

# Typ 356 Northeast News

The newsletter of Typ 356 Northeast vintage Porsche® club



Volume 9 Number 3 – July 2007

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[www.Typ356NE.org](http://www.Typ356NE.org)

## News

**President's message** We are right in the middle of our driving season here in the Northeast and I still haven't seen some of our new members at events with their Porsches. Before you know it, the cold and foul weather will be back and you'll be regretting your lack of driving time this year with your Porsche. It's time now to get that baby out of the garage or pull the cover off it and join other Typ356ne members for one of our upcoming driving events. Check out our schedule of events at [www.typ356ne.org](http://www.typ356ne.org) and make plans to participate.

Speaking of new members, some of you (along with veteran members), might want to consider becoming officers or serving on the board of our club. The term of the current officers expires in January of 2008 and we would love to see some new members with fresh ideas get involved with running our group. Board meetings are once a month in the evening and are usually held at various locations around the Boston Metro area. Drop me an email or give me a call if you're interested. You might even like to attend one or two of our meetings to help you decide.

The club has already begun to see some change. After another very successful Spring Tour, Typ356ne Tourmeister Peter Crawford has decided to step down, making way for a new Tourmeister, Don Osborne. We are all very confident Don will continue to do an outstanding job arranging future tours, but we will all miss Peter's professionalism and expertise that he has devoted to these tours in the past. Good luck to Don and our thanks to Peter.

Typ356ne is always looking for new events for our members to enjoy. If you have any ideas, especially for driving events, please do not hesitate to contact me or any other member of the board and tell us about it. If it's possible to add it to this year's schedule we will. If not, then it can be used in next year's schedule.

Let's get out and drive our cars. I hope to see and meet every club member this driving season at least one time. Our cars may look pretty in the garage, but they were made to be driven. Let's drive our Porsches!

Regards, **Bob**

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An Ad Hoc drive to **Cape Cod** on May 12<sup>th</sup>, took a small group of Typ356ne members led by Dick "Lead Foot" Chiasson from Berkley, MA on a great scenic drive to Wareham, MA -- at the base of Cape Cod. Our destination was the **Kool Kone Drive-In** Restaurant, where some of the best fried clams on the Cape are served.



President DiCorpo surveys his 40-strong flock on the Lime Rock false grid. Hot laps come next, well warm laps. Photo by Swenson

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

Dick led us back on a spirited drive up route 105 through Lakeville and Marion. Winding roads and waterviews highlighted our trip. All who attended were well pleased with our drive and the culinary treats at our destination.

## **Bob DiCorpo**

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[Photo Gallery](#) Typ 356 Northeast blew out the cobwebs on the annual **Shakedown Drive**, this year the destination was Fort Adams, Newport and the **PCA Zone 1 Concours** held on May 20<sup>th</sup>, 2007. The drive included for its final leg a wicked scenic Ocean Drive Tour.

There were more hoods up than the usual (at least titular) first drive of the season. Fortunately it wasn't mechanical woes or fussing with misadjusted carbs. Well over 50 Porsche of all vintages braved the rainy forecast. Just about all were "lids ups" some for inspection by the judges, others for the People's Choice. Some just parked to add even more variety to the Fort's seaside field, and even they were displaying motors.

**Tom Coughlin** had his '54 coupe out for People's Choice judging. **Tom Gentz** debuted his powerful 911.

In the concours, some younger cars looked very nice – in the not-so-young crowd, **Stuart Zeh's** black on black '50 cab was a great looking choice. A white 912 from the Hudson Valley was just about immaculate.

A couple showers didn't slow down the Shakedown crew, but some T356'ers and a lot of PCA concours guys missed a fun event.

## **Ron Swenson**

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[Photo Gallery](#) One of the great things about driving an old car is slipping in and out of the **time warp** between the vehicles' vintage and the present. Though many of our members can't say they weren't even born then, the prospect of experiencing a partial flashback is a great thing about Typ 356 Northeast gatherings, none more-so than the ninth annual **Spring Tour** on June 8<sup>th</sup> to 10<sup>th</sup>.

