

TYP 356 Northeast NEws

The newsletter of TYP 356 Northeast Vintage Porsche® Club

Volume 11 Number 3– May 2009

TYP 356 ne

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News

[Home](#)

[Latest News](#)

[Schedule of Events](#)

[Member Services](#)

[Member Cars](#)

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[Club Regalia](#)

[Board Meeting Minutes](#)

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[Archived Posters](#)

[Newsletters](#)

[Bylaws](#)

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

President's message It has been a **Porsche-less** spring for the Collins household. Our Convertible D is in the midst of a full body **restoration and a repaint** at Meister Restorations. Hopefully, it will be back on the road by mid summer. I hadn't planned on missing a number of driving events this spring, but driving an early 25hp VW on a spring Porsche run can be life-in the-slow-lane! It just doesn't have the same ring.

As of this week, we're mobile again. A **new (to us) SC Cab** is parked in our garage, registered and ready to roll. Now, it's time to blow the cobwebs out of that SC.

On the TYP 356 Northeast horizon:

This weekend is the sold out **Saratoga Springs "Do-Over"** with 16 TYP 356 ne couples enjoying northern New England's Porsche roads. Our Saturday jaunt in the Adirondacks will be led by Norm & Janet Brust. And yes, we'll do a bit of eating and there might be a 2 Buck Chuck session thrown in. There will easily be another 900 miles on our vintage odometers by Sunday evening.

Tom Gentz has planned what will be, a fascinating Tech Session with **KTR** (known for VSCCA race car preparation) in Ayer, MA for Sat. May 16th.

On Sunday, May 17th, Dick Chiasson will lead a CT wine country run including one of our favorite lunch spots, the **Vanilla Bean** Restaurant in Pomfret, Ct.

On the 30th of May, I will host another TYP356ne **Swap Meet** at our home in Windham, NH. If you have been hoarding old Porsche parts, your fellow members will fatten your wallet while helping you gain more garage space...for a new batch of old parts.

Don Osborne has put the final touches on an exceptional **Spring Tour** weekend at the Trapp Family Lodge in Stowe, VT for June 5-7. Forty couples from New England, Canada (3) and South Africa (1) will benefit from his yearlong planning, where no detail has been overlooked. The Stowe weekend has the makings of our best Spring Tour ever. If you miss the 2009 Tour I'd encourage you to make a special effort to join us in 2010!

For our seldom active members:

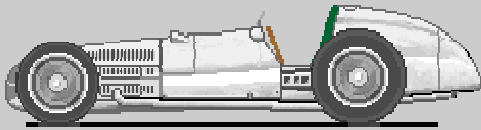
There is a common thread running through our schedule of planned events. It is

not polishing and detailing for a car show on a golf green! TYP 356 Northeast has evolved into a Drivers' group of Porsche owners enjoying road trips with fellow members and good friends. Climb in and fire up your 356. It will put a smile on face and your Porsche will thank you for the chance to run again.

I look forward to logging some serious 356 miles with before freeze up this fall and hope you will join us.

Bill Collins president

<http://paulrussell.com>



February 14, 2009 was the date of another exciting visit to **Paul Russell's** restoration shop in Essex. It is an extraordinary car place and the thrill is still there after 6 tours (of the 7 that member **Alex Finigan** has generously hosted for the club). That's not news to the club as 60 members and friends attended.

Another TYP356ne member, **Jack Styles**, is the parts shop manager at **Paul Russell and Company**.

Alex gives a fabulous tour -- combining history, technical details and the travails, patience and innovation a restorations entails. He moves the group through fabrication, paint, upholstery, assembly to the collection. The sequence above "represents about 2500-3000 man-hours of work on a typical 1950s sports car".

Their website is equally loaded with information from the **shop tour**, to the **Classic Cars for Sale** (special hardly defines the **four 356's offered**) and more. Visit it.

