 603-425-6129 (home), 603-490-1360 (cell)

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

contact **Bill Collins** bcollins@typ356ne.org

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

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

2005 Typ 356 Annual Spring Tour As we are a club comprised of members who truly enjoy driving their cars, it only makes sense that for our **Seventh Annual** Spring Tour, we return to the New England state that provides the best and least crowded scenic roads in the region. That would be the State of Vermont. This will be the third time we will travel to the Green Mountain State in the club's short history. However, it will be the first time that we travel to the northern part of the state and the picturesque village of Stowe. Tour headquarters will be at The **Topnotch Resort and Spa**. The weekend will be action packed from beginning to end.

On Friday morning, **June 3rd**, participants will gather at the Route 93 rest area on the Massachusetts/New Hampshire border, and begin a spirited drive north. Luncheon plans call for a stop in Hanover. Then we will begin to experience the winding roadways that make Vermont, the perfect Porsche destination. After we arrive at the resort, you will have time to unpack, take a swim, or polish your car. The first cocktail party of the weekend will be held outdoors overlooking Mt Mansfield on Friday, followed by a barbeque.

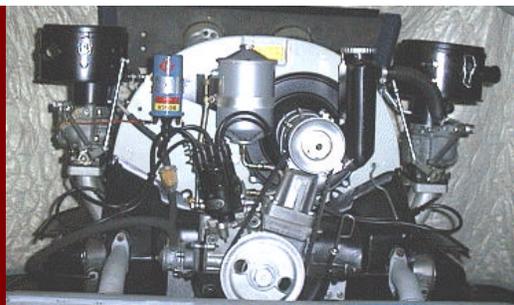
Saturday morning, we will gather for a run through **Smugglers Notch**, and a drive to the home of club members **Dave and Maggie Altman**, where they will host us for lunch. The afternoon activities are up to you. Whether it is a massage at the spa, shopping in Stowe, or visiting **Ben and Jerry's**, there is no shortage activities. For some, a nap may be in order, as we will need all our energy for the elaborate wine and food pairing dinner, which Topnotch will put on just for us. The multi course event has become a club favorite the past two years, and has been attended by most on the tour.

On Sunday, after a complete breakfast, the group will depart on historic Route 100, and wind our way back home.

If the early sign up for this year's event is any indication, I promise you one thing, it will be the best-attended tour in our history. There are only **a few rooms still available**. So call Topnotch at 1-800-451-8686. For more details about the tour, check out the club website.

Friday to Sunday, June 3rd-5th, 2005, T356NE Tech Session – Seventh Annual Spring Tour to Stowe Vermont

contact Peter Crawford pcrfawford@typ356ne.org



www.foreignintrigue.com
mgrishman@foreignintrigue.com

Reviews - books, sites, &c.

Porsche 356 Guide to Do It Yourself Restoration by Jim Kellogg

This just published book is extremely entertaining and filled with very helpful ideas whether you are a weekend dabbler or contemplating a full-blown restoration project. Jim Kellogg was a successful high tech executive well along in his career when he bought his first 356, which turned out to be a disaster. This car

leads him by economic necessity on a self-imposed course towards a do-it-yourself existence. The first 356 encouraged him to buy and redo several successive 356's.

In 1992 Jim took an early retirement from the high tech world and turned his hobby into a business called **356 Restore** located in Parker, Colorado. To date the shop has done over seventy 356's. The book is the result of his accumulated knowledge about 356's and tells an interesting story of his metamorphosis from desk to shop. I might add that there are lots and lots of helpful do-it-yourself pictures.

The book is available from Amazon for \$16.47 or can be ordered from most bookstores for a list of \$24.95. At either price, it is well worth adding to your library.

Jim O'Hare

www.356-911.com Tool kit photos an info; colour charts, and period advertising (usual quaint spelling at this UK site)

<https://www.jcwhitney.com> **J C Whitney** <https://www.jcwhitney.com> There is no point in calling, just surf and buy direct. Millions of parts. You do kinda get what you pay for here.

