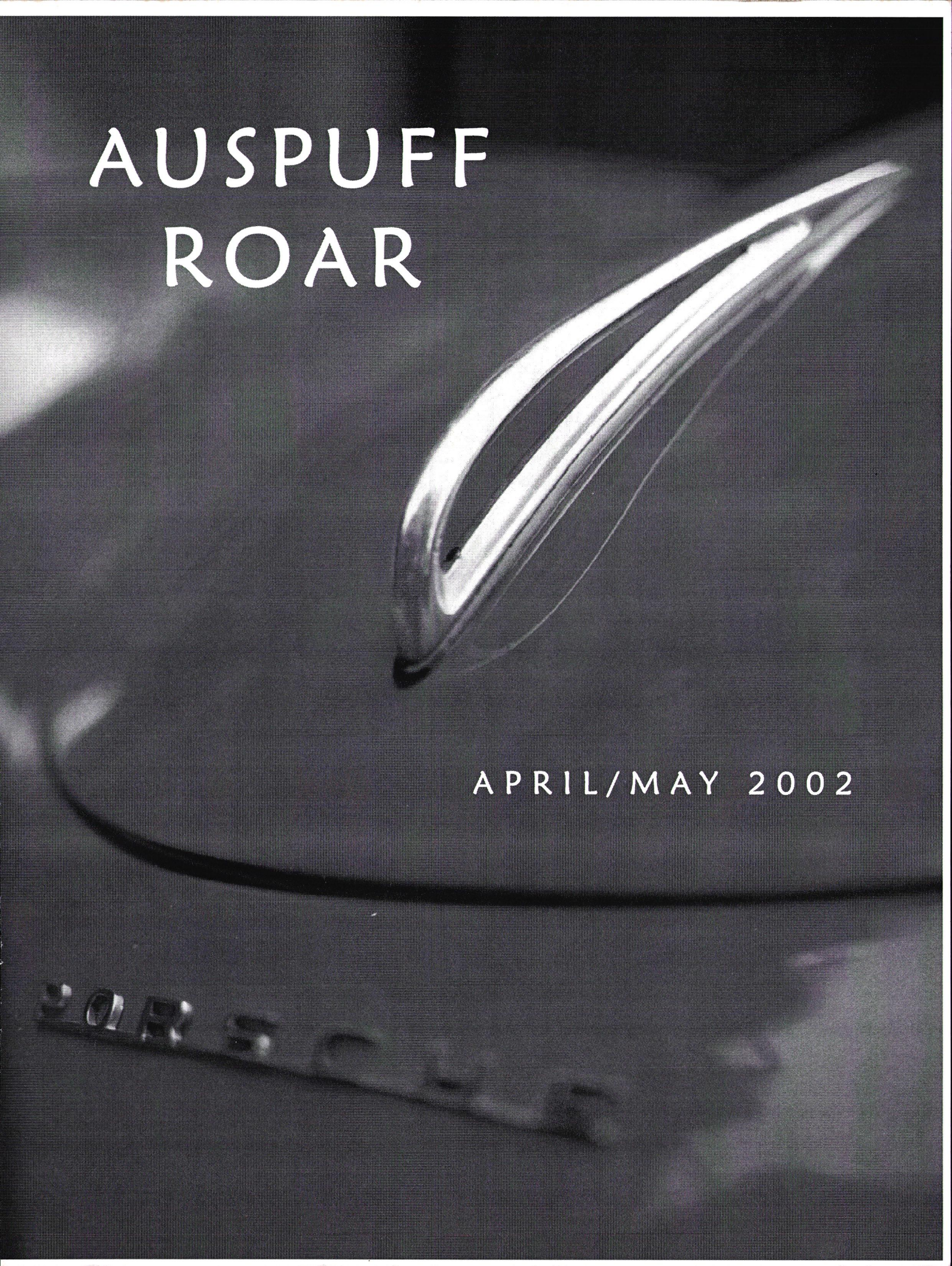


AUSPUFF ROAR



APRIL/MAY 2002

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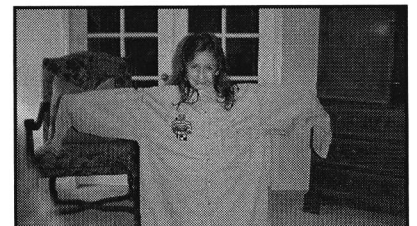
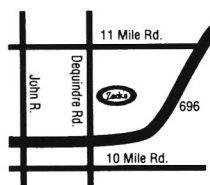
Front hood handle and nameplate from a 1953 356. I'm quite sure that the gap on this hood would "concern" our friend Jim Schraeger, but what a lovely picture it makes! Photo by Andrew Brown from "GT" magazine

The Auspuff Roar is the official publication of the Motor Cities Gruppe and is published 6 times per year. Membership dues for the Motor Cities Gruppe is \$15 per year due at the first of each year. Advertising rates per issue in the Auspuff Roar are as follows: Business card size—\$10, Quarter page—\$25, Half page—\$50, Full page—\$85. Please send membership dues to Barbara Skirmants 27244 Ryan Rd, Warren, MI 48092. Please send any materials to be published or advertising copy to:
Sebastian Gaeta 4070 Brookview Ct, Ann Arbor, MI 48108

Motor Cities Gruppe Social Dinners

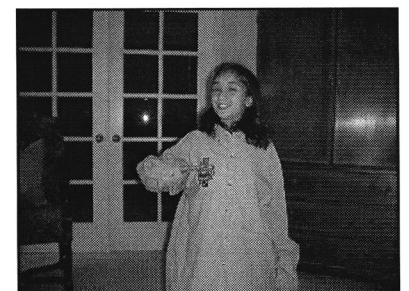
The location for the Gruppe social dinners has changed. We are now holding them at Zack's Steak House, 26620 Dequindre Road in Warren.

The menu is much more diverse than our previous choice, and the prices are extremely reasonable. Don't be afraid to attend fearing that a business or Board meeting will break out; that's not the case. This is a casual, fun evening to swap stories, parts, etc. See the calendar on page 5 for dates and times. See you there!



Denim shirts w/ a Motor Cities Gruppe alternate logo are now available. They are \$45 which includes your name embroidered on the shirt. They come in S-M-L-XL. T-shirts are available for \$15

Call Barb Skirmants 810-225-8692



PRESIDENT'S LETTER



Here we are at the end of April already!!

Locally, we've had our Early Spring Dinner, hosted by Gerald and Polly VanVliet at the Cadieux Café, where a few Porschephiles found themselves introduced to feather bowling – a fine Belgian pastime. We have the Spring Tour coming up on Sunday, May 19th; see page 4 for details.

From a national level, the West Coast Weekend hosted by the Dunkel Brothers in Anaheim, the East Coast Holiday and the Hershey Swap Meet are now year 2002 history, and each was well represented by Motor Cities Gruppe members.

While I have to rely on verbal reports and a few glowing pages in the March/April Registry on the West Coast Weekend (and how does Vic Rivera always manage to get his picture taken and published at these events?), I can speak first hand on the other two. The East Coast Holiday was blessed with marvelous weather, a fabulous collection of events and a resounding turnout. At least thirteen couples from the Motor Cities Gruppe were in attendance; a very respectable showing indeed. Neil Goldberg's lovely green Carrera coupe took both a class win and Overall People's Choice (chalk up one more group of people that recognize a quality vehicle when they see one!).

The following weekend was the Hershey Swap Meet. From a motor Cities standpoint, I counted at least nine other guys (plus my Barbara and Vic's Barbara) hustling around looking for that very specific, absolutely needed part in some cases (like mine) or just seeing what was there and searching out that special bargain or find. This was my first trip to Hershey, and I found the whole event quite awesome. Of course, driving through town with the smell of chocolate wafting through the air was kind of cool also.

The only downer for me on the trip was that I did not have – as planned – my 356 in either Charleston or Hershey. Currently, the body and hardtop are at Stoddard's getting ready for paint, the interior is at Russ Taggart's in White Lake, the transmission is at Vic's in Warren, the chrome at a plating place in Waterford and the rest of the parts are split up between my house in Royal Oak and Ted's garage in Milford. And as I came to the realization about five or six weeks ago that this baby was not going to go to the Holiday, others would just kind of smile 'that smile' and say "Dave, I knew it couldn't be done, but it didn't seem right to tell you that these kinds of projects just don't go that quickly"...and they all were exactly correct.

As I discussed in my last column,

your Board of Trustees set a goal of having four of the five major Motor Cities Gruppe events hosted by other than the "usual suspects". It turns out that you – the membership – made it fairly easy for us Board Members, as we have accomplished that goal!! Pretty amazing!! Gerald and Polly VanVliet hosted the Early Spring Dinner at the Cadieux Café. Len and Linda Hanson are hosting the Spring Tour on May 19th. Our Summer Picnic will be planned and headed up by Brad and Gabby Richards, and Mike and Maureen Heilmann will be putting together the Fall Color Tour this year. First of all, our thanks to these four couples for stepping forward taking on these tasks. Somewhere along the way, each of them could use a little assistance. How great it would be if one of them received a call from you saying "How can I give you a hand?". Makes it easier for everyone – and a lot more fun for the hosts.

Lastly, the North Coast Holiday. The Bonnesen's and others are putting together a fine event (I talked with him and his son in Hershey); but so far, registrations are a little slow in coming in. If you're planning on attending, do them a very big favor and sign up soon.