Flashback one – like most members, I joined up with a group of members for a group drive to our most remote "starting point" yet. **Dick Chiasson** led a group of fourteen from the south shore & south coast on the vintage central turnpike to our West Brookfield lunch/ start. Dick was again, an aide-de-camp for the Tourmeister on the planning for the whole tour. The central turnpike portion of this route rings familiar with members who have made our Promfret (CT) junkets. It probably dates from the 1700's connecting (slowly) Boston and Hartford. Fortunately it's been paved since then, but barely widened since its automobile days. **As usual some cars strayed, others pressed on**

Flashback two -- West Brookfield's West Main Street had seen its share of travelers for a couple centuries before the first autos slogged along the route. When Dick's group pulled in the lot was crowded with the other pre-tour groups. We'd all converged in a very timely fashion



Tom Coughlin's '54 against a fortress background. Photo by Swenson



Peter Crawford, toumeister-extraordinaire portrayed in a hard to resist shot. Photo by Norton.

for chatting with others and getting works of advice and schedule from **Tourmeister Peter Crawford**. The accumulated wisdom of seven previous tours had the diner's prepaid for lunch. Therefore the chatting easily translated to enjoying the venue, finding a few tablemates and partaking in the buffet. Sorry, not drama of dividing the check by 73 and passing the hat. The **Salem Cross Inn's** restoration of a 1700 farm house, barn and grounds, is one of the finest in the country and listed in the National Register of Historic Places. Even in modern times it's been run by one family for 46 years. Yep, you could have dropped in for lunch in your brand new B coupe. (Hint for future tour participants: this group is very causal about most things, but never late for food or drink.)



Crawford supervising his innovative "rolling check-in" at Cranwell. Photo by Swenson

Flashback three – more roads predating the Interstate Highway System began the Spring Tour. Included were scenic roads around the Quabbin Reservoir and stopping at the Yankee Candle Factory. The YCF car collection is gone now but the visit recalls our stop on the very first tour (it was a ramble then). Many more miles covered roads I'd never seen. With the period roads come the villages, architecture, industry that links oxen-plowed farming, the early industrial age, smokestack industries and recent technology. Pick your own personal flashback – then call someone on your cell and tell them about it. **Bill Collin's** directions covered 100+ miles and all of the 2+ hours projected. Touring was self-directed but who can resist being part of a 40-car long string of 356's, some early 9-series cars and couple daily drivers.

Flashback four – John Sloane built **Cranwell** a Tudor-style Mansion, a "cottage", in 1894. Frederick Law Olmsted renowned Landscape Architect of Boston's "Emerald Necklace" of parks, designed the grounds. Later Cranwell served as a country club with a 1930's original Stiles and Van Cleek designed golf course. It was just part of the Cranwell Resort's amenities.

Peter's (patent-pending) **rolling check-in** sped now 40+ cars through the registration process. Sitting in the Porsche (even 6 hours after leaving home) seems much preferable to observing the reception desk in action. Good show.



I imagine John Sloane would have appreciated 356's and their owners. The estate's roadways would make a great casual racetrack, maybe at the expense of a couple holes – hay bale a couple trees and lock up the horses and the children. How he'd feel about paying guests quaffing beverages and an appetizer, then being treated to a sumptuous meal on his front porch is hard to guess. This place was all about entertaining and impressing people – we were. I hope with his nineteenth century millions Sloane experienced as **good barbeque**.

356's with the best view of the spectator bridge (from the track). Do we hold a record for 356 track laps with tops up and racks on? Photo by Bob Norton

By the time desert rolled around it was clear that it would take some real work to talk with even half of the 90 attendees. First-time Spring Tour participants were Norm Brust and his Hemming's Magazine cabriolet were there along with Paul and Helen Vincent, John and Jen Auber, Ray Eagan and Susan Cary, Sean and Beth McCullough, Bennet Hall and Ann-Marie Alden. We've seen some at previous events but "new" cars and new people are a pleasure to encounter.

Sleep. Breakfast. Driver's meeting. Next stop -- Lime Rock Park, no Interstates.