The featured project this year was a **Mercedes W154 Gran Prix** car constructed for the 1938 season. I'll try to recount a few of the facts heard about this 3.0 liter V-12. The car came with an early **replacement body** which is being restored. Surprisingly there's the still extant **original body**, it too is being restored. Because the engineering of this car is so spectacular yet another skin is now is being made. This will be a **cut-away half-body** and has been commissioned to allow the jewel-like chassis to be viewed. What jewels? Well there's the cowl fuel tank that you virtually slide into like a pair of jeans. Then there's the brakes machined like a jet turbine's impeller to cool each drum. Hydraulically adjustable anti-sway bars -- got 'em.

Once the metal has been brought back to specs, it moves to the body work and paint shop where aluminum cars are treated differently than steel cars and painted as they left the factory.

Also in the fabrication area was one of the 29 **aluminum-bodied Mercedes Benz Gullwings** in very bare metal. As Alex points out, this is one of the many post-war European sports cars that Paul Russell Co restores -- taking about one year to move through the shop areas.

Alex discussed a few of the challenges -- environmental protection regulations cause the disposal cost of a barrel of thinner to be greater than purchasing that same paint barrel of paint.



Fuel tanks cradle the driver's shoulders and legs



Jet turbine-like cooling of drum brakes and hydraulically adjustable anti-sway bars (bottom center) Photos by Swenson

In the collection area one finds three 356s – two being carreras In addition to the W154, Paul Russell shop houses three of Octane Magazine's **top 25 cars in the world** -- not series or models -- the specific cars.

What's new in the nearly ten years Alex has been hosting the club? Years ago, cars were restored to better than original, but more recently cars are brought back to the exactly the state that they left the factory.

Thanks again Alex, Jack and to Tom Gentz for coordinating our tour and lunch at Woodman's.

Ron Swenson

www.riwire.com



(Catalog photo) Cloth Covered Spark Plug Wire



(Catalog photo) Flat Ground Strap



(Catalog photo) .180 Male Bullets

Travis Pease, the owner of **R.I. Wiring Service**, welcomed 23 TYP356ne members to his shop on Saturday, March 28, 2009 in West Kingston, R.I. Travis took the members through the detailed steps of creating a schematic for each wiring harness. So far, R.I. Wiring Service has created harnesses for almost 6,000 different cars. Travis' business creates detailed layouts with the **correct wire coloring, fabric covering and bundling covering**.

The first stop on our tour was the bench where an experienced employee documents - in pen and ink - the customer's wiring harness. Then, Travis uses a CAD system to computerize the schematic along with the correct wire coloring and connectors. Nearby was one of the last steps in their process -- the fabric covering room where **three antique machines spin cotton thread** around a plastic covered copper wire. When Travis turned on the machine, members were astonished with the precision of this process. With 11 red cotton threads and one white one, you end up with a fine white line in the wiring covering that matches the original Ford, Buick, or Mercedes wiring color combinations. Once the wire is covered it moves through a 500 foot long group of pulleys and **lacquer** covering system to protect the wires.

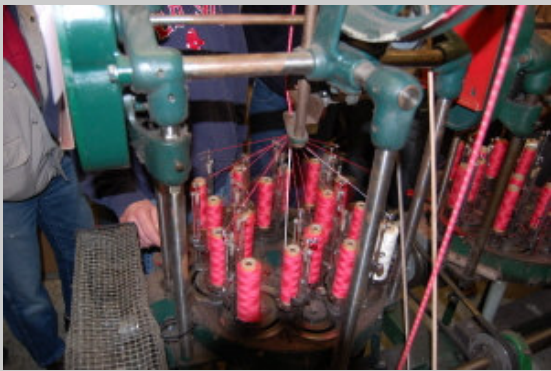
On the other side of the cotton threading machines, were two bundling machines that group wires together with branches for headlights and tail lights. Prior to being bundled, each wire loom is taped together about every six inches to keep the wires in their correct position before bundling. Once the harness is properly bundled with the right covering whether that is thread, plastic or nylon, the proper connectors are crimped by machine then soldered in a solder bath. Travis said it would take three to four weeks to duplicate a harness from the existing schematics, and approximately double that time for duplicating a harness that you send to him.

Travis will support you after the purchase of a harness from him and work with you to make sure you are satisfied customer.

Members said at lunch, after the tech session, that it was one of the best sessions they have attended. So, a big thanks to Travis and R.I. Wiring Service for a great educational experience in wiring harnesses.

