

TYP 356 Northeast NEws

The newsletter of TYP 356 Northeast Vintage Porsche® Club

Volume 10 Number 6– December 2008

TYP 356ne

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News

President's message 2008 has been a milestone year for our Vintage Porsche club as we entered our **10th** anniversary last summer. From a gathering of a half dozen 356 owners back in 1998, TYP 356 Northeast has grown to 164 members and we're still climbing. This growth would not be possible without the combined efforts of our all-volunteer Board of Directors and the successful efforts of our five past Presidents:

Gary Resnick, Founder, 1999

Fran De Leo, 2000-2001

Peter Crawford, 2002-2003

Ron Swenson, 2004-2005

Bob DiCorpo, 2006-2007

I would be remiss in not recognizing the efforts of three very hard working members of our club:

Tom Gentz, our Vice President and Tech Chairman scheduled and produced eight outstanding Tech Sessions throughout the year... an exceptional accomplishment from start to finish.

Don Osborne picked up the bullhorn as Tourmeister after Peter Crawford stepped down wrapping up nine years of outstanding Spring Tours. Don's first tour was last June in Woodstock, VT. His attention to detail and execution were flawless. He is now putting the final touches on our 2009 Spring Tour. You will be impressed.

Ron Swenson has been quietly and capably handling the membership duties since day one. Ron also produces our on line newsletter on time-every time. His long term and exceptional efforts have been a major factor in the success and growth of TYP 356 Northeast for a full ten years.

2008 has also been an incredibly active year for TYP 356 Northeast. Last January twenty-one club members met in Burlington, Mass. for our annual planning session. From that session a year long myriad of drives, tech sessions, social outings, the Spring Tour, the Fall Tour and regional drives were added to our club calendar for 2008.

Our 2008 events are now history and it's time to plan another year. The first event for the New Year will be our annual **Holiday Party**:

On January 4th many of your fellow club members and their wives will be found at the

TYP356ne 10th Anniversary



Follow that car! (The multi-stickered Convertible D of president Collins)
Photo by Swenson

Stockyard Restaurant in Allston, MA for elbow bending, a bit of libation, a superb buffet and a raffle of 356 specific door prizes (many donated by club members). Of greater interest to many in our group will be the announcement of our **2009 Spring Tour** by Tourmeister Don Osborne. Sign up early for this Holiday Party by sending your 2009 annual dues (\$30) and Holiday Party reservations (\$35 per person) to Ron Swenson.

On Saturday morning January 10th at 10:00 AM in the Burlington, Mass. Town Library a room full of interested club members at the **Planning Session** will develop and schedule our 2009 Schedule of Events.

If you want a voice in club matters, or have an idea for a different type of event, please join us. We're looking for out-of-the-ordinary and **new ideas for 2009** as we want more of our 164 members involved in club activities.

Thanks for making 2008 a very successful year for TYP 356 Northeast. You've made my job at the head of the caravan a pleasure. I look forward to adding many miles to the odometer of our Convertible D during the few short driving months we New Englanders have. Why not **join us on the road?**

2008 was a great 356 journey... Thanks!

Bill Collins president



The **East Coast Holiday** in Lancaster was covered in fabulous detail in the recent **356 Registry magazine**. Bruce Baker and his able crew put together an extraordinarily well orchestrated event – welcoming and diverse in activity. Not to mention ready for a hurricane if needed (and for the Saturday Concours it was!).

Peter Crawford, ever alert to the opportunity to go on a great drive, devised a route to ensure getting there was half the fun. 15 cars and about twice as many members and friends gathered at the Mass Pike's Westborough Service Plaza on Thursday morning.

Groups took two routes from there: one via the classic meandering, hilly **Taconic Parkway**, another took **Mass Route 23** a spectacular 2-lane with ups, downs and turns – then repeat. Since I was on the Parkway Route I'll supply a few more details. A quick blast out the Mass Turnpike brought us to the Charlton rest area and more members. The turn onto the Taconic Parkway was almost a turn back in time – a long graceful schuss with only a few others on the road. The time travel continued with a lunch stop in



Rhinebeck at Fosters Coach-house. The place is so little changed since 1964 that my wife Ruthann still can count the changed buildings since she left. I always head for the hardware store. The Department Store isn't a chain, is on two floors and has operable windows. Lunch turned into another division of the group – some choosing more Taconic others Route 9. (Herding Cats comes to mind.) A beautiful afternoon's drive brought us to the Best Western Inn at **Hunts Landing in Matamoras**, Pennsylvania. The groups converged within a minutes and then made various plans for Thursday dinner. Friday was tech session day at the ECH, but TYP 356 Northeast had miles to put on in the **Delaware Water Gap**, seeing Central Pennsylvania farms and industries and passing through **Amish Country**. Most of the group missed most of the interstates along their route. In Lancaster there was a great welcome by Baker's army of assistants – the Hospitality room was open and shortly it was time for dinner and TYP 356 Northeast was in swing with a great Holiday full of events.