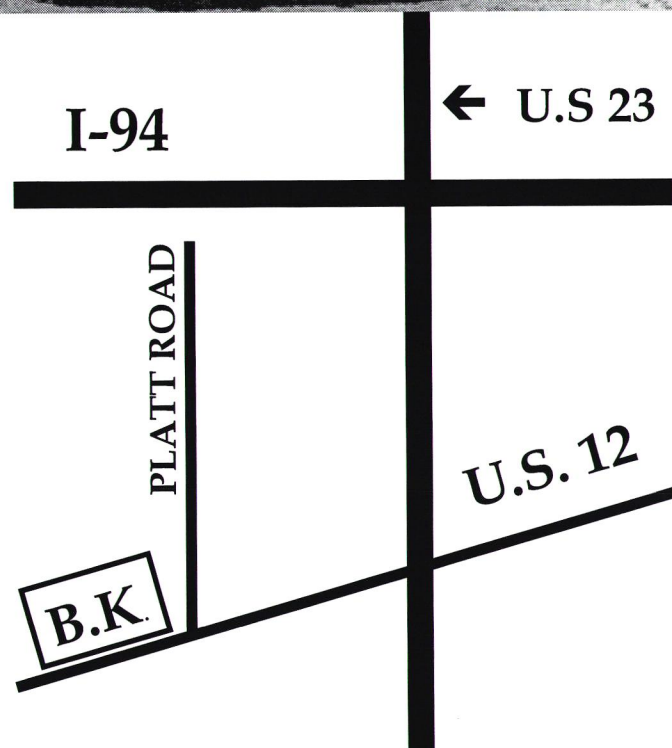
Well, see you on the 19th, albeit in my Boxster...

Dave Peterson

Tenth Annual Motor Cities Gruppe Spring Tour Sunday, May 19th Hosted By Len and Linda Hanson



Meet at 9:00 AM at the Burger
King on U.S. 12 (Michigan Ave.)
and Platt Rd. in Saline, MI
We will leave at 9:30 AM to drive
some great back roads
before stopping at a unique
Architectural Antique store. It's
then on to Manchester and Dan's
River Grill for Lunch.
RSVP @ 248-855-2107



MOTOR CITIES GRUPPE CALENDAR

APRIL

12-14th 356 Registry East Coast Holiday, Charleston, SC. See your Registry Magazine for details

20th— Hershey all Porsche Swap Meet, Hershey, PA. The largest event of it's kind in the world!

MAY

19th—10th Annual MCG Spring Tour!! See Announcement on pg. 4.

21st-Membership Dinner
At Zack's Steak House
26620 Dequindre
Warren, MI 6:00 PM

JUNE

1st-The All New Stoddard's "Audi-Porsche Fest"
The Old Swap Meet Format is Dead. Long Live The "Porsche-Audi Fest"! Details on pgs. 12-13.

JULY

16th-Membership Dinner
At Zack's Steak House
26620 Dequindre
Warren, MI 6:00 PM

26-27th— Bay Harbor Concours d'elegance, Bay Harbor, MI. Classic cars and boats in Bay Harbor. For info please call 231-588-7404

AUGUST

11th— Motor Cities Gruppe Family Picnic Hosted by Brad and Gabby Richards, Ann Arbor, MI. Info to follow in Auspuff Roar.

22-25th—356 Registry "North Coast Holiday"
Duluth, MN. See pg. 11 for details

SEPTEMBER

17th-Membership Dinner
At Zack's Steak House
26620 Dequindre
Warren, MI 6:00 PM

OCTOBER

5-6th —Annual MCG Fall Tour
Hosted by Michael and Maureen Heilman. Destination to be 5announced

NOVEMBER

Open

DECEMBER

TBD Annual Motor cities Gruppe Holiday Party.

Really can't complain about this winter, it's been mild and there've been plenty of projects chugging along. Which means spring and salt-free roads will reveal who's been dipping into the cookie jar.

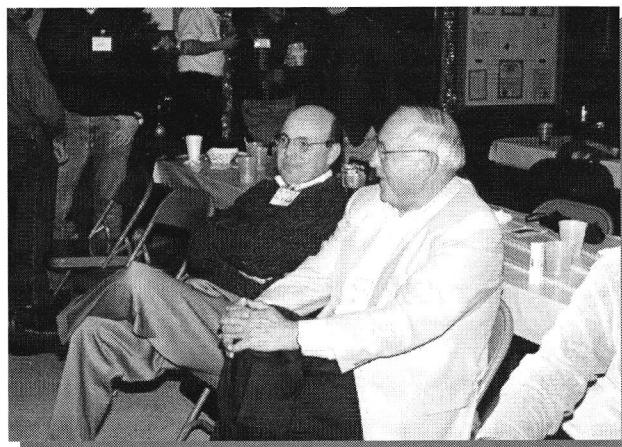
Last fall, **Vic Rivera** sent the Convertible D down to **Rick Bennett** for a make-over. Vic, with input from the great multitudes and final blessing from **Freeman Thomas**-who loves to advise, counsel and spend other people's money-decided that a Stone Grey exterior would be his primary color pallet. The interior choice is still up in the air but he's leaning toward a unique presentation. Subtle. That's what he said. He's been scouring various resources for the proper textures and color hue. He's made a choice and had blessings from those around the country who've won major concours d'elegance trophies at all levels of competition. Now they're waiting to see if they can assemble the right combination of color and materials.

Bennett has committed to being done in time for the Mid-Ohio Races.

I went with Vic initially to look at the car many months ago. The kindest comment that could be made was that it ran. It didn't have a windshield and I know from personal experience that that's not a good sign. I saw it as a rat. I suggested he run from the opportunity it was going to take gobs of money to make it presentable. I knew what it cost me to get what I thought was a fairly decent Convertible D completed. Vic saw it as a limited production 356 that

Coming Out Parties Great Anticipation

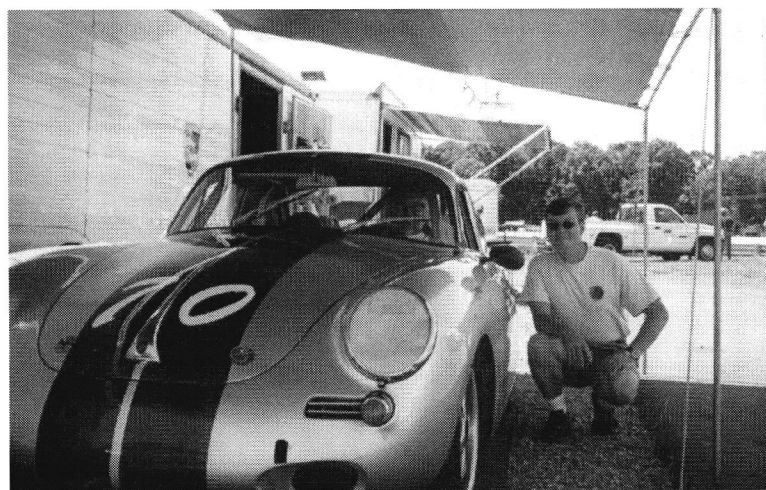
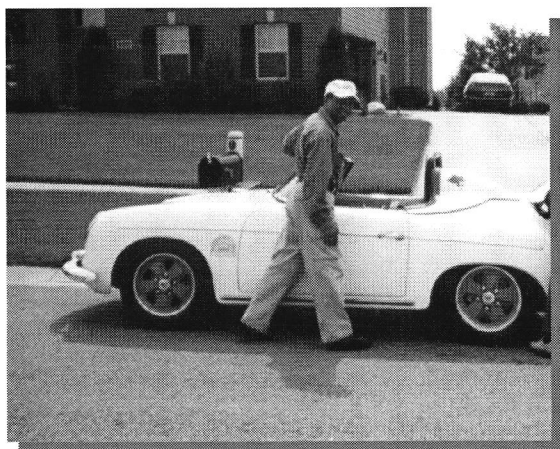
By Richard Hinson



needed to be rescued, to be coddled, to be given the full Eliza Doolittle treatment.

I'm really looking forward to this one.

We know that **McLaughlin's** Stone Grey Coupe is spectacular, so this



Clockwise from right:

David Peterson in his cab.

John Denyer's silver "A" coupe.

Freeman Thomas next to Vic Skirmants in Vic's old racecar; the car now belongs to Dave Burton.

Vic Rivera with one of his many unique cars

Phil Kubik and Dick McLaughlin bench race at a Gruppe party.



holds great promise especially when you have Vic accepting the counsel of the real taste mavens. There's a lot riding on this one.

Speaking of Freeman, he's wandering back to California to be "home again". We're envious. He'll be living in Carlsbad which is where Daimler-Chrysler has their advanced vehicle design studio called Pacifica. He'll be closer to his old friends and supply sources for all things Porsche. Couple of Sunday's back he recruited his buddies to put the orange 1969 911 back together so it could be shipped along with the other stuff. Bud Bennett did a passle of cosmetic work and was about to lay on a new coat of orange paint when the new assignment came along. Once again we wanted to see the final outcome of this project-race car fuel filler through the hood, rally lights, some new gauges to go along with those exotic seats and a truly go-fast engine. Seems the plan is to have some of the California sprayers put a show coat of paint on the car. With his contacts it's obviously a great place to be and the price is right.

He promises however that he'll be back with some regularity to keep Vic in line and to reveal a few secrets to those who have access to his design portfolio.

Skirmants will be contributing to the fulfillment of a few dreams too. The

most recent Sebring jaunt resulted in a couple of race engines to be rebuilt by the end of March; his own engine to rebuild after some older Carrillo rod bolts let loose, and a special engine rebuild for **Dunham's** spectacular dark blue '59 coupe. It's been a long wait for Ted but he should be on the road when the salt goes away. Based on the racer priority it's unlikely that his engine will get built before the East Coast Holiday. However Rivera has offered to let Dunham use the engine earmarked for the Convertible D for the trip south.

In the meantime, Dunham has been interrupted by **John Denyer** to turt up the silver '59 Coupe's engine compartment in time for it to go to the East Coast Holiday. New oil cooler like Dunham put in Heath Hurlbert's black Speedster, a 911-like fan and shroud and some other modifications that will make Vic Rivera rethink the engine compartment of the Convertible D. It is a very handsome tweak. It

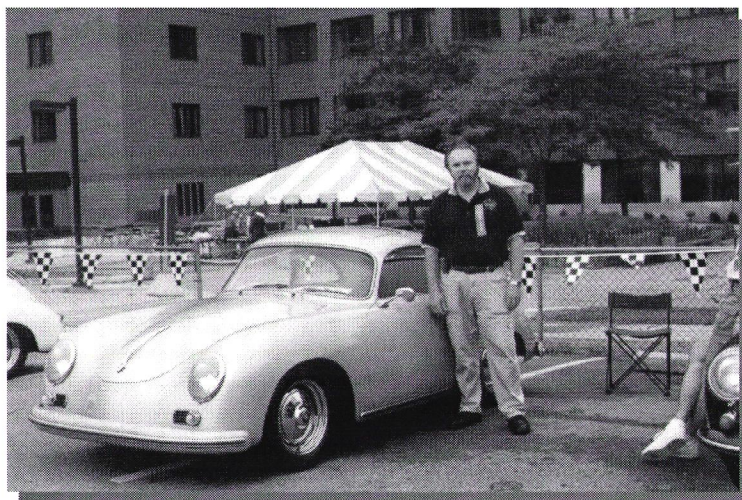
makes me envious. I asked if it mean more speed, gutsier sound, better cooling. The answer was no, no yes. All the compression he has causes it to run a little hot. It was already quick.

