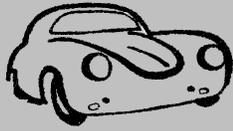


# Typ 356 Northeast News

The newsletter of Typ 356 Northeast vintage Porsche® club



Volume 9 Number 2 – May 2007

Visit our site's  
links

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

## News

**Presidents message** We have officially begun our 2007 **driving season** here in the Northeast. The weather has been very co-operative and the Typ356 has been taking full advantage of it. At the tour of Competition Motors in Portsmouth, NH I noticed that seven or eight members had driven there in 356's. Bill Sooter and I drove up from the south coast of MA in our little cars. It was a long awaited and very satisfying trip. We also enjoyed a wonderful tour thanks to member Don Osborne who made all of the arrangements.

If you haven't already checked it out, take a look at the "Schedule of Events" on our website [www.typ356ne.org](http://www.typ356ne.org). There are a number of great upcoming events including two new events to our club, the Elm Bank Car Show and the Essex Boat Tour and picnic. We're also open to other suggestions for **new events**. If you have any suggestions for a club event, just email them to me and I'll see to it that they're presented to our board. We have purposely left a few dates open for that reason.

With the Spring Tour only a few short weeks away, we're all getting really excited for another "Peter Crawford Extravaganza." Peter, Bill Collins, Len Cannizzaro and Dick Chiasson all work very hard throughout the fall and winter months putting together this event each year. We can't understand how, but just as we say they can't get any better, they surprise us with a tour that tops the previous year's. Thanks to these members for their unselfish efforts.

Currently, we are at over 150 members strong. Let's get those Porsche's rolling. Can you imagine 100 plus 356's all together at one time? It would look like a 356 Registry Holiday. Let's drive 'em folks. I look forward to seeing lots of you at our events this Spring and Summer.

Regards, **Bob**

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Cranwell Resort, Lenox the Spring Tour destination

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

[www.paulrussell.com](http://www.paulrussell.com) After our holiday party, 2007 got underway on a very high plane.

Member **Alex Finigan** has again graciously agreed to host a restoration information session at the **Paul Russell and Company** restoration shop in Essex, MA

On Saturday, February 17, 2007 nearly 60 Typ356ne members and co-members were in attendance for the tour. Alex hosted the event and his presentation yet again demonstrated his boundless knowledge and experience with the fabulous Bugatti, Mercedes, Ferraris and Porsche automobiles lining the shop.

Thanks go out to club tech chairman Tom Gentz for his planning of this outstanding session. Most of all, thanks to Alex for opening the shop and making this an outstanding experience. Lunch at Woodman's topped off the day!

**Bob DiCorpo**

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MB 300's: Gullwing and roadster, captured at Paul Russell and Company by Don Osborne

Latest News

At the February 24<sup>th</sup> **T356NE Tech Session on welding** more than 20 Typ356ne members enjoyed a true "Hands On" session at the home of our Technical Director Tom Gentz. Tom instructed us in the art of gas and MIG welding. Everyone was given the opportunity to attempt welding on their own (under Tom's watchful eye).

We would like to thank Tom for his time instructing and for his hours of preparation getting ready for this presentation. Not only were he and Mary Lou gracious enough to open their home to us, but the clam chowder, sausage, hors d'oeuvres and other refreshments served, were just sensational. Great job Tom!

**Bob DiCorpo**

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New club caps are on back-order.

Latest News

Typ 356 Northeast **Winter Break Weekend** in California. Bill Collins rev'ed up the Typ 356 NE snowbirds for this year's **Porsche and VW Literature and Toy Show** held at the LAX Hilton on Saturday March 10<sup>th</sup>. It took a bit of doing to coordinate as the changing status and venues of the numerous supporting events wouldn't settle down. There was a new Sunday, **all-Porsche Swap Meet and Car Display** in Costa Mesa organized and sponsored by 5 different Porsche clubs. We have two reports:

Sun, Fun and 356's! Lots and **lots of 356's!** Talk about the "So Cal" car culture, we were there. Fourteen Typ356NE members planned to attend the LA Porsche/VW Toy and Literature Show in early March.

The beautiful "So Cal" weather was a welcome change from cold New England. As great as the sun and warmth was, the cars were even better. Thursday through Sunday was one big 356 adrenal rush. I thought twin cams were rare. At each of the **five open workshops** there were several, sometimes four or five. Some were for sale with a \$300,000 plus price tag. All looked better than new. I think I heard Bill Collins say at one point "**just another perfect twin cam**".