In swing means we merged with the 545 registrants -- enjoyed a **concours** in a Hurricane with hundreds of 356'ers and saw some fabulous cars displayed at the Grimes air strip/museum. A fine box lunch was served under cover as by noon the gray and mist became rain. We heard Brett Johnson regale us all with the saga of his '52 Gläser Cabriolet restoration 5+ years in the making. With power-point and the car in attendance. Spectacular.

Sunday dawned clear and dry. The obligatory **swap meet** was held in the hospitality suite. Some headed back east via a direct route. Herr Crawford in particular as he was nursing a questionable clutch. Those with time again stayed at the Best Western in Matamoras that means more excellent driving.

Most pushed harder to make the trip back in one (reasonable) day -- with fabulous weather -- Merritt Parkway, Rein's Deli. As for the Swenson's, from start to finish we clocked 990 miles in all.

In between there was **one great Holiday**: with everything you could ask for, especially friendly people, plenty of cars, tons of coordination by Baker and those putting on the event (from goodies, to class trophies, to special awards, to the giant tent that withstood an ex-hurricane).

Kudos also go to Peter Crawford for beating the drums to increase our attendance and suggested we really **maximize our drives**, leading Thursday's.

Ron Swenson

<http://www.mass.gov/dcr/parks/southeast/mssf.htm>

Drive Your Porsche Day We had over 15 TYP356ne members/associates that attended the 2008 DYPD on September 19th to celebrate **Ferry Porsche's Birthday**. What a great day for driving our cars, the weather was just perfect, sunny , blue skies and the crisp Autumn air that our members (Collins-DiCorpo-Brust-Morris) that were driving with the tops down will attest to.

We started in Middleboro and after a short drive we circled the Green in historic North Middleboro, then headed east through the farmland and pine woods of South Bridgewater and South Halifax. We continued south past the very scenic cranberry bogs in the Carver



Lakeside on DYPD drive. Photo By Hadley

area.

A real highlight of the day was when we blasted our way up, down and around the winding, twisty, hilly roads of the Miles Standish State Park. It is a must for any one that likes an exciting area to drive in, and don't we all, but be careful there are some very tight corners. Also the speed limit is only **25 mph** (yikes). From there we had short leisurely jaunt to the Plymouth Airport where we enjoyed a nice hot lunch at **Plane Jane's**. It is on the second story with a balcony where you can eat outside over looking the runways watching the planes landing and taking off, (It is a destination for pilots to get a bite to eat) however because of the breezy cool Autumn air we decided to stay inside where it was nice and warm.

A big thank-you goes out to **Norm and Jan Brust** for taking the time and effort to put together a spectacular drive through some of the best back roads in Southern Massachusetts.

Bill Sooter

This year's Fall Tour - the **Saratoga Springs, NY Fall Run** to Longfellows' Hotel & Conference Center was finalized and reservations made. Then a weekend of **nothing but rain** was forecast. Coordinator **Bill Collins** made the bold decision – postpone until a sunny spring weekend. Better yet Longfellow's was willing to make the change! See you at the Spring-09 Fall-08 Tour.

Alex Dearborn sends some news to TYP356ne: I have sold the **Dearborn Automobile Company** business to classic car enthusiast Chris LeSaffre of Andover, Mass.

Chris' company, My Classic Car Garage, will occupy the showroom, workshop, and office at 16 Maple Street effective 30 September, and will offer a selection of classic cars for sale.

Mercedes-Benz service specialists, Star Service Company, and master detailer Steve Maniates will remain on premises to serve you.

I will stay in touch during the transition, and will be available for pre-purchase inspections and appraisals, from my home in southern Maine.

To my many great customers, some of whom have been with me since 1973 -THANK YOU!

Alex Dearborn

contact information:

Chris LeSaffre
My Classic Car Garage, LLC
16 Maple Street
Topsfield, MA. 01983

978 887 6644 office
978 887 3889 fax
978 609 0358 mobile
www.mccgarage.com

Alex Dearborn
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Larry Sorgi was good enough to suggest and plan a quick drive on Saturday morning. We met at the Beverly Airport around 8:15 and Larry led us through the roads that crisscross along the inland part of north shore like; Boxford, Groveland, Amesbury, Merrimac and finally **Newburyport**. Being a resident of the area I was surprised by all the roads he knew - especially the road that traveled along the Merrimac. We ended up at what has got to be **one of the best diners** around and it overlooked the water. Sort of reminded me of Sailor Stan's in Gloucester. The good news was we were back by 11:30 ready to cut grass and do other Saturday chores.

So thanks to everyone who dropped by. We got to see Roy Ruff's GT3, Larry's 911s and Dick McGlinchey very nice sliver sc. I was having trouble with my generator and hitched a ride with Larry. On the way back he let me drive... I can better appreciate what folks see in 6 cylinders!

More impromptu drives are always needed! So make it happen in your area!

Fran De Leo

Event coordinator **Tom Gentz** has most of the detailed information from the **October 18th Tech Session at Meister Restorations** in Tech-Session On-line. It's no surprise that fifty people turn out for **Rainer and Jerry** events -- a great day of 356 technical talk and a wonderful German lunch.