Dave Peterson's Cabriolet has been moved from Rick Bennetts place to Stoddard to have the final body finishing before the silver paint gets applied. He was hoping to have the car ready before the Holiday, but recognized that even with all hands to the pump, it wasn't gonna happen. There were a few surprises beneath the surface when they finished scraping. With any luck it too will be completed about the time that Rivera's is unveiled.

It's starting to get exciting around here.

By the end of the month, we should have a peek at the new car that **Dave Miller** will have in his garage. I've seen photos of it and it's a killer. Remember how excited we got when **Dave Burton** drove up in the Roadster he got for Diane. (Well, he said it was for her and she certainly knows how to drive it!) This is in the same class. West coast car with all the documentation. Somebody did a their homework on this one.

Bob Count has not been convinced that he needs a 356, but he was smitten recently by an ivory 912 that has been breathed on. It's a car that was owned by a friend of Vic and Barb Skirmants. The racer/previous-owner put a warmed up 911 engine in so Bob doesn't have a



whole lot to do to fulfill his dream of having a sleeper outlaw. Seats, similar to what Freeman Thomas has in the orange rally car are coming from Europe anytime. I doubt that he'll put rally lights on the hood, but he's tattered the pages of various catalogs. It's up to Stuyck to contain his whims. He's decided that second gear is what it's all about. He's being goaded by **Doc Block** on various items some of which will make it sound the way a real boy racer wants it to sound. Can you tell that Doc has been taking lessons from the Siamese cat in Get Fuzzy.

Block is the subject of our carping counsel, now that he's bought **George and Nevenka Shumacker's** home in Farmington. He's got some great schematics on his laptop that diagram the remodeling including a larger garage and a place for Frieda to park a grand piano. He's claiming that he won't move in until the reconstruction is done and the home in Metamora is sold. At the pace he repairs his cars that should be sometime in 2005. (As an aside,



The two young guns with their "old" 356's. Brad Richards' and Dan Christie's 1955 356 coupes. Brad's is a "Continental" while Dan's is a post Ford litigation model. **Below right:** Heath Hurlbert with Susanne Miller and PCNA President Fred Schwab at the 1998 Meadow Brook Hall Concours d'elegance.

Brad, why don't you see if you can fit a Porsche tractor in your out building. Doc's got one and doesn't know what to do with it. You need something appropriate to manage the grounds at your new estate.)

Rick Spurlock is toying with the idea of getting a Targa like George Shumacker has. He's asking questions about rattles in the top mechanism. Hells-bells go for it, put some cotton in your ears. George is taking his to California at the end of the month, and we need to have one of those in the park ferme on Saturday. It's a great looking car.

Ron Sims has finessed a retirement package out of GM that we'd all like to have and finds himself with time on his hands. Seems like that's a perfect formula for a new project. A new 356 is always nice. Maybe he could pick up **Gerald VanVliet's** coupe. Hey, he's letting the damn thing rot in the garage after it gave him some of the best moments he's ever had in a car. It's got a great heritage and comes from a good home. Besides we want to see it on the road again.

Goldberg is seeking his next project as soon as the Carrera finds a new home. In the meantime he's pacing the floor.

"Block is the subject of our carping counsel, now that he's bought George and Nevenka Shumacker's home in Farmington. He's got some great schematics on his laptop that diagram the remodeling including a larger garage and a place for Frieda to park a grand piano. He's claiming that he won't move in until the reconstruction is done and the home in Metamora is sold. At the pace he repairs his cars that should be sometime in 2005."

Ted's project is at a standstill while they wait for an engine and Denyer's project will be done in a few weeks. Rivera's and Peterson's projects are in Ohio so there's not a whole lot for him to tinker and tamper with. There is that Blue Coupe that Rivera bought and stuck away in a trailer somewhere. Or there's Andrew's race car. Now that would be a nice change of pace.

Isn't **Dennis Denyer's** Aubergine 911 coupe in need of some kind of transfusion. Surely there something that needs attention there.

Tim Hartge has that very nice 356 Sunroof coupe he got from Jim Thomas that I understand may be available. It was a very nice car with all the documentation. Originally found by Bill Jacobs over in Illinois. Tim is looking for something a bit larger to take the family to new vistas. Does that sound like a candidate for a 928 or a older Ferrari like Larry Crane had. Hmmm. I think **Bill Milliken** bought the Ferrari. Timing is everything.

Milliken should have his 356 Cab back on the road this spring as well. It last ventured out during **Larry**

Crane's fall bash before he moved north. I think **Don Marrah** did the work on it except for a few odds and ends to give Bill something to do over the winter. It's time that the Saturday Tire Kicker's make the trip over to the storage facility that Milliken and **Peter Pleitner** put together. Then you want to see how the guys in the Ann Arbor area spend their winter it's only a half hour away. The scribblers from *Automobile and Car and Driver* like to hang out there. You're apt to see Ferrari's, Alfas, Jaguars, Lotus, Cobras, Bentleys, MGs, Healeys, Triumphs and pick ups. First Saturday of the month they open it up to like-minded strangers.

One of our truly talented, **Peter Stuyck**, has been pacing the garage looking at the Mini Cooper, the singed pre-A and the parts scattered about the garage from the 2CV Citroen. He's weighing whether he wants to start with a new chassis that one can get without a whole lot of difficulty, do the mechanicals so they run like a breathed-on sewing machine and bolt the wonderfully patinaed old stuff back on and have a sleeper. OR buy a old crock already done and

keep his collection as parts. OR find something else, like an early 911. OR something more in keeping with his proletarian stablemates. Whatever, he knows he needs to get something going before Doc Block brings over one of the many projects that populate his garage for the master's touch.

Don Munoz is not about to let Skirmants and Burton run off and hide during the upcoming Mid-Ohio Race. He's crafty and for years has enjoyed the competition. Plus we can expect that he's also made a few investments in order to go faster and be reliable. Burton showed the field at Sebring that he was not going to be intimidated by the track or anybody on it. Reports indicate that Burton was very impressive with how quickly he learned the track, his patience and that he knows how to give himself an advantage.

Fred Leydorf continues to maintain his extraordinary car as he awaits the completed bodywork for the RS60. Each new spring the words, "we're getting closer to being done" are repeated. The quality of work is extraordinary, but the craftsman marches to his own drummer. After a decade my inclination is to find somebody named "Guido" who can move things along. Thank goodness he has other cars to drive and other projects that he can devote his considerable talents to.

The situation reminds me of the messages we'd get from **Heath Hurlbert** when he was completing his Speedster. The great work that was done on the car made the end result very sweet, but the wait, especially when he was undergoing treatments, had a draining impact on the energy he had to expend. Now he fights off those who want to be the first in line when Heath tires of the car. Fat chance, especially now that he's getting the hardtop readied for those longer trips he's been planning-Watkins Glen, the Kickapoo Joy Ride, East Coast Holiday, Duluth and Lake Superior.



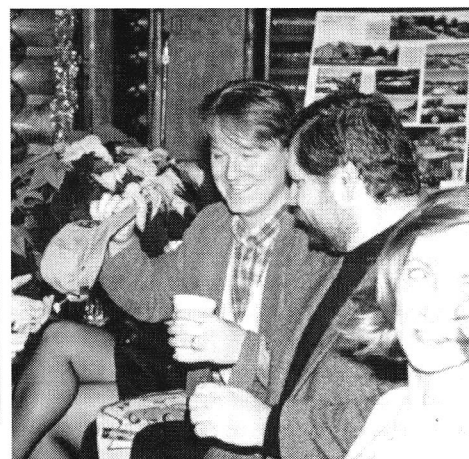
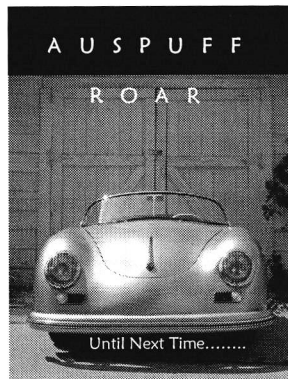
That leaves just a few of us uncounted for who are anticipating an early Spring. I know that **Dan Christie** is very hopeful that **Brad Richards** will get his steering box on the Continental Coupe tweaked. Dan has great admiration for Brad's ability to drive that wandering coupe as quickly as he does considering that it's reminds him of the wagon that had a mind of its own when it came to negotiating corners ... a drunk three legged dog comes to mind. Christie was even more impressed when *he* had a go at it. I think he turned the wheel back to Brad before the next gas stop. See, there's always something to do to be ready for the jaunt.

Seems that **Sebastian** and I have a similar 'condition'. One I'm told that effects many 356s. Solex carburetors that suck a bit air and cause a fluctuating rpm when you come to idle. Skirmants, Dunham, Goldberg, and Stuyck all indicate that it could be errant distributor setting or it could be that the butterflys are leaking air. I'm hoping to correct the condition before we head to the East Coast Holiday. But as Stuyck advised have someone check the distributor before you invest in rebuilding the carburetors. If I can avoid having to rebuild then I've got the hots for a car cover, or a new top or that great leather Fangio replica helmet and some driving gloves from Hugh Ruthven. Leslie wants carpet, so I guess we'll be getting carpet.

I've got to admire the success of **Greg Laporte** and John Denyer either they really do their homework or have a great run of luck once the cars are unloaded from the trailer.

We haven't seen **Mike Speck** so we don't know what he's got planned for his Speedster. Maybe it's just to have the chance to get behind the wheel more often.

