

MOTOR CITIES GRUPPE

Auspuff 2009 Roar

April / May



On the Cover

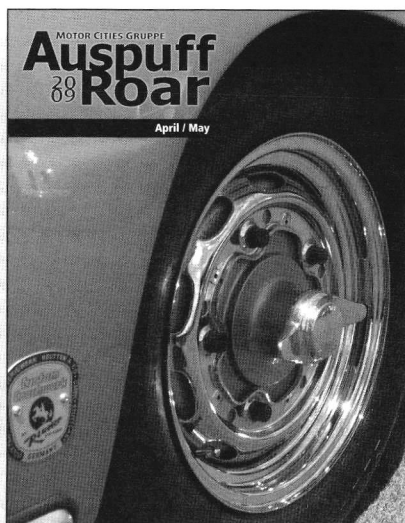


Photo by Dan Mazur

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 are \$20 per year due at the first of each year.

Advertising rates per issue are as follows:

Business card size: \$10
Quarter page: \$25
Half page: \$50
Full page: \$85

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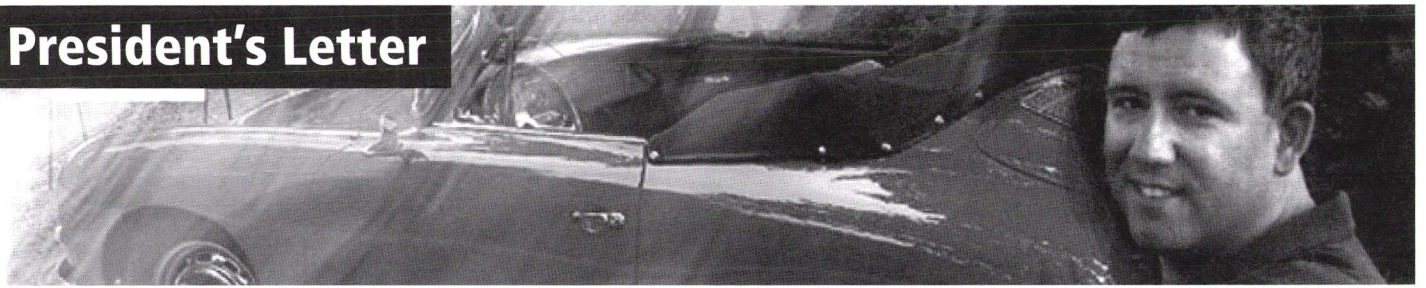
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President's Letter



Your Motor Cities Gruppe Board of Directors had a terrific meeting on March 21st, 2009. As usual, we accomplished quite a bit and made plans for some great events in the future.

Lanita Dunham, our Secretary, had a terrific idea in that we should start to publish the minutes of our meeting in the Auspuff Roar. We unanimously agreed and you can read the minutes of that meeting in this issue. We certainly were not trying to be secretive in the past, we just had never thought of publishing the minutes before! Now the members can get a good idea of what takes place in the Board meetings.

Some of the things we discussed this time were a nice surprise in the Auspuff Roar for the issue right after the Gruppe Picnic; you will know what I am talking about once you see it. We also discussed the charitable contribution that we would like to make. We have not yet decided on a charity, but we did decide to make one good contribution to one charity rather than several small ones to several different causes. The actual charity is to be voted on during the next meeting in May, and we will announce the charity in the next Auspuff Roar.