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

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

Fran De Leo fdeleo@typ346ne.org

www.convertibleregistry.com A beautiful new website has been published today for any those of you who are interested in expanding your horizons regarding 356 history and current information about the **356 Convertible D**.

The site is www.convertibleregistry.com. While a few portions of the site are still under construction, the overall content and especially the graphic design of the pages is exceptional. Check it out.

Erling Falck

Tech Session – on line

“356 Safety and the Moron on the cell phone behind you”...

It is now deep into winter and the holidays are a memory. The time has past when I sang the annual 356 lullaby to my coupe.

One of the last things I did last season was to invest and install a **Top Serve 3rd Brake Light**. I had installed the Leryn back about 2 years ago and I bet no one even noticed because the light power was weak and the design, though unobtrusive, did little in terms of safety. The new light costs 1/3 less than the Leryn and is far, bigger and brighter. The Topserve light was designed with some feedback from the 356 Talk list. It originally was inertia based, and you can still get models that are, but this one is hard wired, in the same way as the Leryn 3rd brake light is.

The light is not just **LED's** but it is on a **circuit board** and has some real engineering behind it. Though the mount is a bit low tech the output is not and it comes with a plug so you can easily remove it for conc ours. You can adjust the light to **flash** repeatedly upon first applying the brakes (to really grab attention of the moron on the cell phone behind you) or you can just have it work in concert with your regular brake lights. There are many 3rd brake light options but few can work on 6V.

I think it is a great safety addition and here is the URL www.brakeflasher.com/brake.htm and a few pics.

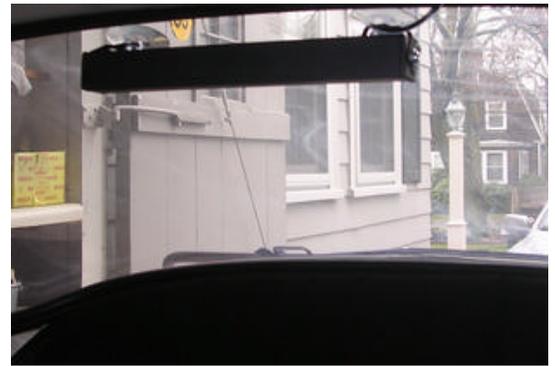
Fran De Leo fdeleo@typ346ne.org

Restoration Blues, part 2 (continued from V6N6)

“**Standing Tall**” Umlaut is very funny looking. Besides having no paint, in disarray, going topless and being generally slut-like, her front end sits really high. Parked next to her stable mate, Gertrude, she looks like a truck. The original Cayenne. Not only is this incorrect, but there's no spring up front – when I push the nose down, it stays down; when I pull it up, it stays up. Something is amiss somewhere, so I think we have to re-set the front torsion bars to spec (40 degrees from vertical, unloaded). It's an interesting predicament; because typically the front end tends to lower with age, not rise.

In the “356 Porsche Technical & Restoration Guide, Volume 2”, Jim Schragger has a contribution entitled “Keep Your Nose Up”. He explains how to adjust the front torsion bars to lift a drooping front end of our favorite car. I read it several times and got the impression that Jim hadn't actually performed this fix himself - it read as if it was copied out a technical manual, and there were no details. I decided to try his process and determine for myself how to keep the nose up (or in Umlaut's case, down). Soon after I began, I knew there were other problems in store for this humble wrench bender.

I first did the usual – loosen lug nuts, lift front end, place jack stands beneath the “reinforcement struts”, remove wheels.