Mike Speck (far right) enjoys a Gruppe Holiday party. Dan Christie's photo of Mike's Speedster closed out the year on the cover of the December 2000 Auspuff Roar



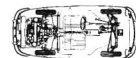
Roger Meiners has been waiting for an opening with **Mike Kleeves** to massage the body on his 550A. Maybe he'll race against Munoz, Skirmants, and Burton in his Alfa GTA that **Roman Tucker** crafted for him.

John Chatley has the hots for an open car again. Hopefully the 2002 Christmas order book for Pam's ornaments is ahead of last year's which will help him succumb to temptation. In truth, the real challenge these days is in finding the "right" car. Even more troublesome is to get on Skirmants' list so that you can have on the road before the snow falls again. John,

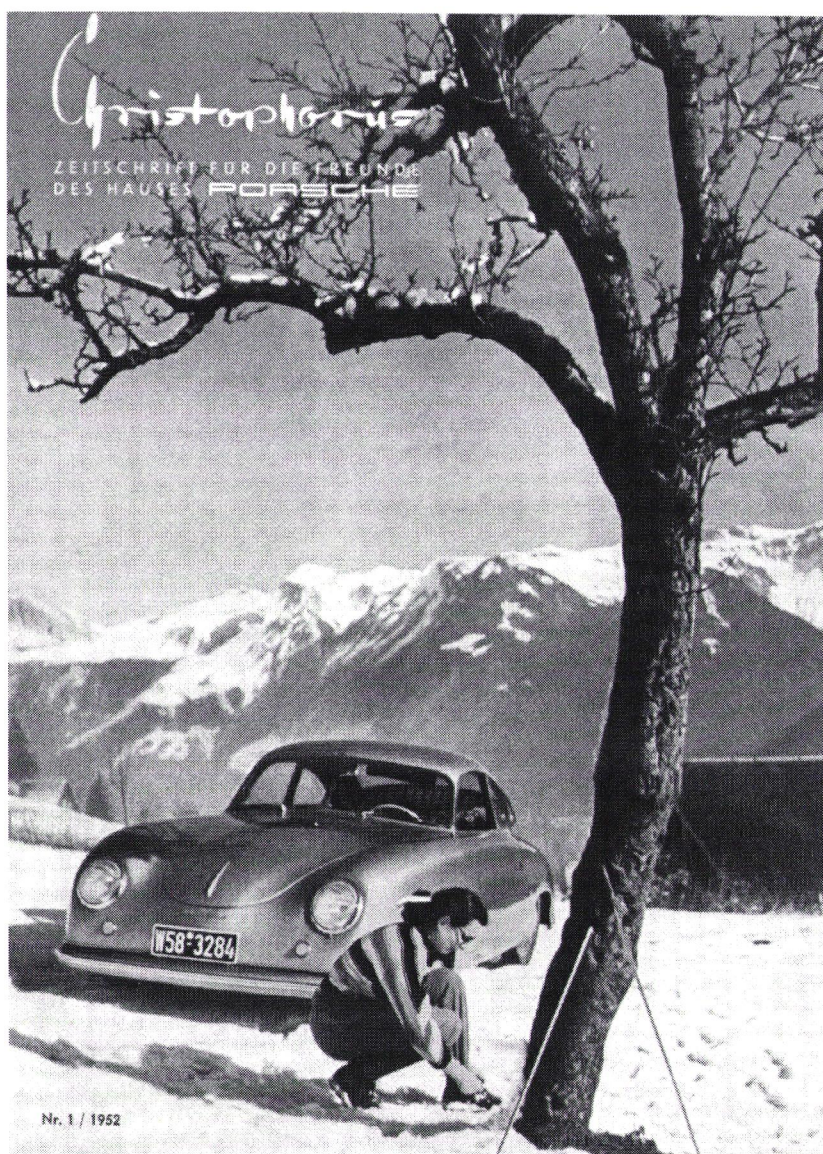
maybe you can get **Phil Kubik** to part with one of his Speedsters then both of you can get on Vic's list. As racers you may have the formula to move to the head of the line. But to put it in proper perspective, his Dolphin race car isn't on the road yet either.

Obviously we're look forward to an early spring with great anticipation. Why it may even result in **Lane Mally** getting a chance to wash the Carrera.

In fact, we look forward to seeing what happened to your ride as soon as the salt washes away. See you and your handiwork on Saturday.



50 Years of Christophorus



Christophorus, the Porsche factory magazine, is celebrating its 50th year in 2002. The magazine was started by Richard von Frankenberg, Porsche friend and racecar driver.

The first issue, which cost DM 1.50 (about 35 cents at the time), featured all topics that had to do with sportscars, which still provide the magazine's framework. But from the beginning, sports, technology, and travel reports were also emphasized.

Particularly travel reports were given a lot of room. But it wouldn't be a "Byways of the Great Routes"-type article, or the "I was in Africa" adventure story that made it onto the cover. It would be a scene from the Swiss Alps, designed to make the experience of driving a Porsche tangible for the readers. The feature "On Swiss Highways" took them on a vicarious trip to the region above Davos, to where "the lonely glory of the winter landscape becomes a transcendent experience."

If you are not currently subscribing to Christophorus, you are missing out on a wonderful tradition. Contact your local Porsche dealer for information

STODDARD IMPORTED CARS

STODDARD PORSCHE/AUDI FEST

IT'S ALL ABOUT WHERE
YOU'RE GOING

**Date: Saturday,
June 1, 2002
Where: Stoddard**

Porsche & Audi Concours.

**Service Clinic Seminars:
Vehicle Maintenance
Washing
Waxing
Detailing**

**"Children's Only"
Autocross**

**Clinic featuring
Vic Skirmants of
356 Enterprises**

**Swap Meet
...and more!!!**



This is a brand new event here at Stoddard Imported Cars. Activities for the whole family!

We will have a concours for both Porsches and Audis. Bring one or both to compete or just show your car.

Clinics on maintaining your car, courtesy of our Service Department and Body Shop.

A special autocross for children! Let's start them early on the love of these unique cars!

We will also be having a small-scale swap meet. The emphasis on this year's event is on enjoying and showing these cars.

Special guest feature: Vic Skirmants of 356 Enterprises will conduct a racecar clinic!

This event is held in conjunction with the NOR/PCA.

38845 Mentor Ave.
Willoughby, OH 44094
Phone: 800-342-1414
Fax: 440-951-4816
www.stoddard.com



12 time
PORSCHE
PREMIER
DEALER 2001

Stoddard Porsche/Audi Fest

Stoddard Imported Cars has changed the format of it's annual event from a swap meet to more of a social gathering. I know that many of you are disappointed to hear this, but read on.

Dave Zonneville, as many of you may know, is now the manager of the catalog parts business at Stoddard. He has worked there since before the original swap meet and knows the ins and outs of the old event better than anyone. It seems that in the last few years the company lost money on the event, which, Dave says, isn't the bad part. They weren't looking at the event as a money making venture, but as a venue to promote the company and provide a service to the Porsche community. The problem was that they were losing money *and* getting a number of complaints— from vendors! More people wanted to socialize and talk about parts than actually buy them. The parts peddlers were apparently tired of driving hundreds of miles to set up shop at "O Dark Thirty" just to talk about that NOS Moto-meter outside temp gauge on their table rather than sell it.

Dave recognized that the old format was not doing anyone justice, so he called a spade a spade and declared that this would be a social event. The warehouse will, however, have vendor spaces for a small swap area, so there will be a taste for the real parts junkies. Because of this, the parts department WILL NOT be open. The Literature meet will not be held the night before. Please see the announcement for their new event on page 23.

I really encourage you to attend and give the good people at Stoddard a chance with this format. They have been a good friend to the 356 Registry and a MAJOR Ally of the Motor Cities Gruppe. Besides, all you really want to do is meet up with your pals from other parts of the country and B.S. about cars anyway. See you there. Sebastian

SCHEDULE OF EVENTS:

PEOPLE'S CHOICE CONCOURS STAGING BEGINS: PORSCHE/AUDI

8:00AM BACK LOT, CONCOURS RUNS 9:00AM-12:00PM

356 CLINIC FEATURING VIC SKIRMANTS OF 356 ENTERPRISES 9:00 AM

SERVICE CLINIC: TIRES, WEAR, PRESSURES, CHANGING A TIRE, TOOL KIT, TOW HOOK, USE OF TOOLS, STEERING, SUSPENSION, 4 WHEEL DRIVE, BRAKES, FLUID, ABS, BRAKE WEAR. APPROX. 30 MIN. 10:00 AM

CARE AND CLEANING OF YOUR CAR: PRESENTED BY STODDARD'S BODY SHOP. APPROX. 30-45 MIN, 11:00 AM IN OUR BODY SHOP

CHILDREN'S ONLY AUTO CROSS:

DIANA MUNZ WILL TALK TO THE CHILDREN BEFORE THE START (12:30PM) IN THE UPPER LOT. DIANA IS A GOLD AND SILVER MEDAL WINNING OLYMPIC SWIMMER!

SERVICE CLINIC: CHECKING AND ADDING FLUIDS VEHICLE OPERATION
BATTERY, STORAGE MAINTENANCE, RECODE RADIO, SUNROOF AND WINDOWS
REPLACE LIGHT BULBS APPROX. 30 MIN. 1:00 PM

SWAP MEET: IN WAREHOUSE

8:00AM -2:00PM, CONTINUOUS

Traveling in Your 356? Here's What You May Want to Bring

By Sebastian Gaeta/Ron Roland

A Few years ago, I wrote a note to Ron Roland asking him what the best tools and spares were to bring on a long journey in a 356. The response was a two page, hand written letter listing everything one might bring in case of a breakdown. His advise to me was to bring only what complemented my own skill level. After creating a toolkit and packing it into my car, I put the letter away.

About a month ago, I received a note from Gruppe member Harry Kurrie inquiring about this list since he was preparing his SC Coupe to drive down to the South Carolina East Coast Holiday in April. After re-reading the list, I felt that it should be shared with everyone, even though Harry got an advance copy.

My note to Ron was simple enough:

Dear Ron,

Could you provide me a list of items you recommend as a "travel kit". I plan to take a couple of trips this summer and would like to take the right tools and parts with me."