At the open workshops, there were a multitude of models. Some of the



Toy & Literature Show at LAX Hilton



cars were in various stages of a professional restoration while others were completed. Each of the shops seemed to have a large supply of parts. Rainer Cooney was able to find a number of items such as an original Spyder Jack. He enthusiastically told me that he needed this for his Spyder restoration project.

The combination of 356 street cars, race cars, new parts and old parts and friendly people was almost overwhelming at times. At John **Wilhoit's** shop who will forget the twin plug 356 coupe screaming up and down the short road in front of his Long Beach shop. At **G. T. Werk** in Los Alamitos, Bob Kann was a gracious host. His race and road car parts were attractively displayed. The neighboring shops held 356's as well as cars ranging from 57 Chevys to a Doane Spencer modified Arnolt Bristol. The group could have spent a day in this area alone. We also visited West Coast Haus and The Parts Shop.

In the end Bill Collins, Rainer Cooney, Erling Falck, Jim O'Hare, Ron Swenson, Tom Tate, Sid Wilde & brother and Bob Williamson attended.

This is the second year that I have attended the events. '07's format was much bigger and better than '06's. I can't wait until next year. If at all possible, treat yourself and make next year's event. You won't regret it.

### Jim O'Hare

Locating needed parts, peripherals or even a car is one reason for making this trip, enjoying some **70° weather** is another.

A few members were on a special quest. Rainer Cooney needs a body for the **Spyder** project that we've seen at recent Meister Restoration tech sessions. The quest to research other 550's near his in build sequence and to interview a possible builder of that body.

The final 550, number 90, in the **Mallya Collection**, took us to Sausalito. This car is a very original example. Once owned by George Riley and for a time, museum-kept in Connecticut. It now shares space with dozens of equally unique and historic vehicles in a private collection. Former Porsche 962 C Class program leader Malcolm Paige chaperones the collection and provided the specifics. A spectacularly unmolested example offers a chance to view and photograph details found in the last dozen or so of these racers, like the chassis reinforcing truss that was the precursor to the space-frame in the 550A.

Body-fabricator, **Bruce Timmins**, is down the road a-piece from breezy San Francisco Bay; well he's located in Lake Havasu, Arizona actually. Aluminum, in the form of two Cobras and a Lister fills his shop. Shop alumni photos surround the work area; 50's/60's sports racers shared the limelight with Deetroit prototype projects. One of these, a Timmins 550, we encountered later in the week. Rainer, Erling, Ron and Sid completed the prequel to the Toy-Lit Show with the drive to Los Angeles. While a few 356's would have made the driving better -- a van with AC, heat and GPS wasn't too bad.

By mid-afternoon on Sunday some members of the group pack-up to catch the redeye flight home, others fly Monday ending our annual mid-winter 356 action.

### European Collectibles reception



number 90, in the Mallya Collection



Fabricator, Bruce Timmins' shop

## Ron Swenson

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[www.competitionmotor.com](http://www.competitionmotor.com)  
[sltd.com](http://sltd.com)

It was a full house, March 31<sup>st</sup>, at **Competition Motors** in Portsmouth, New Hampshire a capacity crowd of 40 members attending.

Donald Koleman opened the business 21 years ago in the coach house of his Salem, Massachusetts home. Business has grown until 2000 when he relocated to the present location at 40 Longmeadow Rd. in Portsmouth, NH.

Competition Motors specializes in the sale & mechanical restoration of vintage racecars, concentrating on Bugattis, Maseratis, and other exotic vehicles including one awesome Rolls Royce. Their work increasingly includes body and interior restoration services as well.

The shop featured some of Donald's personal plus many customer cars. About half were race models many regularly participate in vintage competition events. His own 1928 Bugatti **Type 35B** Grand Prix car in over 110 races since he rebuilt its engine.

Following the tour most of us traveled to the **Hampton Airport Cafe** for lunch. Hampton airport's grass strip was active with takeoffs and landings of small aircraft. The sunny day that allowed for dining on the Deck and encouraged six 356's out for the early season drive.

## Ron Swenson

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### Latest News

April 21, 2007, the third **T356NE Swap Meet**, started at 9:00 am, but not a minute before. Bill Collins' German Toy Barn was the scene, and he was ready for rain or shine. The Nor'easter finally subsided and another fine day graced the event.

