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News

President's Message: Angel Martinez' tribute of Typ 356 Northeast that occupied this space in the last issue had me enthused to resume our on-going driving experience – year seven.

The whole experience, loading the right stuff into the car, starting it up, emerging from the garage (18 lefts and a right), the steering response, the temperature gauge finding its norm, the route to our normal meeting places, recognizing tub shapes and finally the convergence of old friend and new is now part of my body chemistry. Denied a "fix" since November, I more than ready.

The endless winter slammed the garage door on those expectations. We'd scheduled a fairly late start to assure good weather. Even that planning didn't prevent rain postponements.

Our Groton drive required an express trip to lunch to minimize the rain exposure. The rain yielded for a special drive on Memorial Day weekend to join the Merrifields – great turnout and great weather. The Spring Tour convincingly put winter behind us.

Driving season seven has begun.

KTF
Ron Swenson

Originally scheduled for the Hershey weekend, downpours postponed the Groton drive. **George Huff's** new route was worth a try and a dozen left home under partly cloudy skies on May 1st. The chance of rain was less remote at our Lexington gathering point. A steady light rainy convinced our tour leader to take us directly to lunch at Nancy's Diner at the Stow airport.

An hour of **talking and eating** was enough to wait out the rain. Driving began shortly thereafter.

With the wiper switch close at hand we embarked on a **back-to-front** version of the Lexington, Carlisle, Groton, Stow, Lexington loop. I thought we'd seen most of these roads on numerous previous tours – not so, about half were new to the drivers.

An hour-plus of drive time adequately cooled the roof-less. Let's hope George will reprise the route again with the sun in our eyes.

Ron Swenson



Spring '05 Bob DiCorpo stepped out of the speedster to dry off. Photo by Swenson



Call it Winter '05 in May Photo by Swenson

This year's **Shakedown Drive** took us back to Pomfret, Conn. **Dick Chiasson** planned and led us on a route taking us through the Blackstone Valley, Woodstock, Pomfret and beyond. The roads were nearly clear as no one suspected this would be a suitable day for a pleasure drive.

We were reminded of the scenic driving on rural roads that Northeast Connecticut provides. Lunch at the Vanilla Bean was a treat as ever, most of the usual lunch crowd stayed home - ergo no lines and plenty of seats.

Those on the Shakedown accomplished their mission to find any problem that time or winter have inflicted on the 356 that would impact the upcoming season. Better yet, find everything in roadworthy shape. The group all passed -- requiring nothing but gas.

Thanks to Dick for planning the event. It looked like a rainout for 10 straight days leading up to May 15th. It turned out fine (shirtsleeves and 5 swipes of the wipers).

Ron Swenson

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We **broke the rule** to avoid holiday events on May 29th for a special event. After many failed attempts this Spring, a large group of Typ 356er's and guests motored to the South Coast of the state, home to Bob and Fran DiCorpo, for a spectacular 90 minute drive to honor club member **John Merrifield** and his wife **Lise**.

As soon as we left route 24 in Fall River, it was obvious what an important guy Bob is down there. He had the entire road in front of his house paved just for us. The drive ended at **The Provender** at Tiverton 4-Corners, where we enjoyed some fabulous designer sandwiches. Everyone was so psyched about the weather, that many of us continued to tour for another hour through the back roads of Little Compton and Westport. The weather and drives were matched by expressions of concern.

Our thoughts and prayers will be with John in the months ahead.

Peter Crawford

- - -

Seventh Annual Spring Tour to Stowe Vermont After the Spring Tour publicity campaign, is there anything new to say? If you been to one or two rambles, and read the promos you've got it -- drive, talk; eat, talk; drink, talk; sleep. You'll have come to expect the camaraderie, the leg that would have be more comfortable with one less coffee, the great New England scenery on great driving roads, the odd dump-truck blocking the great driving roads.

The reality always seems to amplify the experience

It had been too scary to check the forecasts after the spring's cold damp weather. But **June 3rd** arrived **sunny** with seasonable temperature, daring us to not stuff another form of raingear behind the seats.



Photo by a Millennium 911 owner



These twenty members were just the beginning of the group who turned out to support John and Lise
Photo by Crawford



Tourmeister Crawford's B sporting the collectible Tour Plate Photo by Swenson

Arriving at the Route 93 visitor center revealed an already large crowd of 356s. Most were bespeckled with magnetic **Tour Plates**. Tourmeister Crawford was equipped with a new toy – a loud-hailer. (Love the siren feature Peter.)