**Lime Rock** is celebrating its **50<sup>th</sup> year**. They still don't race on Sunday. Tourmeister Crawford pointed out to them the value of appealing to clubs like Typ 356 Northeast. He thought a little controlled speed **track-time** would appeal to our members. LRP's recent management was convinced. At the gate, in lieu of entry fee we signed some important documents, then through the paddock gate rolled big crowd of 356 and 911's. A bit later we formed on the false grid, got some driver's instructions: "No passing." "**The little orange cones are the apex points.**" As lunch time ended the BMW drivers' school activity, we rolled onto the course. A pace car, 40 cars and the instructions keep things very safe. At lunch, in the members Chalet, there aren't any complaints – about the track time or the lunch. For me it's been about 40 years since my first LRP visit, the 356's were everywhere then too. None sporting luggage racks though. I suppose that's flashback – five.



It's all about the driving (and the people and the meals) Photo by Swenson

The ride back is free-form, just be on time for dinner. For a couple hours at just about intersect there is a 356 coming the other direction, going somewhere.

Back at Cranwell – chill, nap, swim, spa. Then it's Chat. Cocktails. Appetizers. Dinner. Something's missing. For 8 years it been time to announce the next venue -- an undertaking of this scale takes more than a full year's planning, negotiating and logistics. Alas our Tourmeister has decided to retire from that roll. Thank you Peter for 8 fabulous tours, one better than the next, each time exceeding the standards thought to be the ultimate.

This all meant Sunday's drive home was the beginning of a **new era** of T356ne Spring Tours. The post-tour routes were driver's choice. **Len Cannizzaro**, the third member of the Tourmeisters' kitchen cabinet, came through with a Mohawk Trail route which I joined. Wicked scenic. "The Cannizzaro Mille Miglia" to the uninitiated. Another group took the secret route 23.

Every tour ends with a pensive mood, groups dwindling as cars peel off. Recollections of tours past can't help but come to mind. This tour engendered more than a few rave reviews:

"... just returned home from the club's 2007 Spring Tour to Cranwell Resort and Spa in Lenox, MA. WOW!!! We had a sensational weekend thanks to our Tourmeister and crew."

"Everyone I spoke with praised the event and those responsible for it."

"Although Peter would have you believe that his "committee" does a lot of the work to make sure we all have a wonderful weekend, in fact, it is Peter who's done 99 % of the organizing, negotiating and schmoozing." (committee member)

"We have the best car club out there and that can be mostly attributed to our annual Spring Tour which just keeps getting better every year."

And one we all agree with: "I for one, hope Peter will remain as Tourmeister Emeritus to be consulted in the future at critical moments in the process of planning future tours." He will.

## Ron Swenson

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**German Car Day** at the MOT was June 17<sup>th</sup>, Fathers day, again this year. The club broke with tradition and elected to attend a new June event -- the Elm Bank Auto Show. That didn't dissuade some 356s. Typ356ne member **Tom Tate**, with his beautiful shiny black Speedster took first place honors as "**Best Porsche** in the Show." Congratulations Tom!

## Bob DiCorpo

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Another **off-calendar event** was '**Larry Sorgi's Rite of Summer North Shore Drive Drive**' which begin in Peabody (at a convenient location) and ended up in Gloucester with dinner at a low cost bucket of blood type establishment (no, not the House of Mitch). Just because it rained like the tropics for 15 minutes didn't slow down the show! (Face it the alternative is a downpour and not driving your Porsche.)

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[Photo Gallery](#) New to our calendar, **the MHS Elm Bank Car Show** took place on a wonderful spring (well summer) day.

A dozen Typ356ne club members attended the Elm Bank Car Show on Sunday June 24<sup>th</sup>, held at the site of the Massachusetts Horticultural Society. The variety of vehicles there was quite diverse. There were early Packards, Buicks, Ford Model T's and A's. A good number of Corvettes including two 1954's were also displayed.

The Porsches were treated to the best spot on the grounds. We were high atop a hill over looking the entire estate. About 20 Porsches, including a couple of 911's, a 914 and approximately 14 three fifty sixes were represented.