Top Serve 3rd Brake Light inside and out (photo by De Leo)



Figure 1

To “unload” the torsion bars, I removed the wheel assembly from each set of torsion arms. First, I disconnected the tie rod end from the spindle eye. There is a 14mm castle nut holding the tie rod end’s tapered shaft to the eye. Pull out the cotter pin and then remove the nut. The connection won’t separate because the tapered shaft is pressed (pulled?) into the eye, so the two must be forced apart. You should use a pickle fork; but since I don’t have one, I used a hammer. Thread the castle nut back on the shaft, but reversed, so the castellations are facing “up”. Thread until the backside of the nut is almost flush to the end of the shaft. For good measure, heat up the eye a bit, without burning the rubber dust boot. Now, whack the bottom of the nut up until the two pieces separate.



Figure 2 A

Next, the shock absorber must be removed. Place a jack below the lower torsion arm “eye” (where the link pin goes through), and raise the arm to take the preload off the shock. Remove the lower shock-mounting nut with a 15mm socket or box wrench, along with a lock washer and a large flat washer. Then, if it’s still there, bend back two locking tabs from the locking plate at the top of the shock, and remove the special shoulder bolt mounting the upper end of the shock with a 15mm socket. Pull the bolt out, then lower the jack (and the torsion arms). Pull off the shock from the lower mount and put it away.



Figure 2 B

Now that both torsion arms are unloaded, detach the two 19mm bolts holding the brake caliper to the steering knuckle, pull the caliper off the disc and hang it with a piece of coat hanger from the round hold that the tie rod goes through. You don’t want the weight of the caliper pulling on the rubber brake line (disc-braked cars only. All others, disconnect the rubber brake line from the wheel cylinder. You’ll have to bleed the front brakes after doing this.)

Next, remove the wheel assembly from the two torsion arms by loosening the pinch bolt (19mm) through each eye and simply pull the entire assembly off the arms. What comes off will be the spindle, steering knuckle, king and link pins, hub, brake disk, and backing plate. It’s very heavy, so don’t drop it on your toes. (Drum braked car owners; you will pull off the drum in lieu of the disc.):

What you now see now are two iron trailing / torsion arms attached to the end of each torsion bar (Fig. 1). The bar end passes through a square hole and looks diamond-shaped. Loosen the set screw lock nut (19mm) on one of the two arms and then, with a 10mm Allen wrench, loosen the set screw holding the arm to the bar. Now pull the arm off the end of each torsion bar. These will be very greasy, so be prepared.

Holy cow, when I pulled out the lower torsion arm, I only pulled part of it out! That’s right, the part that rides inside the tube remained in there! I managed to pry the broken end out. Refer to Figure 2 to see a normal arm and my two-piece arm. Well, maybe the broken arm has something to do with my weird front end.

Now measure the angle of the bars, which should be 40 degrees from a vertical line, which is defined by placing a straight edge against the front of the torsion bar tubes, those things the torsion bars are coming out of. Refer to Elfrink, Restoration Volume 2 or

Kenneth Ball's "Porsche Owner's Workshop Manual" for details. (Fig. 3)

To adjust to spec, you must now release the torsion bar from its anchor in the middle of the tube, which is a set screw, along with a bracket and a lock nut. It faces kind of toward the back to the car. Above it, and facing down, is a similar-looking screw and lock nut, which is the adjustment screw. Turning the screw clockwise (after loosening the lock nut and the adjacent set screw) pushes on the bracket and rotates the torsion bar so the front end is lowered. A clockwise turn will raise the front. The set screws are accessed from underneath, and the adjustment screws from the top – the latter easily if your gas tank has been removed, that is. (Fig.4).

With a 19mm socket, loosen the locknut, then the set screw with a 10mm Allen wrench. If you want, remove the set screw completely, and the bracket, then look at the tube. From where the locking screw was removed, and you'll see a slot cut into the tube. This slot represents how much movement you can get with the torsion bar. Now loosen the adjustment screw's lock nut, then turn the adjustment screw one way or the other to rotate the torsion bar the way you want it to, until you orient it to 40 degrees from vertical. You'll have to skid out from underneath and go to the end of the bar a measure again. When satisfied, lock the torsion bar in position with the adjusting screw and lock nut, then the set screw and lock nut.