In case you aren't going to read anything else in the NEws check out the Q&A later in this issue (...ed)



356 parts at Meister Restorations



The Nelson carriage house -- full of 356 projects.
Photo by Hadley

Thanks to **George Nelson** and his wonderful bride, **Jennifer** for a great day at the Nelson's! Club members could not stop complimenting George's wife and Nina, her business partner on the quality of the food at the November 2, 2008, **Open House**.

Sixty members and guests attended with an eye on the gourmet food that was served.

If you are not aware, George showed his "**new**" **356 A coupe** that has just arrived from Florida and soon will make its appearance with the rest of our cars.

Interesting to me were the many gear boxes and motors just ready for installation all around George's garage. If you have not contacted George about your 356 needs, he is a knowledgeable resource for our club members.

But, you know if you have a 356 need, that George is always there to help you, no matter how busy he is with work in his shop.

We wish George a great historic racing season next year with his first race at Sebring, Florida in March! Thanks, George!

Tom Gentz vice president and tech chair



A feast at a car show was a fitting finale to the 10th Year of TYP356ne activity.
Photo by Hadley

Another outstanding **Open House** event was held on Sunday November 9th at the home of **Steven and Elizabeth Leed**. Approximately fifty Typ356ne members and co-members enjoyed the hospitality of the Leed family and were treated to a delicious luncheon buffet. Consisting of items such as sirloin tips, chicken, wild rice and a salad, the meal was followed by slices of mouthwatering pecan pie. No one was left hungry.

Inside the Leed's carriage house and parked out on the lawn, were a number of vintage and collectible cars from **Steven's own collection**. Porsche, Mercedes, Jaguar, Morgan and Mini Cooper were just some of the Marques from the collection. It was most enjoyable to walk through Steven's carriage house. It in itself is a wonderful example of craftsmanship.

Prior to the Open House, member **Ralph Hadley** led a drive beginning in Andover and going through various Northern communities, then concluding at the Leed's home. Participants praised Ralph for putting together a very scenic adventure.

We once again thank Steven and Elizabeth for their thoughtfulness and a really great way to spend a Sunday afternoon (and wrap up a fabulous 10th Anniversary Year).

Bob DiCorpo

<http://www.hedgeweek.com>

This from the **Hedgeweek** website of 3Nov08 there's a comment on where the company that built it's first self-name car in a sawmill 60 years ago – it's entitled: "Porsche manoeuvre puts squeeze on German markets regulation (editors highlights)

"Porsches' steady **buying of Volkswagen shares**, in a three-year quest to take control of Germany's largest car manufacturer, had driven up their price to above the level at which it

would make any financial sense for Porsche to add to its VW stake. Hedge funds and other investors accordingly sold VW short, with short positions reportedly reaching as much as 14 per cent of the company's outstanding shares.

"However, on October 26 Porsche announced that it owned nearly 43 per cent of VW's shares outright and held cash-settled options to acquire a further 31.5 per cent, enabling it to control 75 per cent of the company next year. With a long-term stake of 20 per cent owned by the state government of Lower Saxony and more shares held by index funds, this left an effective free float of less than 5 per cent.

"This forced hedge funds and the other short sellers to buy shares at any price, driving up VW's share price from around EUR 200 to more than EUR 1,000, making the company temporarily the **largest in the world by market capitalisation**. Porsche made a paper gain of up to EUR40bn and may have made real gains of as much as EUR12bn after selling off some of its options to free up the market in VW shares.

'...a Porsche spokesman laconically replied: 'We make money from hedging and building cars. The difference is that **hedge funds don't make cars** the last time I checked.' "

Ron Swenson

An interesting article ran in November 25th's Wall Street Journal. Here's some excerpts from "A **Rough Ride in Collectible Cars**, by Jonathan Welsh"

"In recent years, the vintage car market has soared, led by the priciest European models. But now, as the economy worsens to the point where even the wealthiest collectors feel pinched, demand for million-dollar sports cars is starting to skid.

"**Monterey** was the swan song," Mr. Sheehan says. "Since then the Ferrari market has fallen 20% to 30%."

"There were other signs of trouble at the summer auto auctions. Mike Regalia was at an auction in Pebble Beach, California, in August when bidding began for a Porsche that once belonged to actor **Steve McQueen**. The auction house's estimate was \$125,000 to \$175,000, though Mr. Regalia, a Sun Valley, California, collector who also restores vintage cars, says he thought it would fetch at least \$200,000. After all, collectors have paid outlandish sums recently for the late actor's property.

"Bidding on the Porsche slowed just above \$100,000.

"I realized that the car wasn't going to get anywhere near the number I expected," he says. So he wound up bidding \$125,000 and taking the car home. "**I hadn't planned on bidding**, but I kept thinking, 'These people must be asleep,' " says Mr. Regalia.

"While many in the collecting business say there will always be enough wealthy people who want vintage cars, others fear the market could be headed for a repeat of its last crash in 1989, when speculators who had no particular interest in vintage cars drove a steep, if fleeting, run-up in prices. Today, more of the buyers are car lovers, but speculation underpins their motives as well.