His Response:

Tools:

- 7-19mm Socket set, 3/8" ratchet, 2-3-6" extensions
- 7-19mm combination end wrench set
- Fan belt pulley wrench
- Spark plug wrench
- Small-medium-large straight blade and Phillips screwdrivers
- Pliers, 6" vise grips, needle nose, wire cutters
- Medium sized ball peen hammer, some chisels and punches
- Hack saw
- Files, flat and round
- Feeler gauge
- Circuit test light
- Small and medium adjustable wrenches
- Unisyn, to adjust carburetor balance
- 36mm 3/4" drive deep well socket & T bar with a 4 ft piece of 1 1/2" pipe and a steel bar drilled to bolt to clutch
- Jumper cables
- Simple scissors jack—
NEVER jack the car at the factory jack points
- Lug wrench
- Magnetic pick up tool for things you drop
- Extendable mirror for locating the things you drop
- Flexible "grabbing" tool if the magnet does not work

- Fuel filter
- Oil filter
- Enough oil for an oil change
- Assortment of nuts, bolts, screws and washers as used on Porsches.
Thread—5,6,8,10mm
- Spool of bailing/safety wire.
- A few feet of fuel hose and some hose clamps
- Spool of general purpose 14 ga. Wire & misc. electrical connectors.
- Roll of duct/racers/300 mph tape
- Roll of electrical tape
- Penetrating oil
- Tube of RTV/silicone gasket sealer (do not pack near sharp items)
- Roll of paper towels
- Hand cleaner
- Typical roadside emergency stuff, i.e. flashlight, flares, first aid kit etc.

Porsche Stuff:

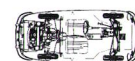
- Fan belt
- Valve cover gaskets
- Flywheel and Pulley seals (need 30 & 36mm sockets)
- Plugs and plug wires
- Points, condenser, rotor, rotor cap OR spare distributor that is known to be good
- Spare fuel pump, known to

be good

- Spare voltage regulator
- Clutch cable and clevis bolt/pin
- Throttle rod connector
- Clutch disc and release bearing
- Misc. 6v bulbs to match those in car, including sealed beam
- Fuses, especially higher amp (but be certain about your diagnosis of the problem)
- 356 repair manual (Elfrink is a good one)

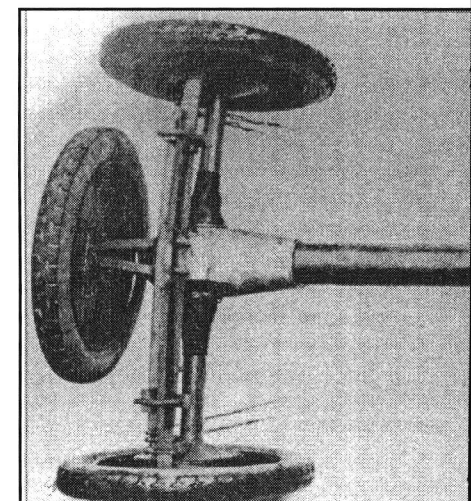
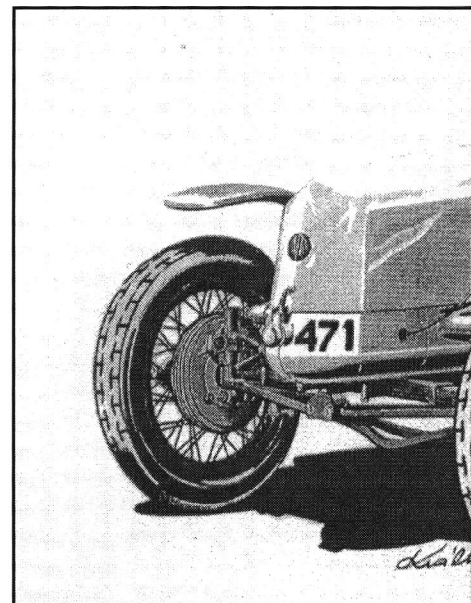
Ron again stressed that most of this is essential but not everyone has equal talent in the wrenching department, so pack whatever fits your own ability.

With this advice I put together what I called the Magic Toolkit and have used something from it at least once on each long trip I've taken. It's usually been just a minor adjustment that could have easily waited until getting home, but having had the right tools and materials along has made the journeys just that much more comfortable and provides valuable peace of mind.



Tatra Air Cooled Motor Automobiles

by Zdenek Base
of The Windage Stadt Klub
Chicago, ILL



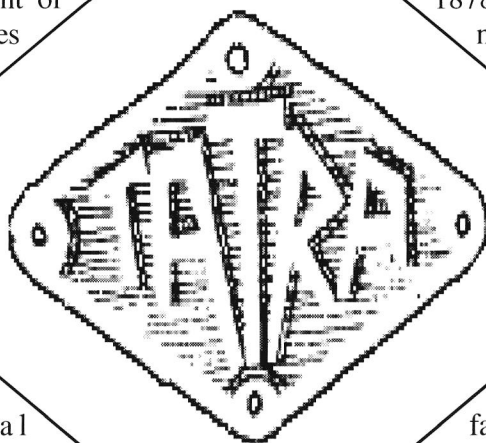
On this side of the Atlantic it is a preconceived notion that air-cooled motor automobiles started with Dr. Porsche's design of the VW Beetle, and most people accept it as fact. Please remember that the following story is not a contest between two giant automobile designers, of which only one is known to you, fellow Porsche drivers.

In this brief article I would like to shed a little light and explore this historical development of air-cooled engines and introduce you to one of the lesser

known motor vehicle pioneers from central Europe.

TATRA automobiles are asso-

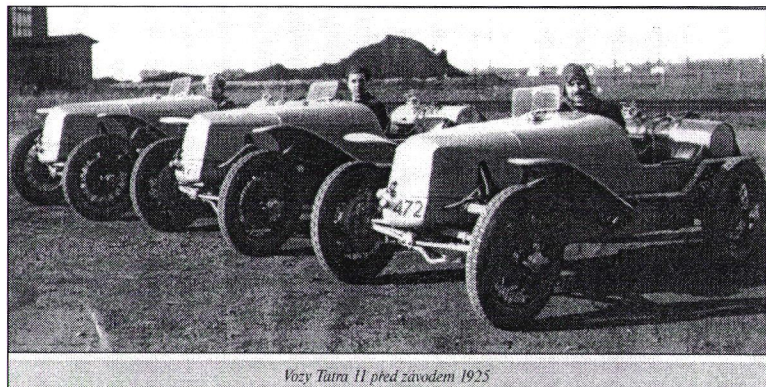
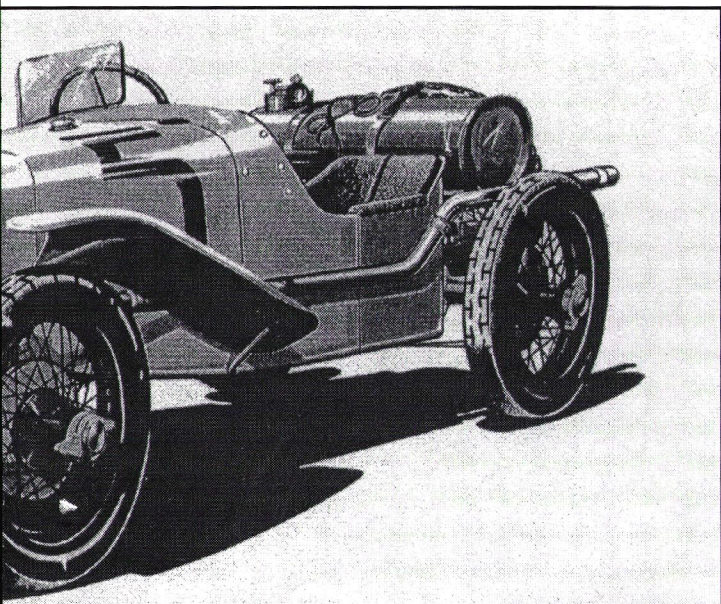
ciated mostly with Hans Ledwinka who was born in Klosterburg, Austria, in 1878. After his technical studies he found a position in the Koprivnice



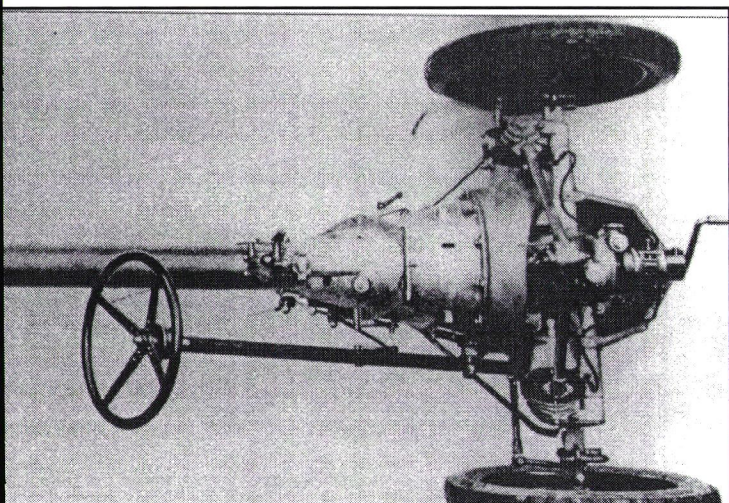
(Nesselsdor) factory located in Moravia, (part of Austria until 1918), today the Czech Republic. It was a

long established (1850) coach and railroad car manufacturer.

One year after he started (1897), the firm founded a motor vehicle department, the start of his career. The new technical staff developed same year their first automobile in greater Austria named "President". It had a 2-cyl., 2.750 ccm boxer, water-cooled



Vozy Tatra II před závodem 1925



motor, located in rear. The first racing car left the factory gates in 1900, with the same motor, but more than double the horsepower and a max. speed of 112 km/hr. Ledwinka's 1905 sketches of an overhead cam motor design were quite advanced and one of the first of the type in Europe.