The long drive planned for Friday warranted some interstate mileage. It was the first order of the day. I-93 and I-89 speed us to the Grantham visitor center, then on to the rural roads at Woodstock Vermont. We get our first real taste of the weekend on Vermont's routes 107 and 100. We fill the **Swiss Farm Inn**'s ample parking and have a great buffet lunch. Who'd have guessed we'd be seeking the shade of the awning or inside dining room. 20 more members and friends are joining us along the way.

Route 100 carries us north after lunch. A favorite visual image came on a level s-curved section of road – colorful 356's scooting around corners – the closest sweeping left, behind them others moving right, then reversing directions beyond. It was a horizontal roller-coaster with an individual throttle.

Groups of cars, by plan or by happenstance, then wend their way up Route 100. The weekend's only five raindrops find us on the pine-shaded hillsides. Small towns, farmland and distant hills make up the scenery as we continue. If this isn't exactly what a 356 was designed to enjoy it's a brilliant alternative. The expectation of arrival in Stowe is offset by the desire to continue the flow.

At **Top Notch**, a shower feels good, so does room service' sparkling water - but the Cocktail Party and **Cowboy barbecue** on the lawn beckon. Western attire and rumors of Len's singing debut have been sprinkled into Peter's e-mails. The former has some subscribers, but Len holds out. Nightcaps at the bar offered another chance to chat with more of the group.

Saturday morning finds most of the 81 participants ready for more memories. One that should last for a long time was the drive through **Smuggler's Notch**. The longest stream of Porsches ever at a Typ 356 Northeast event then weaves its way to member **Dave Altman**'s, for a visit to Greensboro. Ralph Loosigian's photo, taken from the second story window of the Greensboro's Public Library, shows the group at Maggie and Dave's vacation home, where we gathered for lunch.

Their home is the lovely result of their vision for the old house in a prominent location. The car fan would appreciate its barn and garage, but equally appealing are the renovations to the parlors, country kitchen and porches. The bountiful buffet lunch proved the kitchen and the Altman's hospitality were both a great success. Some walked off to visit the General Store or the lake or the shop with the river running under it.

Back at Top Notch, the pool and bar drew some fans. Bill Collins and Bob DiCorpo gave a slide and video recap of last summer's Speedster **50th** Anniversary. Saturday evening's meal featured a Wine and Food Pairing from Salmon Cake with Dill Aoli to Chocolate Fudge Torte.... Followed by Nightcaps part two.

Sunday, **June 5th** provided another perfect day for driving. Breakfast



Tour planners Collins and Cannizzaro plus Chiasson Photos by Swenson



was followed by the usual good-byes. Members departed on various routes and times. Some taking VT100 south, others Bill Collin's Country Route, yet others find personal itineraries. Those on this route are treated to one of the best routes in New England NH-112. We pass on-coming clubs sport-bikes and Z-cars. Plenty of other auto fanatics travel this route solo. Until I-93, the roads are uncrowded.

Thanks to Tourmeister Peter Crawford and his planning crew: Dick Chiasson, Len Cannizzaro and Bill Collins for envisioning this great event - then making it happen. Special thanks also to our Saturday hosts Dave and Maggie Altman.

The Spring Tour is consistently our largest event in both cars and members, it also consistently grows and improves year-to-year. To call the Tour as our principal event and acknowledge Peter and his crew are its driving force just begins to define its importance to us all.

I enjoyed all 557 miles.

Ron Swenson

Though its first outing was an impromptu addition to the schedule, the June 12th drive through the **North Shore backroads** of Beverly Farms, Manchester, Gloucester, and Cape Ann is sure to become an annual event -- thanks to **Larry "the rabbit" Sorgi** and his trusty navigator Liz. Not only did we see some fabulous sights, but our spirited drive truly **brought some joy to all** those who lived along our route. Adults and children alike rushed to the iron gates in front of their mile-long driveways to get a glimpse of our speedy caravan. "Please come back soon" they yelled, "you have brought joy to us." Apparently they get tired of riding their horses every weekend.

The high point came when we parked in front of **Motif #1**, and the members of the Rockport Yacht Club flooded out to see us, leaving their Sunday brunch and drinks with umbrellas on the table.