"The love of cars never outweighs the love of money," Mr. Gooding says."

These guys obviously belong to the wrong car clubs.

Peter Crawford

Automobile.com reports: "**Porsche Posts \$28,247 Average Profit Per Vehicle**"

A study by B&D Forecast released in German newspaper **Welt am Sonntagearlier** this week revealed that Porsche, one of the most prestigious names in the automotive industry, is by far the most profitable automaker on a vehicle by vehicle basis. Porsche makes an unheard of €21,799 profit on each car it sells! This isn't to say that Porsche is making €21,799 (\$28,247 USD) straight up on every vehicle it makes, but rather that it earns variable profits, with some more (Cayenne Turbo S) and some less (Boxster). To see just how badly Porsche blows other automakers out of the water, have a look at these figures. **BMW makes €2,475 (\$3,207)** for each car it sells - a handsome figure, no question. Toyota pulls in an average of €1,684 (\$2,182), while Audi makes €1,580 (\$2,047). DaimlerChrysler (including Mercedes-Benz and Smart) makes €708 (\$917), and VW makes just €332 (\$430) per vehicle. The study, which looked at the company's finances over 2005-2006 financial year, also revealed that Porsche sold 97,000 units and had a record gain of €2.11 billion (\$2.73 billion) before taxes.

Bob DiCorpo

In Porsche History

60-Years ago this year: In late July the 356/2 was bodied and completed, with rear engine and coupe bodywork it was more practical than the 356-001. It is the Gmund Coupe.

By Auto123.com, Friday, November 07, 2008 Porsche museum receives its first exhibits

By the end of the week, the relocation of some 80 exhibits to the new Porsche museum in Stuttgart will be completed. The automaker says that construction of the new museum at Dr. Ing. h.c. F. Porsche AG, Stuttgart is making good progress- and that the first 12 exhibits are being installed. These include a 356 Cabriolet, an original '11' and the first Porsche 924 prototype.

The museum features fully restored vehicles as exhibits- with as many as 80 machines in a continuous rotation. The vehicles on display include modern supercars, vintage race-cars, classics, F1 cars and everything in between. As the exhibits change frequently, Porsche encourages the public to check it out on a regular basis to see the latest they have to offer.

"In the last few weeks, we have comprehensively restored all the vehicles and polished



356 Cabriolet is first into the trailer at Stuttgart

them up for their use in the museum," explains Klaus Bischof, head of the 'Rolling Museum'. The vehicles are stored in a warehouse off-site until they're shipped to the museum.

Porsche says that small exhibits and cabinets have been set up to complement the vehicles, and that the job of lighting the exhibits is next on the 'to-do' list.

Events

2009 Events

TYP356ne Holiday Party January 4th 2008, Stockyard Restaurant in Allston, Mass.

TYP356ne Planning Meeting January 10th, 10:00 am at Town Library, Burlington, Mass.

TYP356ne Spring-09 Fall-08 Run May 1st – 3rd, 2009 to Saratoga Springs, New York

TYP356ne Spring Tour June 5th – 7th, 2009 to Stow, Vermont.

Always check the www.TYP356ne.org site for schedule updates. If required, **Day-of-Event notices** (like rain) are usually e-mailed by 7:00am, if in doubt check before you roll-out.

The Events section is sponsored by:

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Steel Track Lug Nuts for all 356, 911, 912



The Holiday Party always gets the new season rolling. [file photo](#)

TYP356ne 10th Anniversary

TYP356ne Holiday Party This year's party will again be held at The **Stockyard Restaurant** in Allston. It will take place on Sunday January 4th beginning at noon. Members may **pay at the door** for tickets or may send a check ahead to Ron Swenson (Membership chair), at 81B Warren St., Charlestown, MA 02129. The check should include \$35.00 for each member's meal and \$35.00 for a co-member. We also encourage you to include your club \$30.00 membership fee for 2009 in this check.

If you choose to pay at the door, you will still need to **contact Ron** to let him know the **number attending**.

As in past years, we are asking members if they would be interested in donating a car-related item to be given as a door prize at the party. If you do have an item(s) to donate, please **contact Bob DiCorpo** if you would like to contribute a Door Prize.

Bill Collins coordinator, bcollins@typ356ne.org

Bob DiCorpo door prize coordinator, bdicorpo@typ356ne.org

Ron Swenson reservations, rswenson@typ356ne.org

TYP356ne Holiday Party January 4th 2009, Stockyard Restaurant in Allston, Mass.

Planning Meeting

The TYP 356 Northeast calendar is a mix of traditional and new events; they're located around the corner and far afield. Most are TYP356ne produced but others also produce great events we can join.

If you have an event idea we'd welcome it. Join us or send your ideas for the upcoming season.

We have increasingly a broad membership with more members further afield -- we'd encourage event ideas accessible to those in Maine, New York and New Jersey.