A center tube chassis concept in 1921, which was light, versatile with flexibility of front or rear powertrain location, was a revolutionary idea which influenced many automobile designers. Based on this chassis, the Tatra T11 and later T12 was developed with a 2-cylinder, 1,056 ccm, air-cooled boxer motor in front, with inde-

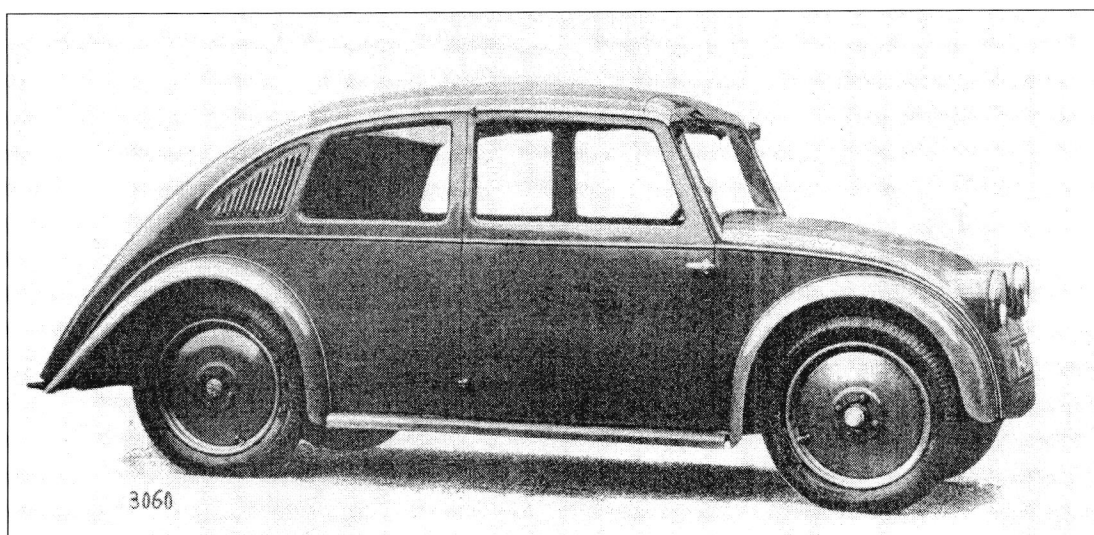
Clockwise from above left:

Tatra T-11 in racing form. Note huge fuel tank in back.

#472 is a racing version that won the 1925 Targa Florio 1,100 cc class.

Tatra automobile designer, Hans Ledwinka.

Center tube chassis concept for the T-11, constructed in 1921.

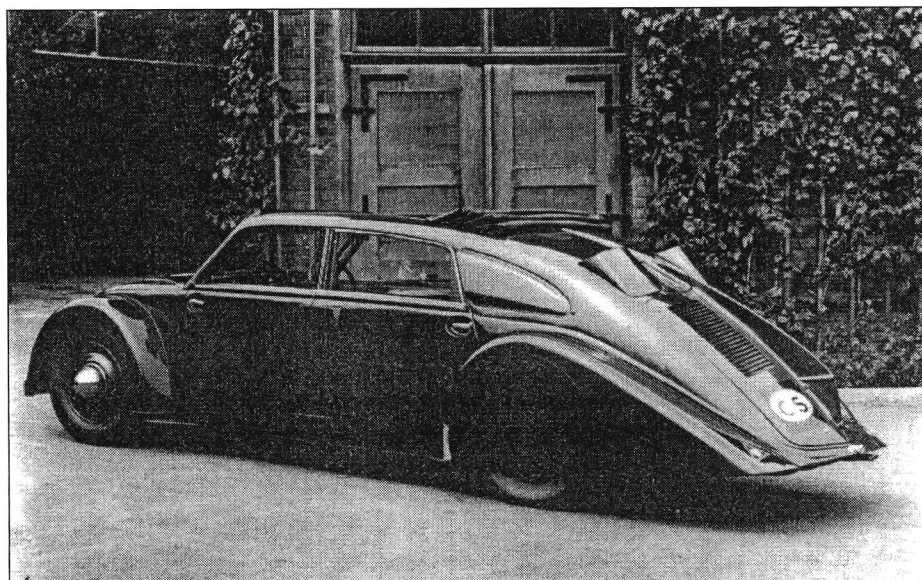
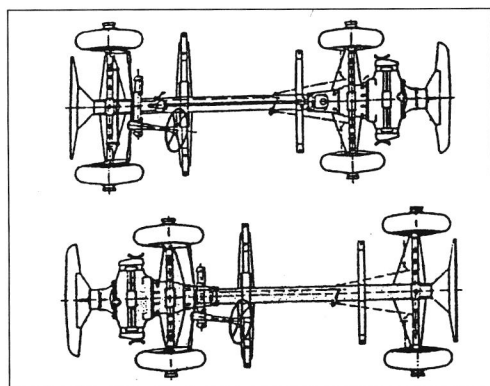


pendent rear, Tatra patented suspension. It proved to be a simple, elegant car with outstanding reliability. A racing version of the T- 1 1 with 27 PS/ 5,000 RPM, reached max. speed of 120 km/hr., won 1925 Targa Florio in 1,100 ccm class, surpassing the previous year record by full 26 minutes. Ledwinka's small automobiles brought

the attention of neighboring states and soon the entire Europe. Despite the world economic crisis between 1929-1933, a new model T 57 with 4-cyl. 1,155 ccm air-cooled motor in front was also manufactured under Tatra license in Austria under the name Astro-Tatra and in Germany under the name Detra.

The 1933 prototype T V570, developed with 2-cyl., 854 ccm, air-cooled boxer, rearmounted motor, although never put into production, was perhaps the "closest" design and a predecessor of the VW Beetle.

Since Tatra small motor automobiles were very successful, a desire to go

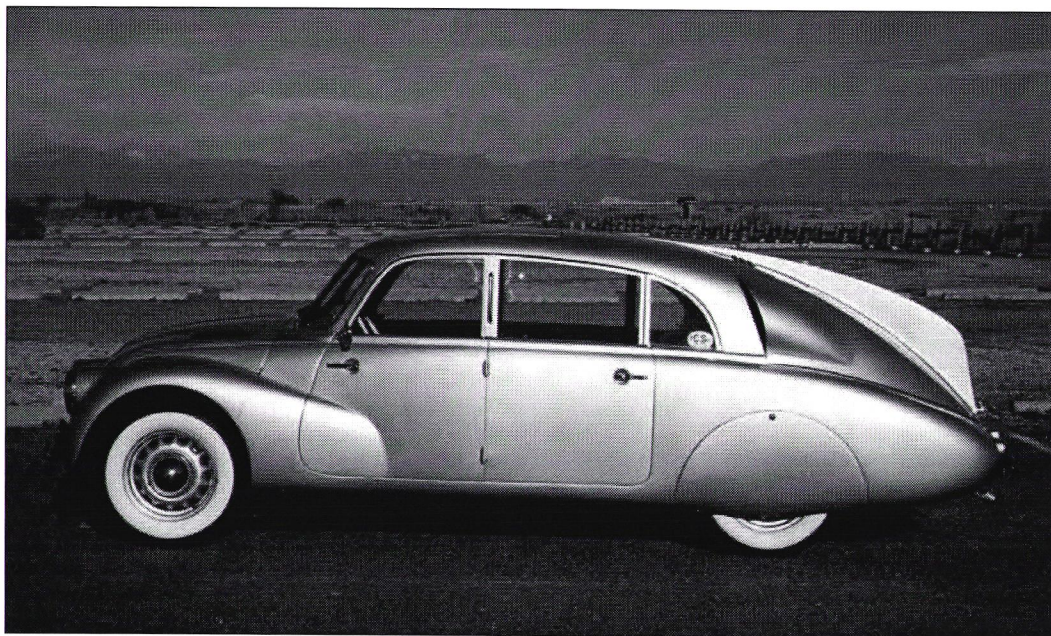


Clockwise from top: 1933 prototype of the T V570 eerily similar to the Porsche Type 60, more commonly known as the VW.

The T 77 model circa 1934.

T 77 tube chassis drawings showing it's capabilities as both a rear and a front engined vehicle.

Adolph Hitler viewingf the actual T 77 chassis.



T 77 decked out in silver paint, whitewall tires and that beautiful rear wing.

Below: Bird's eye view shows the T 77's luxurious interior through the massive sunroof

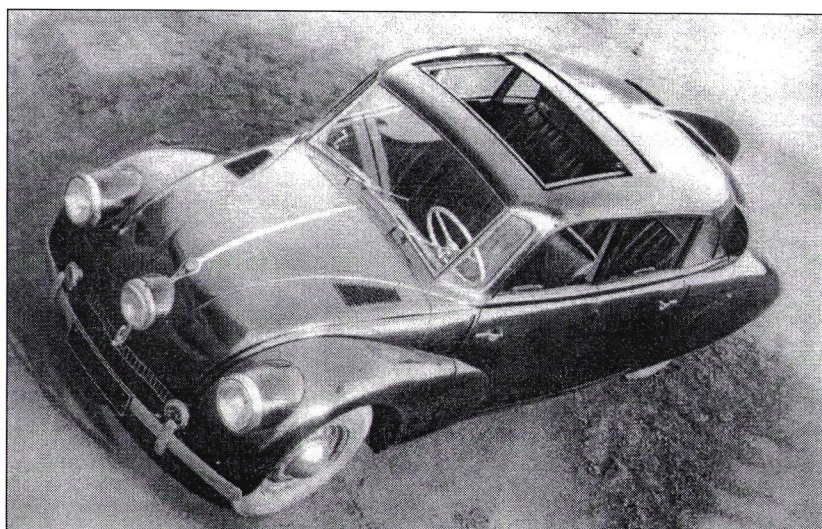
after larger displacement motor markets was tempting. A pioneer spirit decision landed on the unfamiliar territory, and in 1933 the first aerodynamic body style, the famous T-77 with V-8 cylinder, 3,380 ccm, OHC, air-cooled motor in rear, with fully independent suspension was introduced at the Berlin Auto Show. It was a pearl of avant-garde design: bold, sleek, solid and fast automobile. As one of the eye witnesses remembered, after the opening ceremonies,

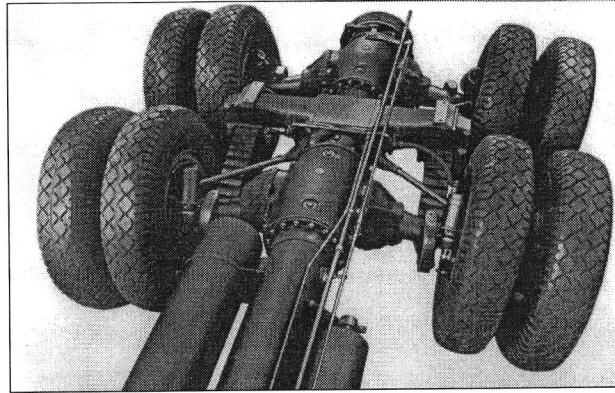
Adolf Hitler, himself a car fan and previous Tatra owner (presumably he did not drive), came several times to Ledwinka's exhibition stand, was enthusiastically interested and received detail information on this model. His last comments were: "Every new German car must be like Tatra, air cooled and robust".