New, used, abused and "not-really" 356 parts showed up. So did tools, supplies, photos, literature, a nice (VW) motor and a couple cars – on paper at least. It's always an education to peruse what our members schlep in. A quick review of last years photos revealed some items, unsold in 2006, found new homes this year.

The lead-up to the Meet started with some e-mails advertising the coming attractions. On-line, Len's muffler was red hot. It took a drawing to select from the member seeking the muffler bargain.

To see it all in person, a crowd of nearly 40 made the trip to Windham New Hampshire, five in 356's.

Cups of coffee and donuts lubricated plenty of conversation with, as Bill predicted, "endless old Porsche tales and a garage full of 356 parts and accessories".

## Ron Swenson

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The history of Bugatti in a row. Photo by Don Osborne



Donald Koleman (right) describes a crankshaft worth more than a nice 356 coupe. Photo by Ron Swenson



Len's former muffer Photo by Ron Swenson

## Latest News

Before driving season got its start we had the **T356NE Tech Session on Detailing** on April 29<sup>th</sup>. A short trip to the Lynnfield, Mass home and workspace of Cindy Markley and her husband George, both known for their detailing expertise throughout New England. Cindy's a concours winning preparer and her approach can take you all the way there!

The session format included the ubiquitous coffee and donuts, discussion and hands-on **detailing of both exterior and interior**, a break for pizza at noon and a wrap-up on **motor detailing**.

Bill Collins volunteered his '59 Convertible D and it arrived looking pretty shiny. Sorry Bill you're not almost done.

Cindy provided a write-up on her favorite products and techniques and the next NEws will feature all the details.

Gather your Materials – don't forget to leave the big buckle in the closet

Washing the Car – baby shampoo works fine, wipe it dry, sponge only save the brush for the wheels

Deep Cleaning the Car\* – once a year to strip the old wax and remove oxidized paint, apply the product to the cloth not the car

Waxing the Car – with front to back motion, don't let it dry unless it calls for buffing after it hazes

\* do any heavy metal cleaning that's near paint before the deep clean

Following the lunch break Ron's 912 was wheeled-in for the engine clean-up.

Like the outside, the engine needs cleaning (on a 356 usually not a pressure wash or hose-down. Remove dust, oil and grease with a rag, using dilute Simple Green. Pinnacle Crystal Mist is a good wax substitute for under-hood areas as it requires no buffing. Rubber and metal get similar treatments to exterior. For concours George suggests picking one attribute on the engine and really make it a focus -- immaculately clean with the right shine.

20 Members enjoyed the Markley's presentation; some might have headed home with good intentions. Bill's detailed front right fender put the rest to shame. Thanks to Cindy, George and Tom Gentz who coordinated the event.

**Ron Swenson**

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In true Tom Sawyer fashion, Cindy Markley (right) instructs Bill Collins in the care and maintenance of painted surfaces. Bill's rubbing. Photo by Tom Gentz

## ***In Porsche History***

**50 years ago** Porsche captured a class 1<sup>st</sup> place in 1500 Sports at LeMans.

Five years later (that's the **45 years ago**) Porsche again captured a 1<sup>st</sup> place, this time in the 1600 class at LeMans.

## Events

Tech Session – on line is brought to you by  
**Mainly Custom by Design**

May 20, 2007	T356NE Shakedown Drive to PCA Zone 1 Concours
June 8-10, 2007	T356NE Spring Tour
June 24, 2007	MHS Elm Bank Car Show
June 26 - July 1	356 Registry East Coast Holiday
July 8, 2007	BSAAC Car Show, Dedham
July 15, 2007	T356NE Essex River Cruise
July 22, 2007	T356NE McManus Barbeque
August 5, 2007	T356NE Founders Day
August 12, 2007	T356NE Drive, Sunapee Resort
September 15, 2007	T356NE Tech Session Meister Restoration
September 16, 2007	T356NE DYPD Drive
October 6-8, 2007	T356NE Coastal Maine Tour
November 2-4, 2007	Rennsport Reunion III (Daytona)

**Mainly Custom by Design, Inc.** is dedicated to producing quality Porsche specialty products at reasonable prices. Our products are designed to fulfill the needs of the Porsche enthusiast, who take pride in their Porsche. Engine, Body, Suspension and accessory parts are available at:

Telephone: (207) 698-7646

Fax: (207) 698-7706

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

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



Wheel Balancer Adapter Ring - Our wide bolt pattern wheel adapter ring will easily bolt to any VW or Porsche wide bolt pattern wheel. This will allow you to mount your wheel to any type of tire balancing machine

**Ninth Annual Spring Tour Sold Out** The largest Typ 356 Spring Tour in our club's history heads West to the Berkshires during the weekend of June 8-10. This year marked our first sellout by late April.