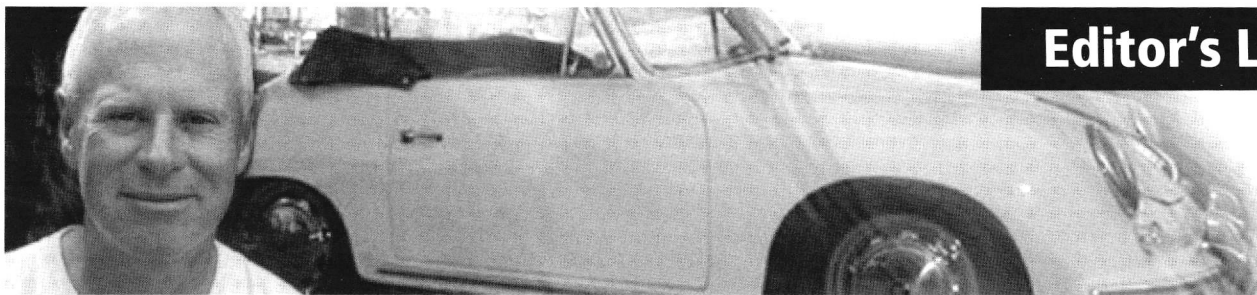
We also decided to create a Motor Cities Gruppe Hall of Fame. We as a club have been around since 1982, and there are some people very deserving of this honor. Elected to the Hall are four people that were instrumental in founding the club, keeping it going in its early days, and bringing tremendous enthusiasm to the club. Inductees will be announced at the Gruppe Picnic and beautiful awards will be given to them. We as a board are very excited about giving out this honor to these very deserving members.

The Spring Tour is right around the corner on Saturday May 16th. We will cruise to the original Tony Packos in Toledo and then on to Snook's Dream Cars in Bowling Green, Ohio. Look for the announcement in this issue.

Lastly, we have decided to create as a gift to our members, a Motor Cities Gruppe Calendar. The 2010 calendar will feature photos of Gruppe member's cars and will be in full color. Look in this issue for more info on submitting your photos.

See you at the Spring Tour!

Sebastian



Editor's Letter

Hello Everyone –

By the time this reaches your hands, it will be April and we'll be on our way into spring! And after this winter, that's a great thought isn't it?

I'm excited to get our cars out and we'll be able to jump right off with Sebastian's Spring Tour. The details of this event are on a flyer in this issue and all of our events are listed on our calendar in the Auspuff Roar as well as on the website calendar. We have a great season planned for our membership; it should be another fun packed year.

I want to remind you to please send me any feedback that you'd be willing to share regarding the Auspuff Roar – as Sebastian says in his Registry columns, "As always, questions, comments and criticism are welcomed and encouraged." It's only through your comments and suggestions that we can improve or correct problems – so please don't be bashful – let us know! You can send your comments directly to me or any Board member - everything will be kept confidential if you wish.

We had some great contributions of articles for this issue and I really appreciate these members for taking the time to write articles and share their experiences with the rest of us. Thanks to Dennis Denyer, Dan Mazur, Gerald Van Vliet, Teri Hudson, Tom Tate (from Boston) and, of course, our intrepid Porsche Man – where would we be without his sage advice??!!

As I've mentioned the last few months, it's never too late to enter our 1st annual Drive Your 356 contest. In this issue, we've started to publish our members' names that have entered so far, so please contact me to add your name and car to that list. Don't be bashful folks – any of you that drive your cars should enter - just for the fun of it. It doesn't matter how little you think that you drive your car – you don't have to be driving to the WCH to have some fun with this - we just want to see your name on our list. So please, c'mon, send me your VIN number,

starting odometer reading, model and year. You can enter whenever you get your car up and running for this new season.

An Editors apology is in order. Barbara Skirmants serves as our Membership Coordinator and Lanita Dunham serves as our Secretary for our club. For some unknown reason, I have failed to list their names as part of our volunteer staff. Please look for them to be properly listed on page two under **Zundfolge** (editors, officers section). Additionally, we'll start publishing a "Secretary's Report" which be mostly will be a brief recap of meeting minutes from our Board Meetings. My apologies for forgetting to properly acknowledge Lanita's and Barbara's contributions.

Part of the challenge of being your Editor is to find fresh items for the Auspuff Roar (AR), while at the same time maintaining some of the AR traditions. The AR is our main communication tool, and I feel a responsibility to provide not only fun stories to read, but useful information, i.e., tech information, restoration, maintenance or unique repair information, etc. I know that there is a keen interest in the history of our cars, and I think it is important to offer that slice of heritage as well. With that in mind, I have been going back through older editions of the AR to look for content ideas. Reading these past editions is not only fun, but it makes me feel a larger part of our clubs past – it's been fun. But I could also use your help. If there is a technical article that you'd like to suggest, or a piece of history that you think could be reprinted for everyone's enjoyment, let me know. I think that one of my weaknesses in this job is my lack of instinct on what could be printed – so help me out on this – please call or write with any ideas!