Prof. Porsche, well respected by the Fuehrer, received the 90-ahead to build the "robust" peoples car, the VW Beetle in 1934. Politics and

nationalism must have played a role in this decision.

In 1938, when Czechoslovakia became a state under the "German protection," SS commandos removed many original technical blueprints from the Tatra factory, and gave orders to Ledwinka not to interfere with the VW production effort. According to Erich Ledwinka, son of Hans, these documents were stored in Porsche Archives in Berlin's Ministry of industry.





Tatra T 111 has proven to be one of the toughest trucks of all time. Innovative design, excellent reliability and massive amounts of torque made it a worldwide favorite.

It is true, Hans Ledwinka was not involved in the design of the VW Beetle; that honor goes to Prof. Porsche. Also a fact, Tatra had air-cooled engine cars on the road since the 1920s, and they proved to be very, very good 'indeed.

Most of the Tatra engineering staff left Czechoslovakia after the end of World War 11 and landed jobs in Austria and Germany. 'Me postwar regime, infiltrated with communists, accused Ledwinka of using forced labor in the factory, supporting the war effort for the Wehrmacht, and based on mostly fabricated testimonies, he received 6 years in prison. After gaining freedom in 1951, he left the country and spent his remaining years mainly in Munich. German Society of Engineers (VDI) recognized Ledwinka's tremendous effort in development of automobiles, especially air-cooled engine, central tube chassis, independent suspension, and aerodynamic car.

When Wolfsburg's VW Beetle produc-

tion, already reaching success in "numbers", Tatra started legal action, accusing VW of illegal infringement on three of their patents. In 1961, the Duesseldorf district court decided in favor of the plaintiff (one of the three patents was used), and ordered VW to settle this dispute with the Owners of Tatra, the amount is unknown. Unfortunately, Ledwinka was not able to find a willing attorney to go after portion of this settlement. Finally, Felix Wankel, offered Ledwinka services of his personal attorney, but before any results could be reached, the "Herr Tatra" died in 1967.

What should we conclude from this story? Ferdinand Porsche and Hans Ledwinka knew each other approximately since 1912, possibly each other's work as well, but who looked over whose shoulder we will never know. How absurd, that our beloved air-cooled motors created so much turmoil in the past 80 years, are prac-

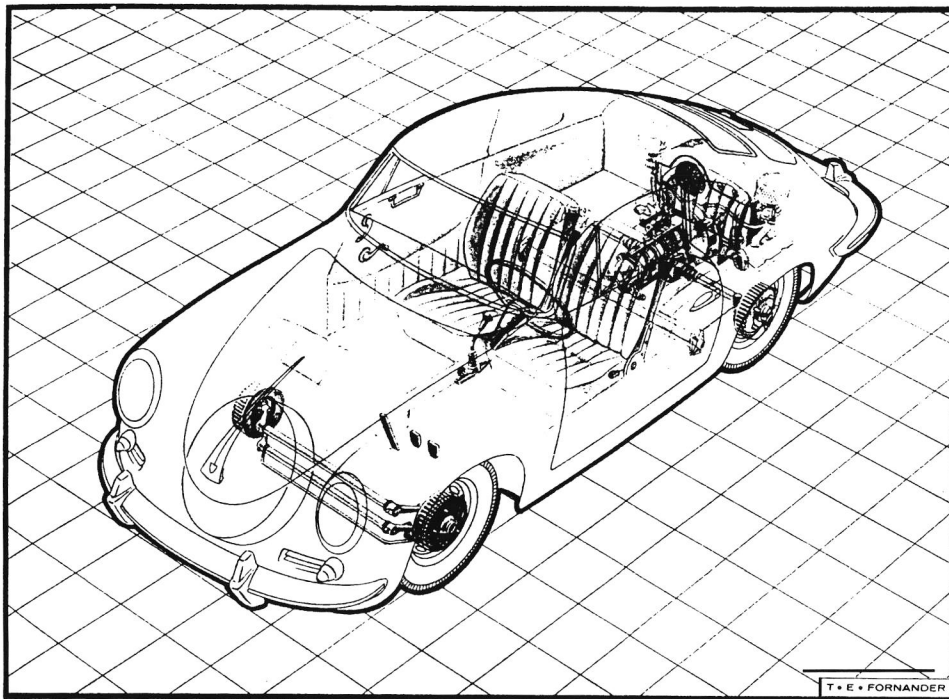
tically "outlawed" today, but we all wish they would run forever.

Let me add a personal experience to this story. Tatra is also known for excellent trucks (check results of Paris-Dakar race in the last 12 years). It was my privilege to drive one in the Army (Czech Army), the legendary T111. It had a V-12 cylinder, 14,825 ccm, air-cooled diesel motor, fully independent suspension, and in any terrain virtually without competition. It was originally designed in 1942, mostly for military use, but used also in public sector, exported to countries with few roads, in production until 1962

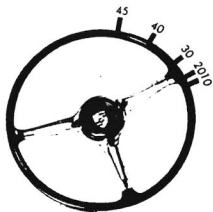
Just imagine the sound of this gigantic powerhouse! It was like hearing an orchestra of fifty 356 engines! That, my Porsche friends, was the beginning for my love of AIR-COOLED ENGINES.

Zdenek Base

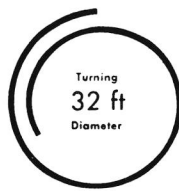




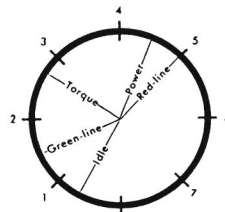
Artwork From a 1960 Road Test Of The New Porsche 1600 And Super 90



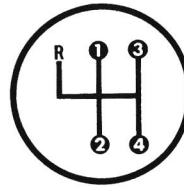
1600
Steering Behavior



Turns to Full Lock



Engine Flexibility



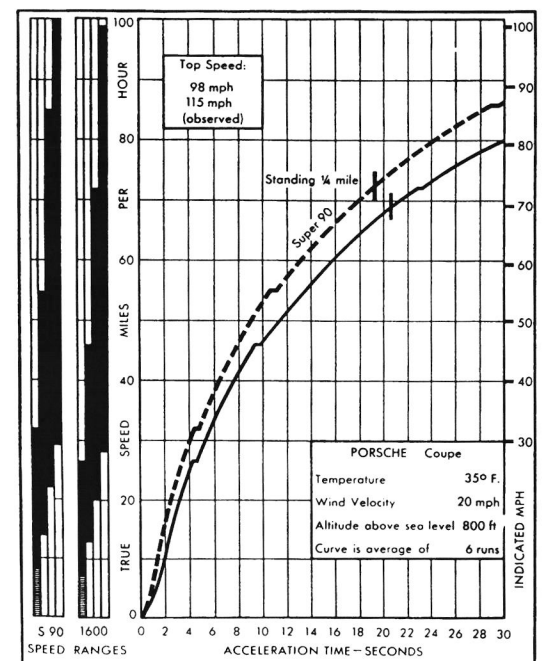
Shift Pattern

Road Research Report: PORSCHE 1600 and SUPER 90

Factory Office

Porsche of America, Inc. 527 Madison Ave. New York 22, N. Y.

Price as tested	1000	\$3700 4220	7000
Displacement	20	96½ cu in	300
Power (SAE)	20	70 102 bhp	300
Curb Weight	1000	1970 2080 lbs	4000
Swept Braking Area	100	218 sq in	400
Weight on Driving Wheels	35	56 57%	65
Wheelbase	70	82.7 in	130
Piston Speed, "corrected"	1000	2320 2840 fpm	4000
Speed @ 1000 rpm in Top Gear	10	19.5 19.8 mph	25
Mileage	10	21 25 mpg	40



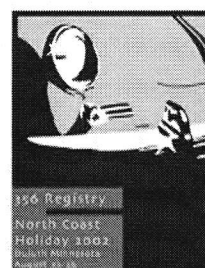
North Coast Holiday August 22-25 Duluth Minnesota.

SCHEDULE • HQ HOTEL • REGISTRATION



356 Registry
North Coast
Holiday 2002
Duluth Minnesota
August 22-25

THINGS TO DO IN DULUTH • CONTACT US



SCHEDULE • HQ HOTEL • REGISTRATION

This North Coast Holiday event is organized by the Fahr North group, representing the Upper Midwest.

Fahr North offers activities, information and fellowship for area aficionados of the 356 Porsche automobile.

Groups activities such as the North Coast Holiday are open to all 356 Registry members.

If you would like to become a member of the 356 Registry, click here to download an application form. JOIN 356 REGISTRY

If you would like more information about the 356 Registry, please visit our website at 356Registry.org.

*If you are already a 356 Registry member, you are eligible to complete the REGISTRATION FORM for the North Coast Holiday which you can download and mail with check payment.

QUESTIONS?