I had to replace that damned broken torsion arm, so I got on the ever-helpful members@typ356ne.org to enlist some help in tracking one down. The replacement torsion arm I got, from Don Plant (for free), was for a B car. Part experts in our group may want to take note that the B arm has a longer bushing pressed on, as the B tube holds two needle bearings, one next to the other, at the end. The C suspension, however, was cheapened and one needle bearing is pressed into the end of the torsion bar tube, and its arm has a shorter bushing on which the single bearing rides.

Before inserting the arms back onto the bars, you should inspect the rubber seal pushed on the end of the tube (fig. 5), serving as a dust/water/crap seal. Replace if ripped, cracked or otherwise damaged. C car seals also had a plastic spacer ring within the seal (Fig.6). I found that 3 of the 4 spacers were chewed up (Fig 7). Stoddard has both the seals and spacers.

Now that the bars are adjusted and everything else has been fixed, it's just a matter of replacing the shocks, wheel assembly and tires. If you have replaced any components, such as an arm or torsion bar, you'll want to check the "offset" distance between the faces of the upper and lower torsion arm "eyes". I place a straight edge along the face of the lower eye, long enough so it extends up to the upper eye, then I measure the distance (offset) between the face of the straight edge to the face of the upper eye. The amount of offset determines the number of shims you place around on the upper and lower link pins. This is straightforward and readily explained by Elfrink's "Porsche Technical Manual, Ball's "Porsche Owner's Workshop Manual", and Muir's "How to Keep Your Volkswagen Alive".



Figure 3



Figure 4



Figure 5



Figure 6

Well, Umlaut has some spring in her front end now. All I need is to expend another 300 hours of labor into her and I'll be springing down the road, bouncing those torsion arms into every pot hole in Norfolk.

Rick Veneski leahrick@gis.net



Figure 7

<http://forums.pelicanparts.com/showthread.php?s=078755b255ed2ac1d5e161d001e1d4&threadid=167993>

Detailing suggestions "I would assume that would be Cindy and George Markley in Lynnfield MA. They run a Co called **Detail by Cindy** at 781-334-3189 See attached endorsement. Thanks to Tom Tate.

Steve Ross

Steve, and 356NE Members: We have our own in-house detail shop here in Topsfield (Dearborn Automobile Co. Inc.). Our detailer, **Steve Maniates**, is responsible for improving and maintaining our showroom cars, and we do work for outside customers a few days per week. Some of them go to concours such as Castle Hill or PCA events; still more just want their cars clean. Our specialty is older Mercedes and 356 Porsches. Please call me if you'd like more info, or call Steve for an appointment, 978 973 2970.

Alex Dearborn

<http://www.thesamba.com/classifieds/detail.php?id=105631>

Pre A- & 356 Concours **Knobs by Brezelwerks** - NEW 12-16 Available for the first time from Brezelwerks! The most complete range of true concours quality knobs for your Pre A (49-55) and 356 A, B, or C Porsche (55 and up). Absolutely THE BEST quality knobs available!

These "**factory specification**" reproduction interior knobs were precision cast to exact detail from NOS original knobs, constructed of solid highly durable urethane resin (**in ivory, tan, grey, or black**). **Knobs** are NOT painted or powder coated), each is polished to a superior high gloss finish.

Bob DiCorpo

Members

Membership Report for 2004 As Typ356NE enters into another year of driving and social events, we find that our membership is increasing and our club events are becoming more plentiful. More members than ever before are attending them. Even our spouses are attending events more frequently than in past years. We'd like to think that the reason for this is that the diverse nature of our events is appealing to more members and co-members.

During 2004 our membership reached **130 members**. Although it is not our intent to increase our membership, we welcome new members and new ideas, so that our club will continue to grow, not in size, but in quality ideas. New events and varied ideas will keep us fresh.