TYP356ne Planning Meeting January 10th 2009, 10:00am Town Library, Burlington, Mass
Bill Collins coordinator, bcollins@typ356ne.org

Date announced for the 11th Annual Typ356 Spring Tour

It's not too early to **mark your 2009** calendar and save the date for our 11th Annual Spring Tour. By popular demand, we've decided to return to the beautiful Green Mountains of Vermont over the weekend of June 5 -7. Many of you expressed the desire for a date that didn't conflict with college or high school graduations, so we've moved the event a few weeks later than this year's past tour.

Our destination hotel is the **Trapp Family Lodge**, a magnificent mountain retreat in Stowe, with a full range of resort activities. You can view their facilities at www.trappfamily.com. Those of you who joined us this year in Woodstock, will agree that the back roads of Vermont offer some **spectacular drives**, and the area around Stowe is equally challenging and picturesque.

To continue the theme of this year's tour, the weekend will begin with an unstructured drive to Stowe on Friday, allowing you to join up with fellow members departing from one of several marshaling points, or you can pick your own route and time schedule. That evening will all gather for a welcome cocktail party, followed by the lodges highly-acclaimed Austrian Buffet Dinner in the beautiful Mozart Room. Saturday's schedule will include one or more optional drives, the opportunity for you to enjoy the resorts activities, or time to set off on your own to see many of the sights and venues in the surrounding area. The day will end with another cocktail reception, followed by a plated 3-course dinner with several entrée choices.

The weekend package will include a deluxe room for two nights, both dinners, and a full country breakfast on both Saturday & Sunday mornings. Rates are as follows: Single occupancy -- \$560.09, and Double occupancy -- \$724.18 (gratuities and tax is included).

Look for an email in early January outlining the registration procedures, registration fee (to help defray some of the administration costs and cost for the cocktail reception hors d'oeuvres), as well as room reservation procedures with the Lodge.

TYP356ne Spring Tour June 5th - 7th 2009, Trapp Family Lodge. Stowe, Vermont
Don Osborne Spring Tour Chairman, dosborne@typ356ne.org

TYP356ne 10th Anniversary

Reviews – books, sites, &c.

As we've motored thru **TYP 356 Northeast's first ten years**, there's plenty to look back on; like our great history of **Spring Tours** (which started off as Rambles).

- 1999 Arlington, VT – **Arlington Inn**
- 2000 Mt. Washington, NH – **Mt. Washington Hotel**
- 2001 Woodstock, CT – **Inn at Woodstock Hill**
- 2002 Arlington, VT – **Arlington Inn**
- 2003 Whitefield NH – **Mountain-view Grand**
- 2004 Ogunquit, ME – **The Cliff House Resort**
- 2005 Stowe, VT – **Top Notch**
- 2006 Brewster, MA – **Ocean's Edge**
- 2007 Lenox, MA – **Cranwell**
- 2008 Woodstock VT – **Woodstock Inn**

Our next ten years begin in Stowe, Vermont, our 2009 destination; Trapp Family Lodge

Ron Swenson Newslettermeister

http://stoddard.com/body_engine_id.htm

www.nlaparts.com

A great fast compilation of **Porsche 356 Body & Engine ID** is located on the **Stoddard** web site (**a new sponsor** and advertiser). There's a more detailed version of the Body & Engine ID Chart in *The 356 Restorer's Guide To Authenticity*, but this you can bookmark and have right at your fingertips!

Stoddard-NLA LLC is the recent combination of Stoddard's 356 and 911 parts and Brad Ripley's NLA. You need to mark **www.nlaparts.com** if you already haven't.

Ron Swenson

<http://derwhites356literature.com/> (new address)

Luggage Rack, silver metallic finish, with tie down straps (**\$18.60**, straps-\$6.00).



Porsche **356-A** Factory accessories (and prices) as shown in 1956 accessory brochure.

Tech Session – on line

Meister's Tech Session Answers, October 18, 2008

General Discussion before the questions:

Crank Radius Grinding necessary: Rainer described the necessity of making sure your crank grinder puts a radius on each journal of your crankshaft. He demonstrated with a 356 engine that was rebuild without having these radius's ground into the journals and the crank broke causing catastrophic damage to the crank, case, timing gear and most internal rotating parts.

Transaxle Ring and Pinion Bolts that break: Rainer showed another example of the bolts that hold the ring gear on the differential breaking inside the transaxle. If these bolt heads are broken, they might go into the ring gear and the cost of a new ring and pinion is very high. Be sure to check your transaxle magnet for debris. Rainer's solution is to use stronger bolts. Porsche uses #8 bolts and Rainer uses 12.9 bolts with Red Loctite from Metric Hardware.

Rear Wheel Bearings: Rainer passed around examples of rear wheel bearings. The cages had cracked and if they let the ball bearings release, they too could get caught in the ring and pinion gears. Check the cage in the bearing for breaks, and replace if cracks are found. Rainer says that new rear wheel bearings have a nylon cage, so the cracking will not affect those bearings.