Tom Gentz vice president and tech chair

The following PORSCHE harnesses are found in the R.I. Wiring Service catalog:



Braided wire covering machine



Wiring Harnesses in process
Photos by Swenson

1964 PORSCHE Type 356C

1. Generator Harness 37.00
2. Body, Engine and Taillights Harness 604.00

1958 PORSCHE [GT Carrera Speedster]

1. Main Harness 1137.00
2. Generator Harness 40.00
3. Fuel Tank Harness 25.00
4. Headlight Bucket Wires [pair] 37.00

1960 PORSCHE Type 356B

1. Main Harness 1358.00
2. Positive Battery Cable 70.00

1963 PORSCHE Type 356B

1. Dash Harness 527.00
2. Body, Engine and Taillights Harness 593.00
3. Headlight and Horn Harness 354.00
4. Positive Battery Cable 88.00

1964 PORSCHE Type 904

1. Cowl and Headlight Harness 866.00
2. Body and Engine Harness 376.00
3. Miscellaneous Wires 71.00

On April 18th more than a dozen club members enjoyed a beautiful **Saturday Drive** beginning in **Raynham, MA** and taking us through Middleboro, Lakeville, Rochester, Assonet and a couple of other remote towns in the area. The extremely spirited drive was led by Charles Kling, who took the group over back roads that seemed as though they were made for 356's. The drive ended at a country club in **Berkley, MA** where the group enjoyed lunch and some great conversation.

Bob DiCorpo

At last report members Futterer, Tate, Reich and Ross were headed for some shopping and selling at the April 25th **Porsche Swap Meet in Hershey, PA**. We'll stand by to hear about the bargains the rest of us missed!

In Porsche History

55-Years ago: Porsche finishes 1st in both 1100 and 1500 class at LeMans

50-Years ago: Porsche captures the Targa Floria overall and 2600 sports GT

ZeroYears ago: Porsche releases its first 4-door **Panamera** sedan in Shanghai, expanding

its line to sport coupes & cabriolets, SUV, not to mention a fleet of variants and race cars.
April 22, 2009.

Events

The Events section is sponsored by:

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The Planning Meeting provided us with a roster of **2009 Events**. As you can see below most of our schedule is made up of event that we create. A number of events that others produce also become a “club event” when our attendance / drives / gatherings / etc. magnify the event experience for our members. Here’s what’s in store for 2009.

- 1 to 3-May-09 TYP356ne “Do Over” Fall Tour. Saratoga Springs, NY
- 16-May-09 TYP356ne Tech Session, KTR, Ayer, MA
- 17-May-09 TYP356ne Sunday Wine Country Drive, CT
- 30-May-09 TYP356ne Swap Meet, Windham NH
- 5 to 7-Jun-09 TYP356ne Spring Tour, Trapp Family Lodge, Stowe VT
- 21-Jun-09 TYP356ne @ MoT German Car Day
- 27-Jun-09 TYP356ne Shop Tour - Brezelwerks, Tewksbury MA
- 7-Jul-09 TYP356ne @ Hemmings Cruise Night, Bennington, VT
- 12-Jul-09 BSAAC Endicott Show, Dedham MA
- 17-Jul-09 American Le Mans Northeast Grand Prix LRP
- 18-Jul-09 Hemmings New England Concours, Stratton VT
- 19-Jul-09 TYP356ne Anniversary Drive
- 2-Aug-09 TYP356ne Founders Day & Picnic
- 13 to 16-Aug-09 TYP356ne @ Monterey Historic Pebble Beach Concours d’Elegance
- 22-Aug-09 TYP356ne Kancamagus Drive
- 4-Sep-09 Rolex Vintage Festival LRP
- 10 to 13-Sep 356 Registry ECH - West Baden, IN
- 13-Sep-09 TYP356ne Sunday Apple Picking, Hopkinton, NH
- 20-Sep-09 TYP356ne DYPD Drive & Fund Raiser
- 25 to 27-Sep-09 TYP356ne Fall Tour, Maine
- 10-Oct-09 TYP356ne Cranberry Harvest Festival
- 14 to 18-Oct-09 356 Registry WCH - Sedona, AZ
- 24-Oct-09 TYP356ne Meister Restoration Tech Session, NH
- 30-Oct to 1-Nov-09 Hilton Head Concours, SC
- 7-Nov-09 TYP356ne Shop Tour - Factory Five, Wareham MA
- January 10, 2010 TYP356ne Holiday Party

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.