Get those cars rolling! See you at Sebastian's Spring Tour in a few weeks!

Dave Preston

356 Motor Cities Gruppe

Board Meeting Minutes – March 21, 2009

By L. Dunham, Secretary

Held at Stuart Tool, 10 AM

Attendance: Board members, Sebastian Gaeta, Barbara Skirmants, Ted Dunham & Dave Preston, (Dick Beecher in Florida). Membership-Barbara Skirmants, Secretary-Lanita Dunham, Treasurer-Teri Hudson, Web Master-Tom Hudson, Editor-Dave Preston.

Call to order: by President, Sebastian Gaeta.

Financial: Teri Hudson: CD is coming due, will likely roll it over, she'll look for best return. Will publish a financial report once a year.

Membership: Barbara Skirmants: 120 paid members and have 89 on the lapsed list. We mail out 13 complimentary issues each month, so we agreed to have 160 copies printed.

Auspuff Roar Editor: Dave Preston: The printing cost \$750 for the Feb/ Mar Auspuff, will vary in future issues, based on a per page cost. Sebastian will coordinate a new project - a club photo calendar, after collecting all the photos needed, from our membership.

Hall of Fame: At a past meeting, Sebastian suggested that the Club, through the Board create a Hall of Fame for our Club. The Board approved this suggestion and developed a list of possible recipients - several members were nominated. This 1st year, we will induct four names and an ongoing list of future nominees has been developed. The plan would be honor each recipient with a few words and a nice award at the summer picnic. The Board

will consider nominees each year. Names are chosen from founding members and those having a notable impact for the club, established in 1982.

Charity: Several suggestions we discussed. Dave and Barbara will find out what percentages actually make it to the recipients of charities that are under consideration and one will be selected at the next meeting and the amount to give will be agreed upon.

Spring Tour: Sebastian: Will include a drive to Snook's and Tony Packo's in Ohio. Will take more rural and scenic roads where possible. Cost will be for meal only. The Board & officers will hold the bi-monthly meeting prior to the drive. The tour is to meet at Milan McDonalds at 11 AM, 10 AM for the Board Meeting.

MCG article for Registry: To be a brief history and story of our club. Dave and Sebastian will co-write.

2010 Trustee Election and Editor: A brief discussion of candidates for next election was held, noting we will also need a new editor. Several names came up and they will be polled to determine if they have any interest in this position.

Meeting adjourned @ 11:45

2009 Drive Your 356 Contest



For 2009, let's create some new fun and begin a contest to see who, in our Club, drives their 356(s) the most miles in a year. What we will do is keep track of the mileage driven for anyone entered and, at the end of the year, the Top Ten total mileage drivers of our 356 Porsches will win nice prizes. It'll be simple to administer, fun for everyone who wants to participate and easy for those who enter.

As the Editor, it seems easiest for me to manage the contest and we will publish the standings in each edition of the Auspuff Roar. All you'll have to do is report to me your net mileage driven since the last time you reported.

Here are some basic rules and guidelines:

Entry

It's simple! As soon as possible, please fax or E-Mail me your entry:

- Your name
- Your model & year
- Your car(s) VIN(s)
- Your beginning odometer reading(s)



Administration of the Contest:

- I will send out an email to those entered, before each issue of the Auspuff Roar and ask for "miles driven to date".
- You can give me net miles driven or give me your odometer reading and I'll do the math.
- I'll publish the standings in each issue of the Auspuff Roar.
- I'll list the mileage of everyone who's entered.
- You will see the standings in each Auspuff Roar, but the final standings for the Top Ten will be announced at the 2009 Holiday Party.