This past year saw many members drive their 356's thousands of miles to events and tours that will be talked about for years to come. This seems to be one of the main directions that we are going. Our cars were made to be driven, and in 2004 many of our members proved that.

This year the Spring Tour to Stowe, VT and possible trips to Nova Scotia or Quebec will provide members with more opportunities to enjoy driving their cars and see more of the beautiful countryside. In late June, the Porsche Parade will be held in Hershey, PA. Here is another opportunity for members to "Drive our cars", as they were meant to be driven!

We thank our advertisers, such as Stuttgart NE, G.N. Engineering, Foreign Intrigue, Meister Restoration and Autobahn Performance for helping us to keep our cars going these thousands of miles. Without these people, we all might have to depend only on Edgar Broadhead whenever we have a major mechanical problem!

In closing, I'd like to thank the 80 plus members who have already sent in their 2005 dues. I'd also like to remind the others that dues must be **paid by February 10th** in order to avoid a \$10.00 late fee. Please mail your payments to me at: Bob DiCorpo, **2078 Highland Avenue, Fall River, MA 02720**.

Thank you and "Happy 2005!"

Bob DiCorpo bdicorpo@typ346ne.org

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As a member of the Typ 356 Northeast, you are encouraged to use the **Members@typ356ne.org** email address to contact ALL of our members at one time. There are a multitude of advantages available to you using this address! One obvious advantage is to the member who has a car item that he or she would like to **sell**. If you advertise the item through this email address it will be read by all 130 currently active members of our group.

The same is true for **items needed**. One of the club's members might just have that rare item you're in search of!

Some members, during our driving season, may wish to organize a **last minute drive**. This is the best means for doing that too. (However we'd request you check with the board if it's not competing with another of our events.)

If you'd like to comment on a club event, or just inform other club members about a car show or other worthwhile event, this is again a way to reach everyone. Keep in mind however, that postings through this email address should be **limited to club activities** or be of specific 356 interest. Also, you should include your name as

the sender and use your club registered e-mail address for the mailing to be accepted. Having this email address on your list of contacts to have it "at your fingertips!"

Bob DiCorpo

Keep us in mind when have a **change of address**, or more likely cell phone or e-mail address so we can stay in touch.

Please note: we have an option if you would prefer your name / e-mail address / phone / cell not be listed in the "members-only" contact section of the web-site. Let me know if you'd like to change.

Bob DiCorpo bdicorpo@typ356ne.org

New Members:

Michael Polcari -- South Dennis, Massachusetts -- 1956 356A Cabriolet
Jim Hannum -- Windham, New Hampshire

For Sale / Wanted

Typ356 Northeast is not responsible for omissions, errors, misrepresentations, payment or anything else to do with these classified advertisements.

For Sale: 1963 Porsche **356B S90** Karmann fastback **Coupe**. #211849. Bali blue with tan leather, and S90 per Kardex. Restoration by Nate Cantwell and Jim Newton. Just out of warm storage, and being serviced. \$36,500 Alex alex@dearbornauto.com 978-887-6644 Topsfield, MA Photos at www.dearbornauto.com (commercial) v7n1

Caveat Emptor, only to stay in practice.

For Sale: Complete set of all original 356 **Registries from Vol 1 #1 to present**. Includes maroon binders through Vol 18. Price is \$3500, same as Prescott Kelly sold a set for two years ago.

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.

1962 **1600S engine** P*702401* Rebuilt about 1988, run a little, stored since. New flywheel, clutch, P and C, valve guides, more, but no receipts as of now. Runs strong, shows 128-130 psi when measured COLD. No leaks, Bursch quiet pak, complete and in 64 Cab project car for test run. \$3400 as is as shown, buyer picks up in Westport MA, Vic Zeller phone 508-636-5379 mzeller@umassd.edu v7n1

Ads run three times unless renewed or removal is requested

Wanted: 356B Porsche Roadster or 356SC Cabriolet. Prefer excellent example with paper trail and service history. Yes, I know these are expensive. Please let me know if you have any leads. Thanks, Alex alex@dearbornauto.com 978-887-6644 Topsfield, MA (commercial) v7n1