As we walked around the grounds, we enjoyed many displays and botanical gardens. It really was a fun time for all. Socializing with other members and meeting new car enthusiasts was great! I think for a number of us, this will be a definite event to attend next year.

## Bob DiCorpo

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Frequent contributor Jim O'Hare shares two articles with us in this issue starting with his **Interview with George Nelson at GN Engineering** on June 26, 2007, part of a series to profile the people behind the companies that help support TYP 356ne.

GN Engineering is located in George's Carriage House just south of Boston. It is hard to imagine a more perfect setting to have an exclusive Porsche workshop. The house, grounds and Carriage House are exquisite. George, in addition to having been a professional musician for a number of years was trained and earned his living as an architectural draftsman. His keen eye and early training is evident in the surrounding land, house and shop/carriage house.



Photo by Swenson



GN Engineering Photo by Jim O'Hare

George's interest in cars started at a very early age. His grandfather liked cars and "he always had a few cars around". George also credits his mother with his interest in cars. She organized a **church festival**. A part of the festival consisted of the men in the church who had sports cars to give rides for 10¢. George got as many rides as he could in an Alfa Romeo, a T-Bird, TR3 and Abarth Zagato. George grew up in Woodbury, Ct. which is located about a half an hour from Lime Rock. He saw his first sports car race there at age 14 with his father.

Currently George has an immaculate '73 911T that he bought new in early 1974. He has every piece of paper and all the service records since the day of purchase. Coincidentally, TYP 356ne member Tom Tate was the salesman at Clair Porsche who sold the car to George. Tom's signature is on the original papers. The color of the car is Aubergine, and it is truly beautiful. He also has a vintage race car which he campaigns all over the East Coast. It is a Brahma which is virtually an exact replication of the Lotus 23. George also raced in the Skip Barber Formula Ford Series for two years. The following is a series of questions that George answered.

**TYP 356ne Question: When did you first become aware of Porsches?**

Answer: In 1961 or 1962, a high school classmate drove his father's brand new 356 to school. I talked him into letting me drive it. It was so different from the British or Italian cars that I had driven; from then on I was hooked on Porsches. **It drove so beautifully.**

**TYP 356ne Question: What was your own first Porsche?**

Answer: It was a couple of years after that first drive I ended up buying the worst car. It was a '56 sunroof coupe which cost \$600.00. At this time if it was a decent car it probably should have cost \$1,600.00. The car came from South Carolina and did not have any rust. However, the rest of the car was a mess. The engine had mismatched pistons and the electrical system was an extreme challenge because of years of misuse. I wish I still had the car because of the body. I had to learn a lot about Porsches because of that car. Something was always going wrong.

**TYP 356ne Question: How did you end up in the Porsche repair business?**

Answer: I was living in Cambridge and playing in a couple of bands at night while working as an architectural draftsman during the day. It was in the late 1960's. I had been in the Army and spent a year in Vietnam. I was changing the plugs in my Abarth Zagato in the street when Peter Safarian came along in his Ferrari Lusso. He asked what I was doing. I told him. One thing led to another and I asked him if he needed anyone at his shop which was located in Cambridge. He told me to come by and that possibly he could use another guy. I went to see him the next morning and quit my job as a draftsman in the afternoon. But I kept playing music professionally.

**TYP 356ne Question: When did you move from Cambridge to the South of Boston and set up this shop?**

Answer: We moved here in the very late 1960's. I was working at Safarian's and playing a lot of music nights. I was getting in after midnight and getting up to be in Cambridge at 8:00 a.m. After a couple of years of this, I quit Safarian and really just played music for the next fifteen years full time. I still had my tools in the carriage house and



Photo by Jim O'Hare

used to do odd jobs on all sorts of cars. These ranged from the neighbors Toyotas; BMW's to you name it. I worked on them because I liked cars.

It was probably around 1990 that I realized that I would have to change this. I was working on a Mercedes. The **check engine** light came on. I didn't have the computer set. It was then that I realized that my '73 911 and the 356's were what I wanted to work on. I didn't want to get all tied up in the computer scene. The shop here is the result.