Rules:

- The contest begins on January 1st, 2009.
- It ends on November 30th, 2009.
- This contest is for 356s only, please.
- Winners will be announced at the 2009 Holiday Party.
- You must be a current, registered member of the 356 MCG.
- This contest is based entirely on the honor system.
- For those of you lucky enough to have multiple 356s or multiple drivers read on please:
 - If you have multiple 356s, we will combine the miles driven on the multiple cars.
 - In that case, we are really having you report how many cumulative miles you drove a 356. You can only be driving one 356 at a time so we won't penalize you for having a choice of 356s (you lucky dog)!
 - If multiple drivers were in a 356 for a long trip like to a Holiday, then claim the miles you drive.
 - As an example, we would not count a spouse also separately driving- so in essence you cannot



report "double driving". In that case, you would need to keep track of how many miles each person drives and both spouses should enter the contest.

- o Where there is one car and the spouse or other family members drive occasionally, we allow miles driven by FAMILY members to count for the entrant.

- We will not count any miles if the owner lent his car to someone for a major trip.
- Any disputes (and I sure hope there aren't any) will be ruled on by the Board.
- Prizes for the Top Ten will be decided upon by the Board.

Questions and entry:
Please contact Dave Preston at:
Home phone: (248) 656-9671
Cell phone: (734) 657-8980
Fax: (248) 218-5511
E-Mail: dmpreston2@comcast.net

*This is supposed to be fun — so
let's have some fun - participate!*

Entries Thus Far....

So far, we have the following members entered for the 2009 Drive Your 356 Contest.

We can't post any standings as yet, since hardly anyone would have driven their cars thus far. I'd like to think that we'll have some mileage to report in our June/July issue. So, for now, we'll simply list everyone that has entered and ask those that have not entered, to please do so. You really can enter anytime that you want. Please let me know if anyone has any questions. Thanks.

Driver / Entrant	356 Vehicle	Vin Number	2009 Beginning Odometer Reading
Dave & Mary Preston	65 C Cab	161047	
John Mc Connell	63 B Coupe	213045	28,147
Dick & Diane Beecher	64 C Coupe	129947	9,715
Sebastion			
Ted & Lanita			
Vic & Barbara			
Tom & Teri Hudson	63 B Coupe	124551	13,010
Dave & Barbara Peterson	59 Cab	151063	69,254
Harry & Mary Kurrie	64 SC Coupe	215745	127,801
Bill & Shirley Hallandal	61 Roadster	89428	71,485
Bill & Shirley Hallandal	61 Coupe	116432	1,402
Erik Koehler	59 A Coupe	107375	
Diane & Dave Burton	61 T5 Roadster		19,763

Dave Preston

Dear Porsche Man...



After spending most of last summer attempting to install a ground effects suction fan under my 356C coupe, I finally gave up. It seemed like a good idea at the time I bought the kit. The salesman told me that you could reverse the direction of the fan and it would raise the car a few feet off the ground, which is real handy for changing tires, inspecting the muffler and adjusting the valves. If it worked out well, I was going to show it to club members so they could use fans to work on their 356s when an emergencies arose. Also, if you kept the revs below 1500rpms, you could use it as a rotary lawnmower for large lawns.

I tried to return the kit, along with the optional grass catcher, but the place I bought it from won't refund my money. They said the best they could do was to exchange it for a device that hooks up to a rear wheel to be used as a log splitter or a cider press.

What do you think? Should I go for it? Did the factory ever offer an option like this? Would the log splitter/cider press seriously affect my mileage? I need your advice quickly before I do something stupid.

Signed: Any Options

Dear Options:

Wow, that ground effects fan could be a fantastic option! Too bad it wasn't factory original equipment. It just needed some good old Porsche research & development to work correctly.

If you really don't want to keep it, you could auction it at our club Christmas party. Heck, 356ers will bid on anything at that event.

As to your question about trading the fan kit for the log splitter/cider press device, I think you should go for that offer. Just think about it... not only could you split logs and keep your Porsche running through the colder months without being on salty roads, but you could sell hard cider to our members as well. After all, even before they'll bid

on anything, they'll **buy** anything flammable to pour down their throats (as witnessed at the Chili Cook-Off party)!!

Mileage figures would vary based on how much cider you made. Besides, you would then need to convert from mpgs to gpgs, or gallons (of cider) per gallons (of gas). It's my expert opinion that you could get about 100 gallons of hard cider per gallon of gas!