For Sale: In the aftermath of a major garage organization / cleaning, many Porsche Typ356 and some other odds and ends have surfaced as being extra. As one man's discard is another man's lucky find, listed below are some items that may be of interest. Let me know if you'd like to be emailed a picture of any of

these treasures. Local Pickup Only. B & C Parts:

C Rear bumper from C Cabriolet. Some surface interior rust near bracket attachment. Includes chrome bumperettes, rubber, mounting brackets. This bumper is complete, except for back up lights. \$300

B Rear bumper. No rust. No chrome or rubber. Some hardware. \$200

Leitz rack with intact plastic inserts. Some rust on chrome. \$50

C Cabriolet rear deck lid with everything, rubber, twin grills, hinges, and attached Leitz rack. All bolts included. Surface rust on rack. \$230

B Coupe black **headliner** for sunroof - never installed. \$20

Two chrome **grills** for rear twin deck lid, good shape \$40

B Wheel **drums** - two rear, four front
a. Front: machined, wire loose, 282 mm
b. Front: machined, 281.4 mm
c. Front: machined, 280.3 mm
d. Front, not machined, 280.9 mm
e. Rear, machined, 281.2 mm
f. Rear, machined, missing one stud, studs extra long, 281.0mm
\$200 for all above wheel drums

Two black leather **backs of front seat** in nice condition, no bottoms, both have mounting brackets for headrests, small amount of stitching is gone, no cracks in leather, no chrome side pieces. \$70 for worst one, \$100 for best one.

Also have **1961 Sunroof Coupe** for sale, BO. No engine. Electric sunroof works well. Owned and driven since 1976. Car is complete: red with black interior. Rust in the usual places.

Finally, **1956 red oval VW** for sale, BO. All original with transmission and engine. Has working gas heater.

Call or email with questions or offers.

Ruthie Walsworth rwalsworth@hotmail.com 603-432-6823 v7n1

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For Sale: (A) Early **Registries**: All Volume 1 (#2 is a perfect first reprint); Volume 2 #4,5,6; all Volume 3; all Volume 4; Volume 5; #2,3,4,5,6; all Volume 6; Volume 7 #1,2,4,5; all Volume 8; Volume 9 # 1,2,3,4,5; Price is \$942 for all

(B) Two Original cloth **Holiday Badges**-First 356 Holiday 1975, Rockford, Illinois and Holiday V for Windsor, Connecticut. Both are in perfect condition, \$125 for both

(C) 356C electric **tach**, looks great but doesn't work? \$110

(D) 356C **gas tank** with no holes or weak spots in bottom, fits 62-65, \$375

(E) Three piece 356A **crankcase** P*72934*. Clean with no visible wear. 3rd piece top # not the same as on case halves. Oil pump and gears included. \$175

(F) 1987 Red **911 Cabriolet** - Excellent all original 56k mile with all records since new. \$28,356
Vic Zeller mzeller@umassd.edu v6n6

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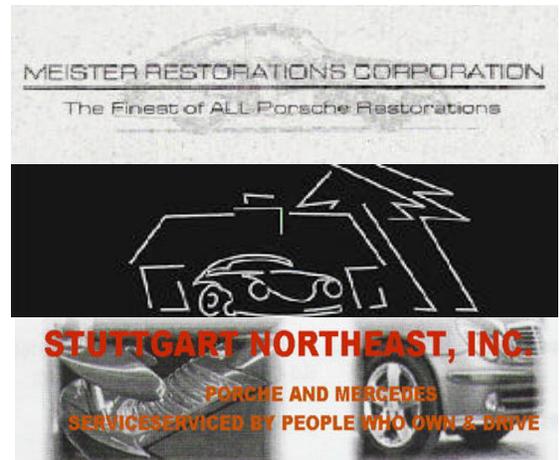
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