The tour promises to be a fabulous three day event, beginning with lunch at the historic Salem Cross Inn in West Brookfield, followed by miles upon miles of back country Porsche roads that will take us to Lenox and the elegant **Cranwell Resort** and Spa. On Saturday morning, the group will head south to Lime Rock Park in the Northwest corner of Connecticut, for a specially catered luncheon in one of the two chalets that overlook the front straight. During our visit, track officials will lead us on several parade laps around this historic road course. This is a big year at Lime Rock Park, as it is their **50th anniversary**.

Afterwards, we will head back toward Lenox for some antiques, spa time, or maybe an adult beverage or two, before a four course gourmet dinner is served in the **Mansion building** at Cranwell. For those who won't be joining us, there will be plenty of pictures on the club's website.

**June 8<sup>th</sup> -10<sup>th</sup>, 2007 T356NE Spring Tour**

Contact: **Peter Crawford** [pcrawford@typ356ne.org](mailto:pcrawford@typ356ne.org)



Track view at LRP. Photos by Crawford

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

**Essex River Boat Cruise** Here's an event that's 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 pontoon boat cruise on the calm Essex River.

The Essex River Queen II will depart at 10:30 AM. We'll cruise the pristine sheltered waters of the river past islands, dunes and beaches formed by glaciers and see rare birds, wildlife and stunning scenery. We may see lobstering, fishing, clamming and other river activities. We'll learn about historic mansions, shipyards, salt marsh farms and native character.

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

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 and enjoy their pool.

Sound like a winner? 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. We don't have a price on the catered lunch yet, but it will probably be in the \$8-10 per person range. More on that in the next issue of the Newsletter.

This will be a perfect event FOR ALL. The boat holds a maximum of 70 people and is open to the public. So we will be asking for your commitment to attend at a later date so that we can reserve our spaces in advance and will know how many to expect for lunch. The event will also have a Rain Date.

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.***

Just got my copy of **Hemmings Sports & Exotic Car**, prominently displayed is **Alex Finigan** and Typ 356 Northeast. It is extremely gratifying to see our members in print and our little club highlighted. Typ356ne has really taken off over the past 8+ years. Last month it was Rainer Cooney on the cover driving Joel's 550 for Pete's sake.

There is a picture of Alex in his office. I remember sitting across from him signing the P&S on my 64 Coupe. One of my fondest memories.

**Here's to you Typ 356 NE!**... and its Members that make the club what it is.

Check out the story.

## Fran De Leo

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**Greg McManus'** cabriolet also was featured in an April '07 **Hemmings Sports & Exotic Car** article on the power-plant **Rainer** created. Many of you will recall last fall's Typ356ne tech session about this car. An update to that gathering is a December dynamometer run, yielding 126.8 hp at the rear wheels. For comparison a 75 hp "normal" produced 56.2 hp at the rear wheels.

For good measure articles on '61-'65 Beetle and VW of Brazil's SP-2 sports car. Seems there's a lotta flat four air-cooled hardware in **Exotic-land**. We knew that.

## Ron Swenson

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

356 A accessories. **Trouble Light** with cord, plugs into lower edge of instrument panel (\$1.65).

Go crazy buy two. Rainer would remind you this matches the famous BMW motorcycle power socket in case yours is missing.

## Ron Swenson

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Trouble Light

## *Tech Session – on line*

<http://www.millerwelds.com/education/articles/articles86.html>

**Welding** Tech Session March 3, 2007

**Safety:** For all types of welding, safety is the most important issue.

### **Eye protection:**

- Gas Welding: Goggles with a number 5 tinted glass
- MIG Welding: Helmet with a number 10 tinted glass. The US Military invented an instant darkening glass that allows the welder to see what they are about to weld without jerking the helmet down before welding begins

You have seen the TV shows like American Chopper, that they MIG weld without a helmet to "tack" a part into place. This is dangerous and NOT recommended for the hobbyist. Put the helmet in place and then tack your metal.