Wow! Who cares if it's not original Porsche equipment? Go get the cider press! I know where we can get plenty of apples. Do you need a partner??

Dear Porsche Man...

Can I use TR-3 car polish on my Porsche?

Signed: Austin Powers

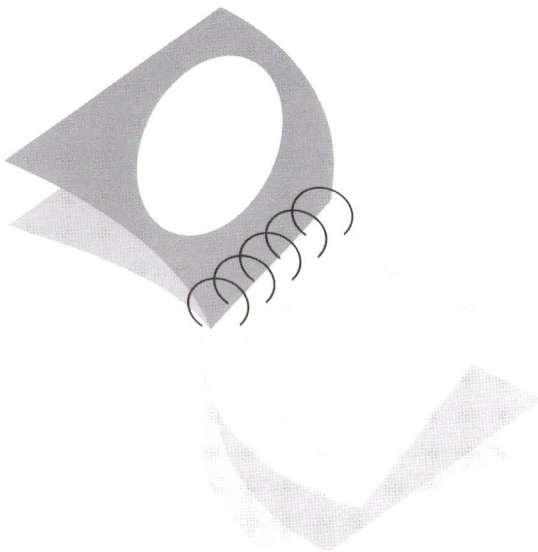


Dear Austin:

You've got to be kidding!! Using TR-3 anything on a Porsche is definitely sub-standard and downright sinful. Poor Dr. Porsche just rolled over in his grave. Say, what kind of Porsche owner are you anyway? You're not one of those closet Triumph owners, are you? I'd never get a question like this from a leather-bound top-down 356 owner --- not ever!! First there was women's rights, then children's' rights and senior and gay rights. Okay, those are all fine with me, but I'll shoot my 356 before you closet Triumph fellas get more driving rights.

You need to throw that TR-3 polish in the trash, or give it to your mother-in-law for nail gloss or mustache bleach. Better yet, sell it on eBay to Triumph owners. They will buy anything with the letters "TR-3" on it. I know of a guy in New Jersey who made a killing selling some MG junk to Triumph owners at a swap meet just by using a "TR" stencil, but that's another story.

Announcing the 2010 Motor City Gruppe Calendar



Your Motor Cities Gruppe will be publishing, as a gift to the members, a full color 2010 Calendar featuring member's cars. Therefore, we are soliciting your favorite photos to be used in the calendar. It is not limited to 12 photos, as we may use several photos for each month.

Please email your photos to Sebastian at spg356@sbcglobal.net as he will be handling the publishing of the calendar.

Please include a description of the car and who the owner is, as we will put a blurb in print at the bottom of each photo.

The deadline is September 15th for photo submission, but the sooner you get the photo in, the better.

This should be great fun!!

The Junkman Hobbyist

By Dan Mazur

So you've got a rust bucket Porsche, what to do?

You decide that it's definitely not worth paying someone to fix and not something to tackle yourself, so you resign yourself to sell it, only to suffer through countless low ball offers rolling in through the Internet. Engines seem to sell for what people want to give for the whole car; it has to be worth more.

Parting it out begins to look pretty attractive. After all, you only take the parts off once, right? And your wife will love that your hobby is finally bringing in money. It could even be fun. A quick check of eBay prices and a little mental math confirms a couple of weekends of work should net a tidy profit. What could be easier? So the decision is made to become a Porsche Parts entrepreneur, despite a nagging fear that your life may soon resemble Fred Sanford rather than Donald Trump.

That's how it was for me when a friend turned me onto a barn find 912 he stumbled across last spring. Having recently completed the parting of the car, I thought I would pass along my thoughts on the experience.

The first thing to do is to get organized. It helps to have a friend with a country house where a Porsche carcass in the front yard is a badge of honor drawing admiration from the neighbors rather than complaints to the sheriff.

Be prepared for an explosion of parts. Porsche parts everywhere - in boxes, in the truck, in the garage, on the front porch and YES in the house - anywhere and everywhere that you can find a spare few centimeters. Keeping track of all this stuff is a challenge in itself. Be prepared with a place to store everything with bags, boxes and shelves. It turns out that storing this stuff ON the car is pretty efficient.