**TYP 356ne Question: George, many of us in the Club are familiar with your shop; but for those who might not be, what type of service do you emphasize?**

Answer: I really like 356 Porsche work, 912 and early 911 work. It is really all that I do. I am an assembler and coordinator. I did not grow up in a tool and die family or a family of machinists. In the morning, the first thing I think about after my coffee is what my current projects in the barn are. There is nothing I like better than working on cars. I was a "wanna be" kid; I wanted to work on cars. I have done body work but I don't do any body work now. I learned about Porsche's from books, other people and just kind of doing it. I began working on Porsche's at Peter Safarian's in the late '60's. These cars were fairly new then and being taken apart for the first time. I remember how they went together and worked. This has been a great help to me. I think that transferring this knowledge to the customer's cars has been successful and is important to the reputation of my shop.

**TYP 356ne Question: Usually a car enthusiast has a favorite car story or two. Any Porsche stories you want to share?**

Answer: I have lots and lots. One of my favorites took place in the early 80's. I bought a '53 Porsche which was pretty much original. This was a bent window coupe. I spent four years restoring it. I ended up winning a blue ribbon at Meadowbrook Hall (in Detroit Michigan) in 1985. Porsche was the featured mark at the event. Also, the Porsche Holiday was in Detroit at the same time. I was first in class there out of a whole group of really beautiful cars. At Meadowbrook Hall I probably got the blue ribbon because I drove the car there from Boston. I even drove it all over Michigan a week before the show. On the way out, I would drive the car for two hours and get gas. I would then spend twenty minutes or so cleaning the car. I did this all the way to Michigan. Of course, I also got caught in a huge thunder shower on the way into the Meadowbrook Show. David E. Davis was a Judge and he was really surprised when I told him that I drove the car there from Boston. I think that was one of the reasons that I won the blue ribbon. I could go on and on... but I really have to go to New Bedford to pick up Jennifer (George's wife), who is flying back from Nantucket.

**TYP 356ne:** George, thank you for your time. I would also like to thank you for the support that you have provided for the Club. Also, please thank Jennifer again for the wonderful lunches that she has made for the Club when you have had your open houses.

**Jim O'Hare**

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[Latest News](#)

Before driving season got its start we had the **T356NE Tech Session on Detailing** on April 29<sup>th</sup>. We'll print the promised step-by-step

procedures in our upcoming issue.

**Tom Gentz** , Technical Director

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## ***In Porsche History***

An RSK took first, second, and third positions in the under 2 liter class of the **Swedish Grand Prix**.

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## ***Events***

July 8, 2007	<b>BSAAC Car Show, Dedham</b>
July 15, 2007	<b>T356NE Essex River Cruise</b>
July 22, 2007	<b>T356NE McManus Barbeque</b>
August 5, 2007	<b>T356NE Founders Day</b>
August 11, 2007	<b>T356NE Drive, Sunapee Resort</b>
September 15, 2007	<b>T356NE Tech Session Meister Restoration</b>
September 16, 2007	<b>T356NE DYPD Drive</b>
October 6-8, 2007	<b>T356NE Coastal Maine Tour</b>
November 2-4, 2007	<b>Rennsport Reunion III (Daytona)</b>

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Tech Session – on line is brought to you by  
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This sealant is difficult to find in the United States, it is imported from Germany.

Loctite 574 remains liquid when exposed to air, but cures when confined between mating engine surfaces.



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

**Essex River Boat Cruise** FINALLY!! Been waiting for a warm & sunny day before sending this out to help you wrap your brain around the concept of a summertime BOAT CRUISE event. In case you haven't read your on-line Newsletter or visited the Schedule Of Events on our web site, we're here to announce or remind you about the upcoming July 15 Essex River Boat Cruise.