### **Clothing:**

- Boots, not tennis shoes if possible
- Jeans, not shorts
- Long sleeved shirts, or sweatshirts
- NO polyester clothing as that will melt to your skin
- Gloves
- Gas Welding: short gloves are ok
- MIG Welding: Gauntlet gloves are recommended due to UV rays from the machine
- Masks
- MIG Welding: A low profile, activated charcoal mask is

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

necessary due to the fumes from the arc. I use a 3M, #9925 Welding Fume Respirator

### **Gas Welding, or Oxygen – Acetylene:**

- Never use motor oil to lubricate your gauges, as the pure oxygen will make oil burst into flames
- Always start the acetylene flame first and then add the oxygen to make a neutral flame
- Acetylene will burn if the tank is open and laid on its side
- Always use a cart with the tanks locked down so they do not fall over. If a pressurized tank falls over and the neck is broken off, you have a missile on your hands
- Buy “no back pressure” in-line barriers, so any back fire or “popping” will not go back into the gas lines and cause an explosion

### **MIG Welding:**

- Do NOT look at the arc for MIG welding as you may damage your eyes permanently. Today, we will announce when we are going to MIG weld so you can look away.
- This is either a 120 volt or 240 volt machine, so always ground your work, or you become the ground
- Do not weld in water, or you become the ground

### **Gas Welding Processes:**

- We will set the gas pressures on our Henrob torch as follows:
- 3 pounds Acetylene (light first)
- 10 pounds Oxygen
- Adjust to a neutral flame
- Hold the torch at a 45 degree angle
- When you get a puddle, move the torch tip in small circles
- Push the puddle
- Add welding rod as needed
- At the end of the gas weld, make a circle to finish off the weld

### **MIG Welding Process:**

- .023 size wire for body panels
- Set the speed and heat appropriately
- Lower your helmet before striking your arc
- You can angle the gun toward the puddle and drag it away, so the puddle is trailing the gun, (this is called the drag or pull technique), or you can push (push technique) the puddle with the gun, so that the gun is leading the puddle.

Generally, dragging the weld gives deeper penetration with more weld bead build-up, while pushing the weld gives shallower penetration with a broader, lower-profile bead. You should experiment with both of these techniques to find your own preference, but many people use the drag technique for plate, and the push technique for sheet metal or body panels. (millerwelds.com)

Hold the gun at no more than 5 to 15 degrees from vertical to reduce the splatter and increase the penetration of the weld.

### **Spot Welding Technique:**

All welding techniques cause high heat. High heat can warp your panels, especially thinner ones like body steel. Therefore, a technique called spot welding lower the panel warpage by moving the MIG tip six inches away and putting another spot weld, then continuing to spot

weld until the panel is completely welded. Grind off your welds and paint.

### **Weld Penetration:**

- Turn the weld over to see if your weld has completely penetrated. If your penetration is not all the way through, turn up the heat, or slow down. If you get holes in your metal, either reduce your heat or speed up your welding. Both Gas and MIG are infinitely adjustable, so practice, practice, practice to make better welds.
- If your weld looks pretty, it is sound and has good penetration. Also, when you grind your weld down for painting or to smooth the weld, low penetration will make the weld separate.

### **Brazing versus Welding:**

- Brass brazing is used to attach, not weld two pieces of metal together. Additionally, you need to "tin" your surface before brazing, so you will use flux. Be sure to clean off your flux fully, or paint will not adhere to your surface.
- Welding is more permanent, so not recommended.
- You cannot weld over brazing.
- You must constantly check for cracks in brazing.

### **Vertical Welding:**

- Weld from the bottom toward the top
- Weave the weld back and forth from one side to the other to keep your puddle

### **Welding thinner metal to thicker metal:**

- Put more heat into the thicker metal, so as to not burn through the thinner metal

### **Spot Welding:**

- If you want to copy a spot weld, drill through one layer of the steel and place a "button" of weld starting from the center and working out in a circular pattern, until you mimic a spot weld. Many panels on a 356 are spot welded, so this technique is useful. Racecars many times have fully welded spot welded seams for more strength.