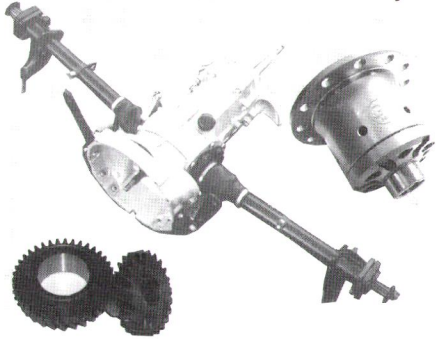
I started by advertising that I was parting the whole car and asked folks to send me their needs. That was a mistake. I was buried in emails. I couldn't keep up and most people made very low offers. I found I had to discipline myself to remove a little and sell it off before removing more. Pace yourself.... and remember, this is fun! I would spend a few hours on Saturday morning taking parts off and loading into my van. On evenings during the week I would sort, clean, photograph, post, and answer emails. By the next weekend a few parts would be sold. When things started to pile up under foot, my wife would help motivate me by miming Jim Cramer from Mad Money... "Sell, Sell, Sell!"

You never know what goodies you may find when you take one of these cars apart. Look with a careful eye and a detective's mind to recognize the diamonds in the rough. But be prepared for disappointments, as I found only half of my treasures actually turned out to be diamonds. Parts were often broken during disassembly or suitable only for restoration.

We are all pretty familiar with buying Porsche parts, but the selling side of the commercial equation can be a real challenge and a learning

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experience. There is an easy way out of this and that is called eBay. However, I steered clear of that and sold mostly through the message boards at various websites including the 356 Talk, Pelican Parts, The Samba, and Early 911s Registry. Using the message boards is a LOT more personal and gave the feeling of being part of a broader community of hobbyists.

Be advised, every message board has its lurkers who reveal themselves with vocal recriminations should you post something for sale without an asking price. Stating a price actually saves time and avoids an awkward buyer/seller show down over a first offer. It does, however, place a burden on the seller to determine a fair price. For me this involved either a lot of homework upfront or a little hit and miss advertising. It pays to be careful as many parts sell for surprisingly little but some thinly traded parts sell for big money. If you are uncertain of value, ask for help in pricing from the boards. Once you have a fair price in mind, be patient. Not everybody is going to need a specific part exactly when you decide to sell it, but a buyer will eventually emerge. I tried to list parts on Fridays so they would be fresh at the top of the list for the weekend shoppers. I received a lot of late-to-the-party buyers through the Samba website - ads seem to run for a long time there.

Take good pictures. Pictures sell. I took a lot of pictures and posted them to a hosted site where buyers simply clicked on my link to view. Remember though, things often look better in pictures and that makes it easy to mislead an eager buyer, so it's good to point out the flaws along with the good.

A PayPal account is a great tool for facilitating a quick sale and a must for handling foreign buyers. Internet buyers tend to vaporize into cyberspace, so if they make a reasonable offer, sell and move on, you will have more to sell tomorrow. Buyers also

tend to be lazy; they expect the seller to do all the work. Be prepared to put out a little extra effort to make a sale. I sold a fender for \$200, and then spent 10 hours to build a crate and get it shipped.

Working out the logistics of packing and shipping items around the globe is empowering and will save you a lot of frustration. Figure this out early. My parts were shipped to Eastern Europe, Australia, Japan and Canada. Most US sales went to California. USPS was almost always the cheapest shipping and you can get discount postage buying on-line. I was also able to get a discount with FedEx by using my company's account. They have a good ground rate and can handle large boxes that are too big for the post office. Find a reliable source for used boxes that you can paw through for just the right size. This usually involves some dumpster diving behind local stores. Most are happy to get rid of the stuff. Don't forget packing for the inside. I always felt lucky when I scored some good bubble wrap.