Contact:

Gordon Maltby
GordonMaltby@
356Registry.org
ph. 651-439-0204

or

Phil Saari
ps356er@aol.com

THINGS TO DO IN DULUTH • CONTACT US

SCHEDULE • HQ HOTEL • REGISTRATION

NORTH COAST HOLIDAY SCHEDULE

THURSDAY, AUGUST 22

- 12 NOON Registration Opens
- 6 PM Explore Duluth/Superior area
- Cocktail welcoming party
- Hospitality Room open
- Vendor Room open

FRIDAY, AUGUST 23

- 7 AM Hospitality Room open
- Vendor room(s) open
- 8 AM Registration Opens
- Tour to the North Shore & Split Rock Lighthouse
- 4 PM Tech Session
- 6 PM Dinner cruise on Lake Superior

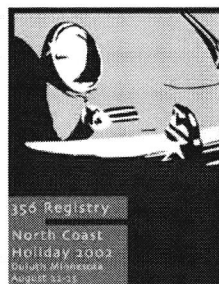
SATURDAY, AUGUST 24

- 7-9 AM Hospitality Room open
- Registration open until 12 NOON
- Concourse Prep (wash area) open
- 8-2 PM Concourse with lunch onsite
- 2 PM Vendor Room open
- 2 PM Tech Sessions
- 4 PM Literature meet
- 6 PM Cocktail Hour
- 7 PM Banquet

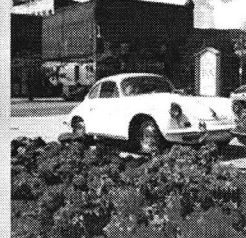
SUNDAY, AUGUST 25

- Continental Breakfast
- 7-11 AM Hospitality Room open
- as usual Swap meet

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SCHEDULE • HQ HOTEL • REGISTRATION



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mention you are with
the 356 Registry.

\$145/night Standard
\$185/night Lake view

The headquarters hotel, The Inn On Lake Superior, is located at the edge of beautiful Lake Superior in Canal Park, Duluth, Minnesota.

When registering, mention you are with the 356 Registry. A Standard room is \$145/night plus tax and a Lake View room with balcony is \$185/night plus tax. Rooms include microwaves, refrigerators, coffee makers, irons and hairdryers. The hotel has a pool, whirlpool, sauna and gameroom. A Complimentary Breakfast Bar is also included daily.

For more info, visit the hotel on the web at www.duluth.com/Lodging/

For other lodging options, please call the Duluth Visitors Bureau at 1-800-892-4997 or visit www.visitduluth.com.

THINGS TO DO IN DULUTH • CONTACT US



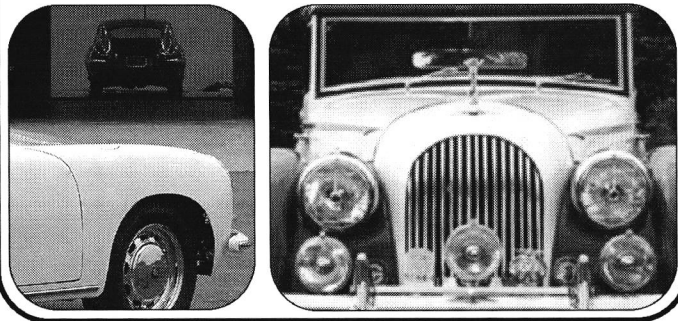
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Midwest Literature and Model Swap Meet

The Midwest Literature and Model Swap Meet that was normally held the night before the old Stoddard Swap Meet is changing it's date time AND location. With the new format of the Stoddard event, Myron Vernis, Todd Wingerter et al decided it was time for them to evolve also. The new event will be held in Mid July in Auburn Indiana behind the Auburn-Cord-Dusenberg museum. It is unclear at this time whether or not there will also be a parts swap as well, but it will likely happen. The organizers feel that a more central location to Chicago, Indianapolis, Columbus, Detroit and Cleveland may just make this event a major happening. We certainly hope so and will have all of the details in the June/July Auspuff Roar.

eBay®

WATCH

This item was recently up for bid on eBay. It did not meet the reserve and went unsold at \$2,750. I will agree that it is an extremely rare item, but am beginning to believe that because bidding stopped at \$2,750, the buying public may be showing signs that there are now more *BRAINS than Money* out there, and not vice-versa.

EXTR. RARE BELGIUM DISTLER PORSCHE 356 POLICE.

Item # 1719718985

When was the last time you had a chance to bid on or buy a Distler Porsche 356 Police Made in Belgium??? There are 2 versions of the Police Porsche, one with and one without a flashing light. This one is the rarest! Last one (with flashing light) sold on ebay a couple of years ago for \$4500 and one like this half a year ago in Germany for almost \$6000. (same C9++ condition but with box) My low reserve doesn't even come close to that! I have no box for it, the horn and antennae come loose with the car. (like I bought it) Although it fits perfectly and looks like the original one I can't guarantee the horn is an original one. I have nothing to compare it with, sorry. The car has a couple of very small paint chips and several very small scratches, most on the inside top of the left door where a remote steering cable must have eaten some of the paint. Same on the steering wheel. Although I bought it without this cable I will sell it with the car. Of course there is an original Distler ignition key and key map with Shell logo with the car. The battery compartment is as clean as it left the factory yesterday. Base shows 1 very little and thin scratch, otherwise it's great! What else can I say more about this extremely rare 356? Well I kept the biggest surprise for the last. Did you notice this car has red seats and red wheels? Till now I have only seen them with gray wheels and seats although I knew this one exists but never saw one like this before! And all original!!! Because I paid a lot for it myself long ago, I have to protect my investment with my (low) reserve. I will list several other rare tin toys from Germany like Schuco – Arnold – Gama – Tippco - Marklin etc. in the very near future, please keep an eye on my auctions. Questions? Feel free to ask! Good luck bidding!

Technische

by

Vic Skirmants

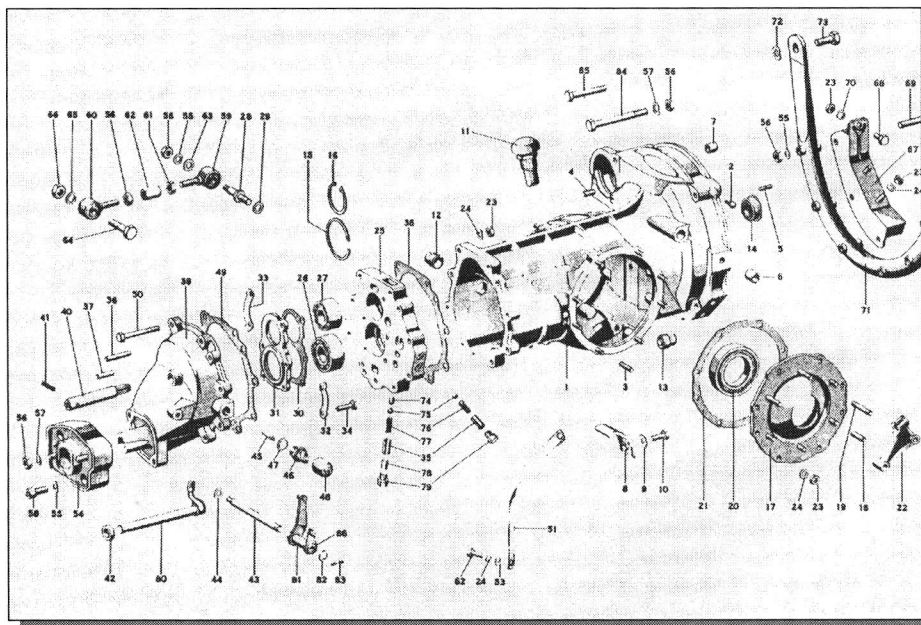
Putting a 356B Transaxle (Type 741) In a 356A

If you're planning to put a 1960-65 transmission into a 1956-59 Porsche, chances are you have the 1956-59 transmission for parts. Only the 644/716 tunnel-type transmission can be used for parts; the 519 won't help you; you'll have to find someone with a 644 or 716.

First, have both transmissions next to each other. Pull the nose off the

644, then pull the intermediate plate with all the gears. Now pull the shifter shafts and detents out. Save the nose, shift finger in nose, and shifter shafts. Sell the rest for parts. Now, pull the nose off the 741, then pull the intermediate plate and gears, *being careful not to lose the gaskets between the plate and tunnel!* You will have to measure these gaskets to know what thickness for new ones to

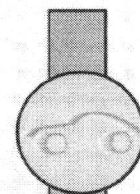
put in later, or you can re-use the old ones after cleaning and spraying with Permatex. These gaskets determine the ring and pinion setup. Now pull the shifter shafts and detents out of this one. By now you should know how to put it back together. Put the 644 shafts into the 741 plate and shift forks. Be sure the shift forks are lined up properly, use some standard Loctite on the fork bolts, and torque to 18 lb-ft. For the detents, remember the one longer spring is for the reverse shifter shaft. Put the intermediate plate with gears back into the tunnel; don't forget those gaskets. Now put the 644 nose and shift finger on. If you don't have a gasket for the nose, a bead of silicone sealant works great. The nose gasket means nothing as far as ring and pinion set-up. Two external details on a 741 that differ from a 644. The 716 and 741 boxes used a different clutch throw-out arm, so the 1956 to 58 clutch cable will not hook up as originally. Also, the 741 uses a guide tube and different throwout bearing, which will *not* work with the 1956-59 type pressure plate, whether coil-spring or diaphragm. The easiest thing to do is put a later pressure plate on the engine you plan to use. If you have a choice of 644 or 716 nose pieces, use the 716, which has a shift finger seal on the inside, while the 644 uses no seal.



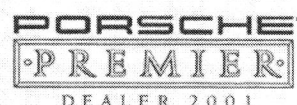
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930.103.969.03.set—Piston & Cylinders

This is a complete set for the 911 turbo 78-79.
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T55.310.001 (P226) Syncro engagement kit

These are the first and second gears for a 911, (72-86). Priced at
\$98.00 per set.

SIC.341.165.00 Protection plate seal, Front suspension.

This is the seal for a 911/912 (65-73) and a 914 (70-76).
A really good **\$19.50** investment.

616.103.904.06.set—Mahle Piston & Cylinder Set.

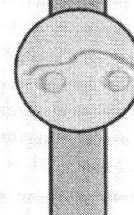
This is the complete set for 356 SC/912.
\$2230.00

T36.180.700—Valve Spring Compressor

For a 911 (65-89). Priced at **\$60.00**



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GERALD F. VANVLIET

ATTORNEY AND COUNSELOR
TAX AND BUSINESS LAW
WILLS AND TRUSTS
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