### **At our test session:**

- Five steel plates of 20 gauge steel (20 gauge is the approximate thickness of our cars) two inches wide by three inches long are provided to each welder. We will weld along the longest width of the steel plates. Assure yourself that the area that you are welding in does not have any impurities, like rust, or your welding will not be perfect. If it does have rust, use a wire brush on a bench grinder to clean the plates completely.
  1. Puddle Control: Run a gas puddle the entire length, in the middle on the long part of the first steel plate. By controlling your puddle, you will be able to successfully weld Gas, MIG or TIG. Turn over the piece of steel and see the effect on the bottom.
  2. Run a "butt" fusion gas weld without welding wire using your ability to manage your weld puddle and attach the first piece to the next piece of steel. Check your penetration by turning the steel over and seeing if you welded all the way through the metal. Does it look different from the puddle exercise?
  3. Using Gas and welding wire, attach a third piece of steel to your original piece and the fusion welded piece.
  4. Run a MIG weld the length of the last piece with good penetration

#### **Resources:**

Mig Welding:  
<http://www.millerwelds.com/education/library.html>

[http://www.millerwelds.com/education/tech\\_tips/MIG\\_tips/](http://www.millerwelds.com/education/tech_tips/MIG_tips/)

Gas Welding:

<http://metalshapers.org/101/jkelly/index.html>

but without burning through the metal. (maintain a 5 to 15 degree angle to the flat steel and push the weld) (Note: be sure to ground your steel as you are now using electric welding)

5. Run a MIG butt weld joining the next piece of steel

6. Using a 90 degree magnet, place the last piece of steel vertically and MIG weld by pushing into the corner. Use a 45 degree angle with your MIG so the weld. This weld fillet should be even between the bottom and the vertical piece of steel, and as large as the thickness of the steel.

Congratulations to those attending who have learned how to weld!

**Tom Gentz**, Technical Director

\*Note: if you have an interest in learning more welding techniques, I strongly recommend a course in welding at your local vocational high school.

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**Favorite Tool:** Wire Brush, Sandpaper or **Scotchbrite Pad:** Prepare your metal for the best weld by cleaning your metal prior to welding. Because rust turns to foreign material in your finished weld, clean, clean and clean your metal prior to welding. Whether you chose to gas, MIG, or TIG, spend the extra few minutes to clean both pieces of metal before you finish.

Additionally, if you are using a MIG, clip off the ball of metal at the end of your wire before you weld again.

**Tom Gentz**, Technical Director

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## **Members**

Don't forget to **update your membership** info when you move or change your e-mail address. Those are often busy times and we'll miss you while you're gone. But probably not as much as you'll miss us! When you're faced with boxes to unpack - thoughts of a 356 drive down a country road will take the edge off some of life's pressures.

**Ron Swenson**, Membership Chairman

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Following the last NEws issue's images that were included with some member renewals, we received another greeting this time on the postage! George Nelson at speed.

**Ron Swenson**, Membership Chairman

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George Nelson's treat for the US Postal Service.

**New Members:**

**Dave Maynard**, Framingham, MA - 1966 911 coupe, 1981 924 GTS Club Sport, 1972 911E coupe, 1963 356B coupe  
**Timothy Csanadi**, Bristol, Rhode Island - 1965, 356C, Cabriolet, 1960, 356 B, coupe  
**Richard Arzillo**, Nahant, Massachusetts - 1963, 356 B, coupe  
**Leigh Kelk**, Sunapee, New Hampshire - 1979, 911 Targa  
**John Rogers**, Arlington, Vermont - 1958, 356 A, coupe

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

Typ356 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 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 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

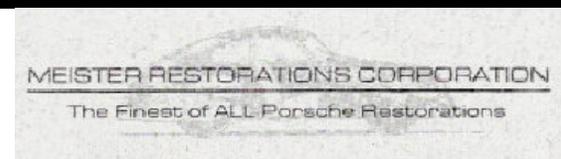
**Wanted:** (for 1962 356b Roadster): Two to four 4.5 wheels, painted, date-stamped 10/61, any condition. VDM black plastic steering wheel in concours condition, with center and horn button. Sales brochure for T6 Roadsters. Alex Dearborn, alex@dearbornauto.com 978-887-6644 Topsfield, MA Photos at www.dearbornauto.com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

**For sale:** Two mint **1964 MASS License Plates**, #37017. Best offer. GARYR356@AOL.COM, 561-738-1806 v8n5

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