Peter Crawford

June 19, 2005 Larz Anderson Auto Museum – **German Car Day**

Our seventh German Car Day as a group brought out over 20 356, some old and new members and more cold (but dry) weather. This great 356 turnout outclassed the rest of the marques – that's right more 356's than Audis, Opels, Mercedes (nice SLR though) and **gogo-mobiles**.

No surprise to us -- our own **Bob DiCorpo** took both **First in the Porsche Class** and the **MoT's Most Authentic** awards.

Member **Alex Dearborn** arrived in a 1970 Mercedes 280 SE convertible which also was a prize winner. The Opel class was unaffected by our members.

Ron Swenson



A crowd of 356ers and a gaggle of tubs at Dave and Maggie Altman's Greensboro Vermont retreat. Photo by Ralph Loosigian



The Motif #1 part seems to be factual. Photo by Crawford



Bob DiCorpo on his way to two awards. Photo by Swenson

The **Schedule of Events** on our web-site www.typ356ne.org is now listing our events for the second half of 2005. Already they total over 25 activities. We still have few dates for other events in planning.

July 9, 2005 T356NE has **Speed, Style, and Beauty**
July 24, 2005 T356NE **McManus Barbecue**
July 31, 2005 T356NE at **Tanglewood**
August 7, 2005 T356NE **Founders Day**
Sep. 2-4, 2005 VSCCA **Lime Rock**
Sep. 17, 2005 **PorscheFest**
Sep. 16-18, 2005 T356NE **Tour du Quebec**
Sep. 18, 2005 **DYPD** Drive & Ferry Porsche birthday
Oct. 1, 2005 **Wolfeboro** Car & Boat Show
Oct. 15, 2005* T356NE Tech Session / Drive
Oct. 30, 2005* T356NE Tech Session / Drive
Nov. 13, 2005* T356NE Tech Session / Drive

* These events are subject to date and location finalization.

Members also will be attending these non-club events:

July 10, 2005 Bay State Antique Auto Club Show, Dedham, MA
June 30 to Jul 3 356 Registry West Coast Holiday, Banff, Alberta
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Not much public preceded an unscheduled lecture at the Larz Andersen Auto Museum. **Karl Ludvigsen**, noted engineer, journalist and author, announced his upcoming book project with Bentley Publishers – the **Porsche Saga**

Ferdinand Porsche's automotive career started by a move to Lohner after leaving his father's tinsmithery and a short stay at an electric supplier. **Lohner** took this electrical knowledge and developed an automobile with electric hub motors. In 1900 at the age of 24, Porsche was an automotive designer. Sporting versions, hybrids (with internal combustion powered generator in lieu of batteries), even racing 4WD configurations followed immediately. Henry Ford would introduce his automobile in another three years.

Ludvigsen stressed Porsche produced and raced sporting versions of almost every vehicle type in the sequence of manufacturers for whom he work. Porsche himself was a "Press-on" Driver.

By 1938 Porsche was done with being an employee of auto manufacturers and had his own design consultancy. The course was set for a self-produced sports car. The **Volkswagen** came from this environment. Unleashed were the performance vehicle desire and design studies for the Typ 114 and prototypes for the Rome-Berlin coupes.

It would be the prospect of the tax burden of the VW royalties (until 1975) beginning to pour in post-war period that convinced Porsche to take on a **money-losing proposition** -- constructing sports cars.

I'm intrigued to read the whole storey when the book is released.

Ron Swenson
- - -



Speaker Karl Ludvigsen Photos by Swenson



Early Typ 114 concept for a self-produced Porsche sports car

Did anyone notice (or care) that **40 years ago** last Thursday (May 5, 2005), the **last 356** rolled off the production line in Stuttgart? (Not counting the ten March 1966 cabriolets). It was a white cabriolet. I know you have seen the picture of it on a dolly with a bouquet of flowers tossed on its hood. Did you also notice it is missing rocker decos? Or that it's a polizei car (check out the double rear view mirror hanging from the windshield frame. You can discover strange things with a magnifying glass. Do I have too much time on my hands?).

Rick Veneski

(Yes Rick you apparently do have too much free time, but thanks for the tip. We'd all feel bad for not celebrating but as purists we're waiting for next March. **Ed.**)

Events

By now you've all heard about the Boston Museum of Fine Arts show "**Speed, Style, and Beauty**", which showcases 16 absolutely fantastic cars from the Ralph Lauren collection. Included are Bugattis, Jaguars, Ferraris, Mercedes, an Alfa, a Bentley, and a McLaren. And two very significant Porsches, a 550 Spyder and a 959. (Note: each of these cars bears a secretly placed "Polo Pony" logo.) I hope you've had a chance to attend the show. But if not, you should make plans to see it very soon, because it ends on 3 July.