Here's something a little different. On Sunday morning we'll gather at the Essex Marina in Essex, MA around 10:00 AM for a two hour narrated cruise on a covered flat deck pontoon boat. The Essex River Queen II will depart at 10:30 and we'll glide on the calm and pristine sheltered waters past islands, dunes and beaches formed by glaciers and see rare birds, wildlife and stunning scenery. We'll learn about historic mansions, shipyards, salt marsh farms, native character and probably see lobstering, fishing, clamming and other river activities.



During the cruise we'll also enjoy complimentary juice, coffee and muffins. There is also a head (bathroom, to you landlubbers) on board. Go to [www.essexcruises.com](http://www.essexcruises.com) for more details on the boat and cruise.

The Queen returns to the marina at 12:30 PM. We'll depart and do a short, local-road tour to Roy & Myra Ruff's home in Beverly. They'll be hosting us there for a catered lunch. After lunch you can depart on your own or, if you like, you can linger a while longer and enjoy their pool.

The regular price for the cruise is \$26 per person. If we can muster a group of 20 or more -- and no doubt we will -- the price will be \$23 per person. The Queen II holds a maximum of 70 people. We're not chartering the boat, so it will also be open to the public. Therefore, we'll be asking for your early commitment to attend so we can go down a few days early and arrange for tickets. We don't have a price on the catered lunch yet, but it will be partially subsidized by the club and your cost will probably be in the \$8-10 range per person.

So there you have it. Mark the date on your calendar now!! There will be a final announcement and call for commitment in early July. However, if you're so excited about the event and can't wait until then to commit, you can e-mail Len at [lencan@rcn.com](mailto:lencan@rcn.com) and let him know of your intention. There will be a Rain Date of July 29th for the event.

Looking forward to another Perfect Porsche Party!

Roy Ruff, Brian Horvitz & Len Cannizzaro

**July 15<sup>th</sup>, 2007 T356NE Essex River Cruise**

Contact: **Len Cannizzaro** [lcannizzaro@typ356ne.org](mailto:lcannizzaro@typ356ne.org)

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## ***Reviews - books, sites, &c.***

There is a terrific article in the July issue of "Hemmings Sports and Exotic Car Magazine" on club member **Norman Brust** and his "63 356B Cabriolet. The article was written by our club's friend at Hemming's Motor News, Dave LaChance. Those of us who subscribe to the magazine have already received the July issue. You may need to wait a couple of weeks before it hits the news stands.

### **Bob DiCorpo**

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"**Hemmings** Sports and Exotic Car Magazine" seems to be following us around (or us them). They review our March Tech Session venue **Competition Motors** in their August 2007 issue. In the same issue they also review the **Typ 542**, the four-door Studebaker project reputed to have bankrolled the Porsche Spyder and 4-Cams that advanced Porsche's high successful competition activities.

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**A Passion for Porsches by Dennis Jenkinson** First Printing 1983, reprinted in 2001

Dennis Jenkinson wrote two books devoted to our kind of Porsches,

356's. However, he did a number of other books on cars. Dennis was "the reporter" for the famous European motor magazine, Motor Sport. On this side of the Atlantic he is probably best known for having been Sterling Moss's navigator in the 1955 Mille Miglia in a Mercedes Benz 300SLR, a race which they won. Dennis enjoyed his own 356 immensely. It was a 1956 1500 cc 356A. He traveled extensively in it throughout Continental Europe as the reporter for Motor Sport. He also used this car for numerous competitive events in both the UK and Europe. He also enjoyed a special relationship with the Porsche Factory. When it came to 356's, Dennis knew his way around. He thoroughly enjoyed his own car and his writing shows this special affinity.

Both of his 356 books are a series of adventures as he traveled the UK and Europe covering the racing scene from just after World War II until the mid 1960's. The books are wonderfully written, after all Dennis, who died in 1996, was an accomplished full time writer covering all types of motoring events.

In the December 2003 TYP356ne Newsletter I did a brief review of his first Porsche book, the title was **Porsche 356 Coupe Cabriolet Roadster Speedster and Carrera**. At that time there were four copies of this book listed on Amazon. The used copy was \$10.00 and the new copies were \$17.95. As of today, Amazon is not showing this book and it isn't even listed as unavailable. Currently, there are four **A Passion for Porsches** for sale on Amazon from \$10.00 to \$159.00. Someone in the Club should scoop the \$10.00 edition just for fun. They won't regret reading it.