And remember to charge up your GFR Walkie-Talkie the night before.

www.ktrmotorsports.com

We will visit **KTR** in Ayer, MA for a tech session on Saturday May 16th. KTR is known for their vintage race preparation, so you will see some of the finest racecars in the world such as Ferrari’s, 956 Porsches, and even a 1956 Porsche 356.



KTR tour 2004 – valve job demo motor
Photo by Swenson

Their Web site includes directions for those heading their directly – look for a group drive in an upcoming email. A head count is needed so please let me know by Wednesday, May 13, 2009 at 5:00 p.m. if you plan to attend.

TYP356ne Tech Session at KTR May 16th 2009, Ayer, Mass.
coordinator **Tom Gentz** tgentz@typ356ne.org



Swap 2007 – parts for swap
Photo by Swenson

Still perturbed about the thought of bargains missed at the **Hershey Swap Meet**? Look for the **TYP356ne Swap Meet** in scenic Windham NH. Our prez and host of two previous Swaps will be getting the details out soon! If you want **more stuff, less stuff and just different stuff** this is your chance.

TYP356ne Swap Meet May 30th 2009, Windham, NH.
coordinator **Bill Collins** bcollins@typ356ne.org

11th Annual Typ356 Spring Tour (update 4/28/2009) With less than 6 weeks remaining before the start of the 2009 Spring Tour, details are being finalized and the Tour Book is coming together. A total of 36 rooms have been booked at the Trapp Family Lodge, 40 cars are registered and **78 members & guests** plan to participate.

I completed a whirlwind loop up to Stowe and back last Friday to finalize the directions for the scenic drive up. A lunch stop is planned at the “Woodstock Inn Station & Brewery”, in N. Woodstock, NH. **The drive**, designed by president Bill Collins, will incorporate some thruway portions to keep driving times reasonable. However, a large portion zig zags through the White Mountain National Forest and the scenic Vermont countryside. Planned arrival time in Stowe is around 3:00PM, so participants can relax, get the “lay of the land”, and get ready for the 6:00 PM “Welcome **Cocktail Reception**”.

I plan to return to Stowe after Smuggler’s Notch opens up (probably the first part of the week of May 11th), to finalize the directions for a Saturday scenic drive. If the weather cooperates, there should be several spots along the route for folks to stop for a picnic lunch if they wish, or they can return to the Stowe area to enjoy a restaurant meal. The Trapp Family Lodge has a new DeliBakery where tasty picnic goodies can be purchased or folks might elect to wait till the drive takes them past the Warren General Store where similar items can be purchased.

As in the past, the **Tour Book** (scheduled for mailing on or about May 18th) will include drive directions, itinerary, menus for both dinners, a resort map showing the reserved



Trapp Family Lodge. Stowe, Vermont

Porsche parking lot, a map showing suggested restaurants for Saturday lunch, directions for an optional **Saturday scenic drive**, and a complete list of participants. There will also be a map marked with the Friday drive route and an alternate route for folks who might like to blast up to Stowe and have a later lunch in the local area.

This year's tour will follow along the same theme as the 2008 event, with plenty of choices to fill the weekend. I would like to especially encourage those of you who are not registered, to email me with any ideas you might have for **future tours** (including sites, different activities, etc.). This is important if you chose not to join this year's tour for a particular reason. We aim to please, but can only respond if you communicate your ideas and preferences.

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

Most of you know there are a couple of important upcoming 356/Porsche events, the **LA Monterey Historics** featuring Porsche this year (August 14-16). These are not official TYP356ne events, but many of our members attend.