Most of you know that Ralph's cars are restored and maintained by Paul Russell & Company in Essex MA. Courtesy of Typ 356 Northeast member **Alex Finigan**, who is head of PR's Classic Car Sales department, the club has been invited several times to see first-hand the exquisite work that is done there.

Alex has arranged another opportunity for us to visit Paul Russell's shop, on Saturday July 9th. We expect that many of the MFA cars will have been removed from the museum and transported to Essex for this special event. Alex will give us a personalized tour of these wonderful cars and talk about the inside story on the MFA exhibit. More than ever, this is a "**DO NOT MISS**" event! Plan to be there for socializing, coffee and donuts at 9:30. Alex's tour will start at 10 sharp. Those interested will gather for lunch at Woodman's for a classic New England seafood-shack treat.

Directions and more information will follow. Hope to see you all there.

Saturday, July 9th, 2005, T356NE has Speed, Style, and Beauty

contact **George Huff** ghuff@typ356ne.org

Announcing the second annual Typ 356 Northeast / **McManus Barbecue** 12:00, Sunday July 24th in Brookfield, Mass.

Greg and Christine McManus have once again graciously offered to host us for an afternoon barbecue. As those who attended last year

can attest, Greg and Christine put on a delightful event. Greg has an exceptional custom-engineered barbecue system (I was going to say pit, but that doesn't do it credit), on which he produces fantastic chicken. I can honestly say it's the best I've ever had.

They have facilities that allow for **rain or shine**, and they have regulation horseshoe pits and a volleyball area.

For those coming from the East, I will lead a route from the Newton Marriott at 10:30, to arrive in Brookfield at noon. This year I promise to bring a back-up fuel filter to avoid a repeat of my embarrassment of last year. I hope one of last year's attendees from the south coast will volunteer to lead a group from there – and I'll post that information when I get it. For those wishing to find their own way, instructions will be posted as the date nears.

We would like a "show of hands" before July 4th to facilitate food ordering.

Sunday, 12:00 am, July 24, 2005 T356NE / McManus Barbecue, Brookfield, Mass

Contact "the other Greg" **Greg Graham** ggraham@typ356ne.org

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Finally – an event that will bring a little class to this outfit.

Tourmeister Peter Crawford and I recently met with Typ 356 NE and BSO member Dave Ohanian out at Tanglewood in Lenox, MA to do some detailing for the upcoming club **Lawn Event** on July 31st - raindate is August 21st.

This is going to be a **"Do Your Own Thing"** event. There is so much to do and see in the Berkshires that we figure some folks will want to go a day or two early, stay at a nice B&B or Inn and make a nice weekend of it. The scheduled part will be to gather in the Lenox area around 11:00 AM Sunday morning, drive onto the Tanglewood grounds and park together before it gets too crowded. After staking out our space on the lawn, we will have about 2-1/2 hours for picnicking, socializing and exploring the grounds before the concert begins at 2:30 PM. This performance will feature works by Mozart, Ravel and Rachmaninoff. For more detail, go to www.bso.org, click on "Tanglewood" and then "Performance Schedule". Then you're on your own again. Make your own reservations at an early date. As there are so many options and price ranges available, there will be **NO** club room blocks or arrangements made.

We have selected a meeting place in Lee very near Mass Pike Exit 2 in Lee and that we will be caravanning the short distance from there to specified parking on the grounds. You will then have time to purchase your **Lawn Tickets** (\$17 pp and no need to buy in advance) before the gate opens at noon.

Final times, gathering location, lodging suggestions and other details are posted on our website Schedule of Events.

Sunday, July 31st, 2005, T356NE at Tanglewood (raindate August 21)



Len and Dave HARDLY working by the Tanglewood Music Shed. Photo by Crawford

contact **Len Cannizzaro** lcannizzaro@typ356ne.org

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The Typ356NE **Founders' Day** Drive and Picnic has been scheduled for Sunday August 8th. A new version of our previous picturesque drive is planned, followed again by a wonderful luncheon at the **Westport River Winery** in Westport, MA. Why mess with a good thing -- gourmet sandwiches and salads will be prepared by the Westporter Restaurant.