Generator Pulleys: Rainer showed another example of a pulley that had literally blown apart. The cause was an offset in the center that put the pulley out of round and it eventually failed. Rainer's solution was to verify that the pulley rotates truly. If it is out of round, not centered, or wobbling, then replace it because if the pulley fails, it could break apart and parts could hit the engine cover and dent it, or other damage could occur.

Brake Hose Replacement: Rainer passed around an example of a brake hose that had



Rainer sharing information and tales at the Meister Restorations event. Photo by Hadley

totally filled in due to lack of replacement. If the hose clogs shut, your brakes will remain on and the caliper will seize against the rotor on a "C" car. (Note: don't ask how the author knows this.) Rainer says that the newer rubber brake line hoses have ridges and the smooth ones are now over 45 years old! Rainer recommends changing the rubber brake hoses every five years.

Rubber inside Steering Wheel: Rainer passed around the rubber that is directly inside the steering wheel ring. The horn rings is easily removed and if the part is bad, replace it.

Seat Belt Mounts in Floor: Rainer showed a template that Rainer and Jerry use to install modern seat belts in a 356. The metal template has a seat belt nut welded to the outside and the location is the key for a successful installation. Rainer says that the new seat belt bolt has to be placed on a 45 degree angle at the junction between the floor and the rear seat vertical at its lowest location. This means that in an accident, the seat belts are reinforced with the metal plate and the force will be transmitted in a direct line, not on an angle if mounted on the floor.

Cheap Plastic Fuel Filters: Rainer talked about a member that had installed a plastic fuel filter in his fuel system. This one in particular had two diameters in the inlet and outlet. The smaller inlet and outlet is designed for a lawnmower, so just cut off the smaller diameter, outmost tube and at least use the larger fuel flow tube in your car to lessen restrictions in the system.

Tires: Rainer reminded members to check the manufacturing date on your tires and if they are over seven years old, replace them. There have been many, many horror stories about crashes due to tires coming apart. Coker Tires is a good source for new 165 x 15 tires. Rainer recommends a few extra pounds in your tires than what the owner's manual states due to our new tires being radials and not the old bias ply tires that came with the car.

Submitted Questions: From Jim Hannum: Question:

I installed an **electric fuel pump** in the car a few months ago and have had great success. I just turn it on for 30/40 seconds and no hard starts and I think it saves the starter motor. Besides if the fuel pump fails on a run then I have a backup.

I know the 356 Registry has a number of tech write-ups on auxiliary fuel pumps, from electric to hand bulb pumps used on out board motors that are mounted in the engine compartment. Not sure if others attending are interested, but maybe Rainer has an idea of the best way to go.

Rainer's Answer: For the top of the line installation, Don Marks from Precision Matters offers an "accusump" type product that keeps fuel under pressure until you release it for the next use. This is kind of overkill. Rainer says you can purchase a 6 volts fuel pump from Amazon.com, mount it underneath the passenger side floorboard where the fuel lines are located and either wire it into the ignition switch starter circuit or place a small switch on the dashboard to switch on or off when the motor starts. This electric pump also gives you a back up pump if your mechanical pump fails. In the past, Rainer has stated that an electric fuel pump can pump fuel through your mechanical pump without a problem.

From Len Cannizzaro: Question: What's your recommendation re: '**gas in the tank**' for winter storage: Fill the tank with treated gas, like Sta-bil, and run the engine until the treated fuel is in the carbs, then drain the tank and run the engine until it quits, or do

nothing except fill the tank with fresh gas?

Rainer's Answer: Rainer does not feel that Sta-Bil is necessary if you drive your car until November and then bring it out for drives in March or April. But, you should fill the gas tank full to prevent moisture condensation before storage.

From Michael Silverman: Questions:

1. My **fuel gauge** works fine when the tank is full or nearly full.

However, when the fuel level is about 25% the gauge jumps back and forth as though it is losing its ground.

Rainer's Answer: The sender is a brass strip that rides on a rheostat or coil of wire to send a different signal depending on the position on the rheostat. If the brass tab is not tight, and no contact is being made between the tab and the rheostat, the gauge will fluctuate violently. The solution is to carefully bend the brass tab and use contact cleaner to get the best contact.

2. When I use my **directional**, the indicator on the panel goes on only once, and then is off although all four directional signals work. Note: I have the new LED tail light units and the Joe Leoni relay kit in my C Coupe.

Rainer's Answer: Replace the turn signal flasher. Rainer says he has a box of used ones, and he just goes through them until he finds one that works. For the rest of us, buy a new flasher.

From Bob Gilbert: Questions:

1. Is there a source for **instrument light bulbs** (6V/0.6W & 6V/1.2W)?

Rainer's Answer: Both Stoddard and NLA these bulbs.

2. Is anyone making **LED bulb replacements for 6 V** brake, stop, and parking lights?

Rainer's Answer: Rainer suggests the circuit board that is manufactured by CU Layer. Their website is: <http://www.culayer.com/356.htm>

From an anonymous member: Background:

I have an SC engine. It has **used oil** since I bought the car (with the engine installed) about a year ago, and recently I was advised that (because of the smoke coming out of the tailpipes) an engine rebuild was needed soon, but not immediately. I was told the engine would get more and more lethargic... and that the plugs would fowl up. Neither has happened yet.