If you're still deciding, here are some links (and there are many more):

<http://www.montereyhistoric.com/>

<http://www.pebblebeachconcours.net/>

36th Rolex Monterey Historic Automobile Races Friday to Sunday, August 14th to 16th 2009, Laguna Seca, Monterey, California

Monterey, so far we've got **8 members** going, most with companions. The current list of attendees is Marlene and myself, Erling and Maren Falck, Bob and Paula Williamson, Don Osborne, George and Anne Jewett, Dick and Stephanie Yirikian, Craig Hess, and John Favolari.

Again, it's not my job to promote the event -- which certainly doesn't need it -- just to make sure there's up-to-date contact info for everyone who's planning to be there.

There may still rooms available in Monterey and elsewhere in the area. Prices run high. If you're still thinking about going, try Resort2Me, a lodging service for the Monterey peninsula. Their phone is 831-383-5481. And let me know.

coordinator **George Huff** ghuff@TYP356ne.org

Reviews – books, sites, &c.



Photo from Kit Foster's CarPort
© 2004-2009 Kit Foster

Hemmings Sports and Exotic Cars has a relaxed style and a bit of a hometown Northeast slant to their articles. The June 2009 issue features an article on a “near-Porsche” the 1958 **Beutler coachbuilt 4-seater**. Kind of a pre-Panamera. Beutler had built the Porsche 1949 **Geneva cabriolet show car** to companion the Gmund coupe. Although their 4-seater was built on a VW chassis it had a high Porsche-content and sanction. Author Dave LaChance writes “though Zuffenhausen had no hand in its construction, the car wore **Porsche badges** which tells you all you need to know about the goodwill that still existed between the two companies.”

The article is well worth the read as is the rest of HS&EC.

A short crawl around the internet reveals “**Beutler Gebrüder** – Thun, CH (Switzerland) 1943–1987 -- was one of the most creative coachbuilders of the post-war period. Their 1948/49 construction included the first six (of eight) Porsche cabriolets. After completion of the initial order of six, Porsche moved to rented space at the Reutter works in Stuttgart, and its relationship with its coach-builders changed. Either because Beutler could not handle the orders Porsche was projecting for the 356 cabriolet, or for some other reason, Reutter was given sole charge of the Porsche coach building contract.” They also constructed cabriolet and coupé bodies on European chassis, e.g. VW, Porsche, BMW, Healey, Jaguar, Jowett Jupiter, Bentley, Bristol, Lancia and Simca.

With tuner 911's everywhere and Ruf producing self-named automobile you have to wonder; might **Beutler** someday re-emerge from history?

Ron Swenson

uk.reuters.com

Pick your truth!

This from Bloomberg: “Porsche, Piech Families Said to Sell Car Assets to VW (Update1)

“April 23 (Bloomberg) -- The **Porsche and Piech families plan to sell** their main car assets to Volkswagen AG under a plan that would tighten Porsche SE's grip on Europe's biggest automaker, according to two people familiar with the matter.

“The families, which control at least 51 percent of Wolfsburg, Germany-based VW, intend to sell the Austrian Porsche Holding GmbH unit and the Porsche AG automotive division to VW in return for cash and VW shares, said the people, who declined to be identified because the plan is confidential. As part of the transaction, Porsche SE will issue new shares, a portion of which may be sold to external investors, they said. The plan is backed by VW, the people said.

“The asset sale would allow Porsche SE to achieve its aim for greater control of VW, Europe's largest carmaker, while preserving cash and giving it funds to repay debt, three people familiar with the situation said this month. Porsche, based in Stuttgart, Germany, is struggling to raise the financing needed to reach its goal of obtaining 75 percent of VW, they said.

“One driving motivation is that Volkswagen, being the largest volume producer in the European space, has tremendous cost efficiency that could be married to Porsche’s discipline and lean production capacity,” Stephen Pope, chief global strategist at Cantor Fitzgerald in London, said by telephone.”

This from **Reuters UK** on 24Apr09 “FRANKFURT (Reuters) - Porsche Automobil Holding SE on Thursday **denied** a report that its main shareholders planned to **sell the group’s sports car business** to its Volkswagen unit as a way to reduce the holding company's debt.

"This is nonsense," spokesman Anton Hunger said. "If this were the case then we would have to publish a statement because other shareholders would be affected." He added that no such statement was being worked on.