This event is perfect to take our better halves too, since it goes far beyond just a driving event. Keep an eye out for meeting point and our headcount. We hope to see both members who haven't joined us in Westport before as well as those who know what a great time this is!

Wine tasting and bottles of wine will be available to purchase for those who are interested.

Sunday, August 7, 2004 - T356NE Founders' Day Drive and Picnic

Contacts **Bill Sooter and Bob DiCorpo** bdicorpo@typ356ne.org

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www.chateau-grande-allee.com

Old Quebec by 356 is on the calendar for September 16-18, 2005. Early on Friday morning September 16th a caravan of TYP 356 NE Porsches will depart from the I-95 North rest area in Seabrook, NH for a trek through Maine... destination Quebec City.

Chateau Grand-Allée is our destination for Friday and Saturday nights. Located within the old city of Quebec it dates from 1822 and is a boutique hotel of 30 rooms.

The weekend is planned as a relaxing time with friends to enjoy incredible dining, shopping and walking experiences on the cobblestone streets within one of North America's oldest cities. We'll just happen to be driving our old Porsches. Friday's drive will be roughly 340 miles from our I-95 starting point on the Mass/ NH line. Our return home on Sunday will be via four lane from Quebec through VT to I-93 and south, approximate 370 miles.

The hotel has only 16 rooms available which are currently held without deposit for ten **until June 27th** on a first-come-first-serve basis. Members interested in joining the weekend must contact the hotel promptly at 1-800-263-1471 or 1-416-649-7553 (fax) or through their web site at www.chateau-grande-allee.com to reserve a room. The rooms are now held under the name of Jim Hannum / Old Porsche group. The hotel contact person is Alana Russell. She has asked us to call between the hours of 8:00 AM and 3:00 PM weekdays as she speaks English.

(At press-time there are still rooms but don't procrastinate.)

More to follow....

Contacts **Bill Collins** bcollins@typ356ne.org 603-425-6129

Reviews - books, sites, &c.

www.ohiotubfanatics.com

Check out the NEW **Ohio Tub Fanatics 356 forum** at 356talk.com. This site was created by The Ohio Tub Fanatics 356 Porsche Club for the 356 enthusiast. They are a fellow regional club also committed to "the appreciation and enjoyment of the 356 Marque".

The format may be familiar to those who visit some of the chat line. The Spyder club and VW groups come to mind. By tracking all the conversations in a "thread" makes it easy to focus on conversation of interest and the latest info – and to not re-read the original premise with each entry. Checking it out on its inaugural day found the content sparse but promising.

The 356 Registry also call their e-mail chat line **356Talk**. There have often been calls to update it - I think this specific format was even suggested. The Registry has a number of good reasons to stick with the tried-and-true (kind of what preservation groups are all about). I suppose the **OTF** felt they could KTF by proving this format. It doesn't automatically reach out by filling up your inbox, but it can if you choose to check-in and track a "thread".

I guess we'll find out if we have to check in regularly with both.

They invite all to feel free to contact them at their website at www.ohiotubfanatics.com or e-mail us at ohiotubfan@cs.com. Their site is free to use and there are no strings attached. **Cheers for their great effort.**

Ron Swenson

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Tech Session – on line

Whenever my car has been sitting for any length of time it is hard starting. I am **thinking of putting an electric fuel pump on** it to help get it started. I know some members have done this to their cars and I would appreciate any suggestions or help on possible problems I might run into. I am also open to any pros or cons on the subject.

Vic Verdina

Vic, I have an electric fuel pump that came with the coupe I purchased. It is only 'on' when I hold the switch which is placed next to the sunroof switch. It fills the bowls and comes to a stop and then I release the switch.

It has been very helpful after long lay -ups (anything over two weeks). I turn the key and she starts. Looks like the info says:

6V AC Spark Plug
EP 11
5656974

The pump is mounted upside down. (I think to keep the install low and/or save space.)

Fran DeLeo

I've got an electric fuel pump in my Speedster that I use on a switch like Fran's to fill up the float bowls after sitting for a long time. It works great, **plus you always have a backup pump** should your mechanical pump fail.

Alex Finigan

I have had one in my car for a year now, and it seems to help. I don't see any disadvantages except that you have more connections in your gas line to leak. Make sure that your connections are good, since they will be under the floorboards and so are a pain to get to.