Lately, with the colder weather, the engine has been using almost no oil... it was burning oil at a great rate on the way to PA for the Registry event (temperatures almost to the 90's). But, suddenly, I'm seeing engine oil blobs (droplet spatters) inside the engine compartment. I interpret this as not an engine rebuild problem... but a pulley (seal) problem. On the way up to VT for our May Spring Tour one of the members behind me (in an open Speedster) went past me shaking his fist, later telling me that I had upper engine problems (or something like that... I'm not one of your more technical members.)

Questions: 1. If I brought the car up to you, could you give me a guess as to the problem?

Rainer's Answer: Yes. When oil is cold, it is thicker and therefore may not spray as much. Sometimes the oil does not go around the pulley seal, it may go through the pulley bolt itself and then be sprayed around. Remove the pulley to see if it is being thrown on the inside of the pulley, if not, use silicone sealant between the pulley and the crank.

2. If so, would you be able to give me a guess as to the cost?

Yes.

3. If so, the time to completion?

Rainer's Answer: One to two months. The first month is machining and the second month is reassembly.

From Alan Mowry Questions:

1. Any recommended **brake line bleeding systems** that allow one person to bleed the brakes.

Rainer's Answer: Rainer uses a Mity-Vac pump switched to Pressure. At the end of the hose is an old brake reservoir cap. Rainer fills up the reservoir, gently pumps up the pressure and bleeds the brakes, always aware that fluid must never run out in the reservoir.

2. Are there systems (special plugs, etc.) that can **monitor fuel burn ratio** on carbureted engines such as 356's and 911's during tuning/carbureted adjustment?

Rainer's Answer: There is nothing cheap available for less than \$1,500 or \$2,000. The light gauges are ok, but not as precise as a O2 sensor with a probe in the muffler exhaust pipe or O2 sensor with a fuel air mixture gauge that Rainer has on his test stand. An experienced tuner can read spark plugs and how the motor runs under acceleration. Rainer can drive the car and see what tuning is necessary.

3. What are the best techniques to **retard** rust on the inner side of 356 or 911 longitudinal.

Rainer's Answer: Rainer reviewed different replacement panels and how shoddy some are built. Buy the best for the best results. Rainer will cut a rocker panel or longitudinal above the rusted area and clean inside the space carefully with numerous rotary Scotch Brite pads, wire wheels and other tools so POR-15 or other rust inhibitors can be painted inside. Just be sure not to coat the area to be welded. Other products that are not available were discussed like Waxoyl.

4. **Is synthetic oil OK** for 356 engines and transmissions? Are special gaskets required?

Rainer's Answer: Synthetic oil will leak more. Rainer suggests fixing the problem, not using gaskets as a quick fix.

Brad Penn, and other racing oils are not made for long intervals between changes, so Rainer just uses a five quart plastic container of Mobil 1, 20 W 50 with a container of GM EOS ordered from GM's web site as it is cheaper there. Type in: <http://www.gmpartsdirect.com/>

Search EOS. As of October, 2008 the price per container was \$12.17 and the dealer price was \$19.09.

Rainer changes his oil two or three times a year, or at least every 3,000 miles.

Transaxle oil: Rainer uses regular hypoid 80-90 oil that he changes annually. You can get synthetic gear oil or Swepeco. If you purchase a new car, you should drain all the engine oil and gear oil to get a baseline then look carefully after 2,000 miles for brass in your engine oil or shavings in your gearbox oil on the magnet. Do not worry too much if you see material stuck to the magnets in the transaxle, but look very carefully at the first change to see any new wear telltales.

5. Is it worth **converting from 6V** to 12 volt? Particularly for lights?

Rainer's Answer: Rainer was not a convert to 12 volt systems until his Speedster needed a 12 volt system for the new fuel injection system. Now he loves having bright headlights. Rainer recommends that if you have a six volt system, that you mount six volt clear driving lights on the front of your car and tie them into your bright headlight switch or have another switch on the panel for the brighter Halogen driving lights. NLA offers these driving lights.

Tom Gentz vice president and tech chair

Least favorite tool redeemed!

The "well-stuck" **Gear wrenches** and leaked **Loctite** in my personal travel tool box were certainly a disappointment as reported here before. Brute force on the stubby 10mm and 14mm didn't result in a happy outcome either! But Gear Wrench's **lifetime guarantee** really works! The Loctite now has its own **zip-lock bag** (a third "favorite tool").

Ron Swenson

Members

The Holidays are a great time to purchase, or hint that others purchase **TYP356ne club apparel** from Lands' End Business Outfitters.

Lands' End Business Outfitters offers caps, polo shirts, denim shirts, fleece jackets, vests and parkas with the new TYP356ne logo embroidered on them.

You can go to the Lands' End Business Outfitters website at http://ocs.landsend.com/cgi-bin/ncommerce3/ExecMacro/corpsales/CSM_HOME.d2w/report?store_name=corpsales

or you can call 1-800-587-1541.