“The Bloomberg news agency, citing two people familiar with the matter, reported on Thursday that the Porsche and Piech families -- who control all the votes in the holding company -- planned to sell **Porsche AG and its eastern European dealer network** to VW, Europe's biggest carmaker to help pay down its debt.

“Porsche Automobil, which has already spent about 23 billion euros to gain control of nearly **51 percent** in Volkswagen, has said it plans to raise its VW voting stake to **75 percent** as early as this year should economic conditions allow.

“However, analysts have increasingly questioned whether Porsche Automobil can afford to take the step, which is likely to cost at least 13 billion euros, as the holding company has 9 billion euros (\$11.72 billion) in net debt.

“The holding company acknowledged on Thursday that it had become harder to pay down its debt in recent months due to the worsening economic climate...”

<http://derwhites356literature.com/>

This **Canvas Bag** under front hood came in red/black and green/black. Rarely seen these days.



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

Tech Session – on line

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



. Looped wire ground clip. Photo by Gentz

Our vice president and tech chair **Tom Gentz** has been busy this spring planning the **March 14th** TYP356ne Shop Tour of **Farnbacher Loles** in Danbury Connecticut and the **February 14th** visit to **Paul Russell's** restoration shop. Plus the **Rhode Island Wiring** shop tour. Check his recap (plus a slide show) in the "What's New" section of www.TYP356ne.org.

My favorite tool: If you are MIG welding, the ground clip that comes with the welder is steel and may not produce a good ground. I used about **four feet of number 12 house wire**, stripped it and then doubled it over and doubled it again, and twist it into a firm piece of copper. This looped wire spreads the ground out and you have a nicer start to the weld, plus you are assured of a continuous ground. This method has improved my welding of sheet metal for the body, not necessarily the heavier welding on angle iron and other non Porsche parts. Here is a photo of it.

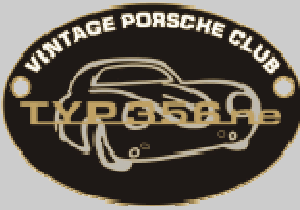
Tom Gentz vice president and tech chair

Members

The current supply of **TYP356ne grill badges** is getting low. We most likely will not be re-ordering any for awhile in that we must order a minimum of 100 badges at a time. If you would like to purchase a badge for your Porsche please let me know. You can either have one shipped to your home for \$35.00 + \$4.00 postage and packaging, or you may send me a check for \$35.00 to hold one for you. I'll take it to a club event that you'll be attending. I'm at most events, so that should work out.

The address is Bob DiCorpo, 2078 Highland Ave., Fall River, MA 02720. Please email me before you send a check, so I'll be expecting it.

Bob DiCorpo



New Members:

David Winstead Essex, Connecticut 1956, 356 A, Speedster
Bill Healy Bethel, Connecticut 195x / 356 A, coupe, 196x, 912, 911
Gino Theriault Quebec City, QC Canada 1972, 911T coupe
Ron Bargantine Rehoboth, Massachusetts
Paul Michaud Seabrook, New Hampshire 1960, 356 B, coupe

For Sale / Wanted

Wanted I'll be starting the restoration of my 2nd 356, a 1955 Pre-A Coupe. If anyone has **any Pre-A parts** they would like to sell, please drop me a line. At this point, the biggest items I'm looking for are **sun-visors** and **outside square door handles**. Also, I'm looking

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.

for a set of **5 1/2 X 15 wheels** for my B Coupe, preferably painted silver. **Chris Guthrie** twomanyportsches@hotmail.com v11n3

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

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

For Sale: New **356B Roadster tonneau covers** in black fabric, made by Autos International for my '62 356B Roadster. This has never been used, and is in a grey vinyl bag made for that purpose. It's a full tonneau, goes from the dash to the back of the folded soft top. \$150.00, or trade even for a 356SC Cabriolet. **Alex Dearborn** 978 590-5079 alex@dearbornauto.com v11n2

For Sale: Untouched and complete **beige carpet set** for a 356A coupe. Was planned for our A sunroof but never installed. New sets are \$595. Asking \$450. **Dave & Judy Willard** doc@mitre.org v11n2

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Robert McEvoy



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