Steve Huntley

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Restoration Blues "The Interview"

Several members mentioned to me they enjoy the picture of my car, "**Umlaut**", currently adorning a spot in the "Members' Cars" section of our website. Actually, they like the reference to her wearing **Dick Chiasson's tires**. At the time, I didn't have extra tires and wheels to mount on her so she could be moved around, so I asked Dick if he would mind my borrowing his tires for awhile (he had another, better set on his car). He said, "Sure". This little-known factoid brings me to the subject of this month's column

I always wanted to present an interview in this space, an interview with someone highly knowledgeable and respected among the membership of this club. Well, I haven't been able to find anyone yet with both qualities, so I did what I thought might be the next best thing, which was to interview some 356 parts to get a non-human perspective on what they think of us, the owners of the cars that comprise them. So, while I still have them, I thought I'd ask Dick's tires **a few questions**, believing their comments might be of some interest to the membership.

Rick: "Hello, tires."

Tires: "Hello to you, too".

R: "Do you have names?"

T: "Yes. We are called front right, front left, rear right, and rear left".

[Note: My interview was with **Front Left**, as he was the closest tire to where I was standing at the time, and FL was chosen to be the spoketire to represent the set.]

R: "How long had you been subservient to Dick?"

FL: "Is that his name? We never knew what it was. He never really introduced himself."

R: "Well, it's understandable. Guys usually don't talk with tires much, except when one goes flat in a parking lot, particularly at around 4:30 in the afternoon when the air temperature is twenty degrees and the wind is whipping."

FL: "Yes, we do play tricks on you humans from time to time."

R: "So, how long have you been with him?"

FL: "Well, maybe a couple of years. He rescued us from a Pep Boys stockroom."

R: "I take it you didn't like the stockroom."

FL: "Not really. I was stacked sidewall side down, instead of on my tread, as I was supposed to have been. And, there must have been a dozen other tires on top of me! It was pretty uncomfortable."

R: "I can imagine. Did the four of you know each other back then?"



Dick Chiasson's tires speak out

FL: "No, we met the day some goofy looking guy came to get us, to mount on Dick's car."

R: "What were your first impressions of Dick?"

FL: "Truth be told, my first impression was getting the bejesus stretched out of me! The guy slapped me on a terrible torture machine, splashed some slippery stuff on my inner diameters; stretched one side of me over a rim – which hurt like hell – then stretched my other side over the rim, too. Then, he pumped about a thousand PSI into my innards, and I audibly popped into place. Worse experience I ever had!"

R: "Anything else stick out in your, uh, mind? You do have a mind, don't you?"

FL: "Of course - How else could I be telling you this story? You're the one talking to a tire, Rick. Do you have a mind??"

R: "I used to think so, now I'm not sure. Anyway, what else do you remember?"

FL "The guy then took me off the machine and placed me on another machine, which spun me like crazy! I came to a screeching halt, and then he whacked a couple of weights on my rim. He let a lot of air pressure out of me, which eased my bloating quite a bit. Then the guy threw me to the floor and bounced me around before mounting me...err, mounting me to Dick's car's hub, that is."

R: "I see. Did the four of you do much rolling during your stay with Dick's car?"

FL "Oh yes, but after awhile, we all got taken off his hubs for some reason and we were left to lie around in his musty garage. He didn't even store us correctly; he stacked us on our sidewalls!"

R: "Well, he can be forgiven, as he's only human. He replaced you with a new, wider set of tires, on rims that are 5½" width."

FL: "Thanks for informing us why we were retired by Dick. We didn't know about the other tires. He doesn't let us in on much, you know."

R: "You guys probably don't know this, but he is letting me borrow you for awhile."

FL: "Yes, thanks. This is easy work. I personally have not rolled more than 25 revolutions since we got this new gig with you a couple of years ago. We like you, you are a nice man!"

R: "Thanks. I'm not accustomed to such praise. From tires, no less."

FL "Who are we mounted on, anyway?"

R: "You are mounted on my car, Umlaut."

FL "She's obviously not too popular. We never go anywhere. Not that we're complaining, mind you. 24 pounds of air is a nice amount, and I think RR and RL are happy with 28 PSI, from what they tell me. RR doesn't get banged by the curb stones anymore, like Dick used to do to him. Tell me: Why are we always locked up in a garage?"

R: "Well; Umlaut's not completed yet. But you just wait; she'll be very popular one day."

FL "I hope Umlaut won't be moving for awhile. We are aging quite nicely here. As you can see no cracks or wrinkles on our sidewalls."

R: "You are right; you are leading an easy life."

FL: "We were choking for a year or so awhile back. Where were we?"