**Jim O'Hare**

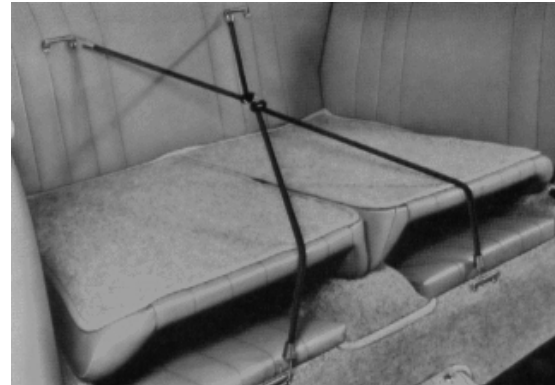
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<http://hometown.aol.com/derwhite/Derwhites356LiteraturePage.htm>

The Porsche 356-B T-6 Factory Accessories lists a part that is highly unlikely to be reproduced. It's number 9246 -- **Elastic strap** for fastening suitcases in luggage space.

**Ron Swenson**

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## ***Tech Session – on line***

**Oil** is obviously the life blood of an engine. But this isn't a rehash of the synthetic versus dinosaur oil debate. The recent 356 Registry Magazine (May-June 2007) flags the news that has been running around old car community, chat rooms and the web. "**Oil Basics and Recommendations**" an article by Charles Navarro is absolutely **required reading**.

New "SM" oil formulations have reduced the Zinc and Phosphorus content to improve catalytic converter longevity/function. Good. And increase wear in some critical locations. Bad, bad, bad. Recent **SH / SJ / SL** formulations (2005-6) had an adequate Zinc and Phosphorus

*Disclaimer: TYP356 Northeast, the 356 Registry nor the author are responsible for any issues that occur from this process. Use your manuals and common sense to perform this process. You are dealing with your life and those of the persons with whom you share the road.*

*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*

content. (Look for the API “donut” marking on your next oil purchase.)

Remember the notations in the 356 Factory Workshop Manual Lubrication Chart are based on the technology of a very, very different era.

*future or liability, due to the small time allotted for each member’s hands on welding and the introductory nature of this tech session.*

**Here’s some additional engine oil topics and discussions:**

1. Joe Gibbs Racing Oil discussion about flat tappet cam followers:

<http://www.joegibbsracingoil.com/datasheets/81106.php>

Joe Gibbs offers a break in engine oil – MicroZol BR

<http://www.joegibbsracingoil.com/news/060316b.php>

One item that is emphasized is **polishing the cam and cam followers** to lower failures. Joe Gibbs lowered cam failures to 1 in 10 to 1 in 40. The smoother the cam and followers, the lower viscosity oil necessary.

Joe Gibbs discusses street oil versus racing oil in the following article:

<http://www.joegibbsracingoil.com/racingoil.php>

Two items of interest, functions well in excess of 240 degrees F and how API modern oil has reduced the levels of Zinc for protecting flat cam followers and cams.

Therefore, to use Joe Gibbs racing oil, they recommend XP 5 for aluminum engines. This is the equivalent of 20 W 50. However, in the LN Engineering article, Zinc is low and EOS has to be added.

2. The article that was published in the 356 Registry, referred to the following website:

<http://www.lnengineering.com/oil.html>

Interestingly enough, the proper mixing of **GM’s EOS or STP’s red label 4 cycle oil treatment** discusses only bringing your current oil up to 1,200 ppm of zinc (Z), so you should refer to the chart in this web article to see where your current oil’s Z level has tested.

In Amsoil’s website they place a lot of emphasis on the ASTM D-4172, or the four steel ball wear test. Some other sources on the Web point to Amsoil’s potential lack of viscosity after the oil has been used for a while.

In summary, the 356 Registry article has pointed out that the **newest oils with the API classification of SM on the label should NOT be used in our cars**, but by careful research and use of EOS to boost your level of Zinc, you will assure the longest life from your motor.