The TYP356ne logo is 0841097. This is our new TYP356ne logo and TYP356ne script that Ron Swenson designed, Bob DiCorpo used for the new grill badge, and Bill used for our great On-Tour magnetic badges and decals!

When you select an article to buy, the site will ask you to select a logo.

Once you have set up your personal details and saved them on the site, you can order club apparel easily in the future with the club logo on it. Good shopping!

Tom Gentz vice president and tech chair

Dues? Doubt you read this far without noticing that it's renewal time. Annual club membership dues have again resisted the sour economy. **Thirty dollars** is due on January 1st and late on February 1st. There's no time like the present to keep our club going strong by sending in your check. Unless, of course you'll be attending the 11th annual Holiday Party – in which case your dues and your dinner can be had for one check.

Make checks payable to TYP 356 Northeast and send to: Ron Swenson, 81B Warren St., Charlestown, MA 02129. Dues \$30, Dues and Party (1 attending) \$65, Dues and Party (2 attending) \$100.

Ron Swenson, membership chairman

New Members:

Don Martin Reading, Vermont, 1963 / 356 B, coupe

Matthew Mirones Staten Island, New York, 1959 / 356 A, coupe

Richard MacKoul Grafton, Massachusetts, 1955 / 356 A Speedster

Eduardo Santana Mansfield, Massachusetts, 1955 / 550 replica, 1957 / 356A replica

Michael Pahl Amherst, New Hampshire, 1965 / 356 SC, cabriolet

For Sale / Wanted

Wanted: The chrome bezel for the windshield wiper switch on an A car. I have the knob and the switch so I only need the bezel. Tom Larsen thomas.larsen@comcast.net v10n6

OK guys -- thirty years in the garage is enough -- I'm cleaning house.

The first person with \$1500 cash takes it. All is used, as is unless noted.

3engine cases (one needs welding). One is an all apart engine including case and 3rd piece 85207 with heads, crank, con rods, and cylinders, rocker arms..

Third engine piece 705375

Crankshafts, 2 in addition to the one with 85207, one has 914 pins

2 oil coolers

2 brake reservoirs (one with aluminum cap)

TYP 356 Northeast is not responsible for omissions, errors, misrepresentations, payment or anything else to do with these classified advertisements.

Caveat Emptor -- If only to stay in practice.

Occasionally For Sale / Wanted items are included from TYP 356 Northeast's members@ e-mails. Please let us know if they are no longer current.

Ads run three times unless renewed or removal is requested.

Torsion bars
 Suspension and steering parts
 Brake drums (4 I believe)
 2 seats, red leatherette, chrome has some rust
 seat rails
 coupe rear windshield
 4 door hinges
 4 door windows-coupe I believe
 2 rear ¼ windows and frames
 2 window regulators
 windshield wiper mechanisms
 356A wheel bearings, NOS inner and outer
 Door handles
 Window cranks
 Door pulls (chrome)
 Various knobs
 Dash lights-probably pre-a
 2 pre-A starter buttons
 1 steering wheel, restoration candidate
 Aluminum window trim, fits is gasket
 Turn signal mechanism
 Other various and sundry 356 bits and pieces too numerous to count .I have eight pictures of all this laid out on the floor (ask me what I did today). email if you want pictures. **Tom Coughlin** v10n6

For Sale: I am not able to store these 356b spare parts in Kittery Point, so come get 'em if you can use 'em.: **4.5X15 painted wheels:** 1 Sudrad 12/56, 1 KpZ 7/67, 1 KpZ 9/61, 1 Lemmerz 7/58, All look straight, but need painting to be nice. each: \$100.00. Also have: 356B **stock muffler**, 2 summers, 2,000 miles, light skim rust in spots, new retail is \$498.00, will sell it for \$200.00. 4 crested **Super hubcaps**, older Stoddard repro, (3 good ones) all: \$75.00. Set of two **cocomats**, Jaspe (mixed tan/brown) for 356B, new \$50.00. Pick up in Topsfield, M-F, 9-5. **Alex Dearborn** Mobile: 978 590-5079 v10n5

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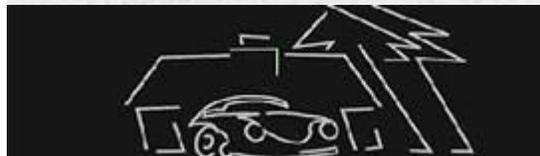
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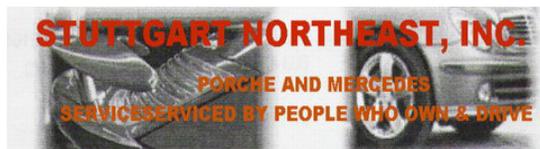
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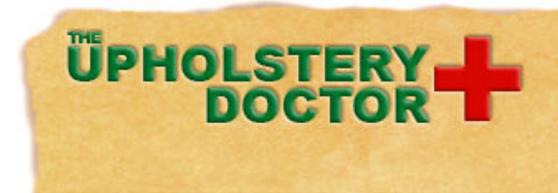
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