R: "You were in a body shop. Lot's of bondo dust and paint fumes in the air."

FL: "It was terrible. By the way, what's a 'body shop'?"

R: "It's a place where Umlaut was being made beautiful, into a swan. But I ran out of money, so you are back here, in my garage."

FL: "What's money?"

R: "Sorry, I don't have time to go into that. Let's just say it is something I don't have much of these days. Anyway, I thank you and

the other three for sharing your experiences with me. I think I will submit a transcript of our little talk to TYP 356 NE, the car club I belong to. Maybe the editor will print it in our NEWSletter."
FL: "You are more than welcomed. But, what makes you think the members will believe you spoke with Dick Chiasson's tires??"
R: "Why not? I've heard some of them speak to their cars. Sometimes bad, four letter words. Hey, I've got to run - I need to share a few choice words with my Volvo's timing belt drive sprocket. He broke a woodruff key and...."

Rick Veneski

(Rick restores 356s, Vespas , interviews inanimate objects and does other things that can't be divulged.)

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www.peparts.com Matthew McLaughlin reports in 356Talk that "Duane Spencer mentioned Professionally Engineered Products in Los Osos, Ca for **retractable, inertia three point seat belts** specifically for the 356, the web site is www.peparts.com. He pulled up the site and reports they have belts designed for most 356s."

Al Zim then notes **Where To Attach Shoulder Belt To Body** "You drill the holes in the floor for the pre-1963 cars, then you use a piece of angle iron two inches wide and not very thick, you can drill through that and bolt the seat belts in with plenty of strength. On the side, you remove the trim and follow the directions outlined in section of the B shop manual. You can do this yourself and it is a better mounting than the C cars."

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Listers and T356ne members, We've got a bunch of 356's in the shop at the moment, three of which have **Euro teardrop taillights**. Two of the cars have the Amber color on the **"fat" side** of the light, and one has it on the **pointed side**. I'd never noticed two styles of Euro lights before. Are they for different countries? Any ideas? KTF,
Alex Finigan

The general consensus is that the **pointy amber lenses are for Italy**.

They are single filament bulbs in both sides. Learn something new **everyday**.

Alex Finigan

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<http://www.thesamba.com/classifieds/detail.php?id=177631> Notes on **356 Tunes** from Bill Sampson in 356talk: "Ipod to 356 Radio conversion:

I have now received my Blaupunkt **Frankfurt USA Series V** radio back from Jeff Kloth. Some of you may remember that I tested a prototype unit that will enable an Ipod to work with these radios. The plug described in the excellent article by Bob Cannon on page 50 of the January/February Registry will NOT work with this series radio. Jeff Kloth has installed a cable in my radio that will power any audio device with headphone output. It will do so when the "M" button (for Marine Band) is pushed. The AM and FM buttons will work as always. No further modifications are needed. All you do is insert the

plug in the headphone jack of your Ipod or CD player or Walkman or boombox or whatever and the sound plays through your 356 speakers. Although I have not done so I intend to install one of the speaker sets described in the Registry article mentioned above. Jeff's installation is easily and completely reversible, meaning if you choose, you can return the radio to bone stock. Feel free to contact Jeff about this excellent product. He is a list subscriber and a 356 Registry member. His contact information is here, along with photos of my radio to which he added the cable:

Other than being the test pilot on the prototype I have no affiliation with (and for that matter have never met) Jeff. I am now a satisfied customer."

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www.prosourceglassintl.com

We've received Porsche **356 windshield glass** information from Richard Tankel <richardt@prosourceglassintl.com> who sent this info:

"Our family use to own Lo-Can Glass International for nearly 50 years (Located in Medford, Somerville and finally in Woburn, MA over the years). We sold our firm in 2002 and I left in 2003, starting **ProSource Glass** in 2004. We carry some Porsche 356 windshields with more due in this summer. Being local means avoiding freight and possible breakage. Our new website will be functional in a few weeks. It will include what classic glass will be stocked and which ones are being manufactured. I hope we can be of service to the membership. ProSource Glass International Toll Free: 877-345-2800, 978-975-5400, fax: 978-975-5300."

This could be a good source for Typ 356 Northeast members. **Comments** from those with experiences with Lo-Can Glass or ProSource Glass would be helpful to the membership in evaluating this source. A message to members@typ356ne.org would get the word out.