As ESSO used to say, “Happy Motoring”

**Tom Gentz**, technical director and **Ron Swenson**

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**Favorite Tool:** “**Stubby gear wrenches**”, metric naturally, were

recommended to me by Rainer years ago. Being cheap it took me years to get them at a decent price. The idea is there are a lot of tight places where you might use them where a ratchet won't fit. My experience is different: a.) they're really cool to have and b.) they're like an insurance policy - since I got them - I haven't needed them. That's a favorite!

**Ron Swenson**

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## ***Members***

### **New Members:**

**Craig Hess**, Boxborough, MA - 1964 356C coupe

Two important items are located on the **Member Services** page of the Typ356ne.org. Member Information allows you to access other members' information and verify your own current club information.

Simply enter your email address and member information will be emailed to that address. At the same time you can check the information we have on file.

Please note: we have a privacy option if you would prefer your name / e-mail address / phone / cell not be listed in the "members-only" contact section of the site. I don't recall any complaints about this access being abused; it's only available to other members.

You can also choose to not be included in members@typ356ne.org e-mail distribution.

**Ron Swenson**, Membership Chairman

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## ***For Sale / Wanted***

**For Sale: 1970 Deserter** I am original owner. Always garaged. Very competitive autocross car when running 1800cc Porsche. Front de-cambered 2 degrees, and softened. Short shift, VW close ratio transmission, quick steering, roll bar, wheels 13" x 5 front, 15" x 7 rear. Top and side curtains (old should be replaced). FIAT 850 seats, front and rear. Has not been run or registered for 10 years. Probably needs brakes, undercarriage re-painted, and interior spruced up. Finish is dull but OK. Handles extremely well. Tow bar included. Garaged in Natick. Those who know estimate value close to \$10,000. Will sell for \$6,000, and provide mechanical help to club member. HAS NO ENGINE. set-up for a Porsche. Paul Vincent 508 428-7609 hpvincent@verizon.net v9n2

**For Sale: Late B coupe** for sale, recently re-built SC engine and disc brakes. His asking price is in the low 20's. John Darack , DPisland@gmail.com 508-653-5094 v9n2

**For Sale: Road & Track collection** 1949 through 1984, bound in R&T binders. Complete except for about a dozen issues missing, and these

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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

are listed. 1985 through 1999, various unbound issues, not complete.  
\$600.00 or \$400.00 to typ356 member FOB Topsfield. Must be picked  
up. Alex Dearborn, alex@dearbornauto.com 978-887-6644 Topsfield,  
MA Photos at www.dearbornauto.com (commercial) v9n2

**For Sale: 1962 356b S90 Roadster.** Silver / red California car with nice  
older restoration and 356SC engine installed. Alex Dearborn,  
alex@dearbornauto.com 978-887-6644 Topsfield, MA Photos at  
www.dearbornauto.com (commercial) v8n5

**Wanted:** (for 1962 356b Roadster): Two to four 4.5 **wheels**, painted,  
date-stamped 10/61, any condition. VDM black plastic **steering wheel**  
in concours condition, with center and horn button. Sales **brochure** for  
T6 Roadsters. Alex Dearborn, alex@dearbornauto.com 978-887-  
6644 Topsfield, MA Photos at www.dearbornauto.com (commercial)  
v9n1

## ***Sponsors***

[603.776.3561](tel:603.776.3561)  
[phone / fax](tel:603.776.3561)

### **Meister Restorations**

Route 28, North Barnstead, New Hampshire 03218  
**Rainer Cooney**

[ggn356@comcast.net](mailto:ggn356@comcast.net)

[617.333.0275](tel:617.333.0275)

### **G. N. Engineering**

1238 Canton Avenue, Milton, Massachusetts 02186  
**George Nelson**

[www.mainlycustombydesign.com](http://www.mainlycustombydesign.com)  
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### **Mainly Custom by Design, Inc.**

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Email: [sales@mainlycustombydesign.com](mailto:sales@mainlycustombydesign.com)