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Fran's Corner -- repair and restoration sources for all kinds of things

Tufcoat, powder coat for the sheet metal. Tufcoat, Inc. 16200 SW 72nd Avenue Portland, OR 97224 503-684-0508. Although they specialize in automobile restorations and will do small parts there is a minimum \$100 lot charge, so get everything together at one time.

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Members

I hope everyone received this earlier by e-mail. We recently had a problem with the server for our **Members' Web Page**. It took two days to get all our info back on the site. Some of the info may still be obsolete. I would like all members to check their own information on the page and email me with any changes or additions that need to be made. This goes especially for anyone who joined after 2002.

Simply go to the club's website at www.typ356ne.org and click on **Member Services**.

Next fill in your email address and click on Generate Report. Thanks for those who have already checked in.

Bob DiCorpo bdicorpo@typ356ne.org

Bob deserves a special acknowledgement for this substantial effort to keep us in touch. And Brian Horvitz who diagnosed our problem. Thanks. Ron

New Members:

Gordon Nichols -- Tiverton, Rhode Island -- 1957, 356 A, speedster-replica

For Sale / Wanted

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

Caveat Emptor, only to stay in practice.

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

Items run three times unless renewed or removal is requested

For Sale 356 **Race Car**, hot 912 engine, \$20,356 Open (topless) racer ran SCCA 1990's, flared fenders, roll cage, coil-overs, fuel cell, SCCA log book, 3/4 race 912 engine. Great for PCA, SCCA racing (not vintage without BIG changes as in weld, weld, weld) or you could convert this to a street-legal "outlaw" and at any meet or on any road you will definitely stand out. Delivery included in New England. Tom Coughlin TLC356sc@aol.com or call 781-461-0495 v7n3

For Sale (make offer) Almost new **OPTIMA battery** 3 seasons old and works just fine; Two new Bilstein rear **shocks**; Used, but good, stock **muffler** USA version for 1600; Bursch **Euro muffler** used for one month; Right lower **door skin** for T6; Right trailing edge **fender skin** - (in front of door); 2 old **visors**, black -- pretty flattened

Headlights -- Newly Chromed Headlight **Trim Rings** - these are perfect -- with euro headlamp buckets, need assembly with brand new Cibie fluted symmetrical lenses; 2 used -- Cibie fluted symmetrical **headlight lenses** very minor pitting. Assorted shifter/heater control bits, for the turn style heater control.

Tires -- 2 Michelin 165 tires in very good shape 3 seasons old; 2 Michelin 165 tires very good tires are at least 7 years old show no sign of cracking. Stored for most of this time. More rubber -- 2 excellent Pirelli P6000 195/65 15. These are high performance summer tires, not mud and snow. They still make this pattern of high performance tire and new ones are available at Direct Tire.

Coco mat set- front and rear, driver's sides show wear, other 3 are fine -- black with red dots

Fran De Leo fmdeleo@comcast.net, 978.927.3070 home, 978-578-4131 cell v7n2

For Sale: 1960 B Coupe in so-so condition. Great Driver, lots of parts. Geoff Richon 978-283-6063 work, 978-479-5544 cell, geoffrey@ghrichon.com v7n2

For Sale; 4.5x15 **wheels** from a 356 B. Set of four. Misc. date stamps. All need reconditioning and minor straightening. \$80.00 for

the set, or trade for literature or poster. alex@dearbornauto.com
978-887-6644 Topsfield, MA Photos at www.dearbornauto.com
(commercial) v7n2

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For Sale: A friend of mine has decided to sell one of his original Porsche **tool kits**. It is an early 356B kit and is very complete and very original. The tools in this kit are in very good condition, as is the bag. The photo of the kit at this link is the actual kit he is selling. He has his own tool kit website and is an avid collector. He is currently accepting offers on the kit. Please check it out at www.356.ca/tools/t5bforsale.html. This is a kit for someone who seriously would like to own an original. Contact me if you are interested or for more info. Price negotiable. Bob DiCorpo bdicorpo@typ356ne.org

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

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

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

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

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

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

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

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

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

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

B Wheel **drums** - two rear, four front

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

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

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

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

Call or email with questions or offers.

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

Sponsors

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

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Stuttgart Northeast, Inc.
507 Maple Street – Route 62, Danvers, Massachusetts 01923
Jim Mallette, owner / technician



www.foreignintrigue.com
grishman@foreignintrigue.com
[0.800.8070](tel:0.800.8070) [207.698.1000](tel:207.698.1000)

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