I eventually reached a point of diminished returns where the small stuff wasn't worth the effort and the sheet metal tub was too difficult to manage. So I boxed up the bits and pieces to carry to the swap meets and listed the remains of the shell on the net and waited for a buyer to find me. That call came on a Monday afternoon. An advertising firm in New York City was putting together a store window display in downtown Chicago and wanted "an old shell of a Porsche car". Mine was perfect... but had to be in Chicago within 22 hours. I went into overdrive to make it happen. I'm pleased to say, what remains of the old 912 Porsche is now on display under bright lights of the big city. For me it was a satisfying end to my adventure as a junkman hobbyist.

The real numbers for parting out a 912: For a whole 912 needing work, \$3k seems to be a price point that draws out many buyers, site unseen, regardless of the condition of the car. Parted out, you can expect 2 to 3 times that. As for time commitment, I purchased the car ten months ago, worked diligently through the fall and winter. What remains is a handful of parts to sell at the swap meet table. For what its worth, I was able to sell all the parts through the Porsche community web sites and did not sell a single part on eBay.

Good luck!



The 2009 L.A. Literature & Swap Meet

and “Other” Activities

By Dennis Denyer

As we have done each year for the past eight or so, a group of Motor Cities Gruppe members traveled out to L.A. for the Porsche / VW Literature & Memorabilia Swap Meet hosted by long-time 356 Registry Members Prescott Kelly, Jim Perrin and Wayne Callaway. This annual Saturday morning event is centered in the LAX Hilton Hotel just outside the Los Angeles International Airport, handy for all who venture great distances to attend. On Sunday is an outdoor and traditional swap meet that has been organized by Bob Campbell. Many of us remember this event as the “Dunkel’s Swap Meet” because, for many years, it was hosted by Peter and Cheryl Dunkel at their vast buildings and lot in Anaheim. A couple of years ago, the Dunkel Brothers relocated their operation from Anaheim to La Mirada, no small task, and with all the time and work involved in the move, the event moved away and to various other host sites. This year, the Sunday Swap Meet was held at the Phoenix Club in Anaheim, just one mile from the former Dunkel Brothers site.

After attending just the Saturday and Sunday events

that first year, the group decided to head west a day or two early to take in all of the automotive attractions in and around Southern California. Attending this year were MCG members Bill & Freda Block, Neil Goldberg, Ted Dunham, Jeff Topf, Lane Mally, Brother John and me. And, in the hotel lobby, we ran into Joe Jakabus, another MCG member. Once there, we hooked up with Howard Yefsky from Chicago, Mark Smedley from Sacramento and Ken Ito from L.A.

Thursday

After our traditional breakfast at the Fantastic Diner (honest, that’s the name!), we headed to Burbank and to Larry Markham’s Motor Works. Larry’s shop is a fixture in Burbank, right on Burbank Boulevard, and specializes in 356 and early 911 mechanical work. There are always some interesting 356s around and this year was no exception. How about an original, unrestored, ’57 Speedster with beehive taillights and a Super engine with Solex Carbs? It appears that Larry had just done a complete engine overhaul and was adjusting the carbs prior to returning the car to its owner. This car was a time

capsule with just the right amount of patina to make it a head-turner!

Next, it was around the corner to Autobooks – Aerobooks on Magnolia Street. This would be the equivalent to our AutoZone in Royal Oak but on steroids!!! You name the automotive book or magazine, they’ve got it. High-end die cast models abound and posters & memorabilia for the eye to behold.





I think everybody bought something, if for nothing else but the airplane ride home.

Then, it was on to the world-renown Jay Leno Collection. We were fortunate to be allowed a return visit after three years and there was even more to see than our last visit. The Collection is up to 127 cars and 93 motorcycles and each is on display and ready for Jay's call. You see, he drives every one! From a solid-tire Mack truck with its side-mounted radiator and a top speed of 25 mph to a turbine-powered motorcycle that can top out in the upper ranges of the 180's! They're all in ready-to-go condition and with no covers. Jay wants to see and admire all of his toys, so he has a full time staff of 2 who keep everything in tip-top appearance. In his shop, there are another 6 or 7 who do everything from keeping his stationary steam engine with an 8 foot flywheel operational, to full restorations on anything from Jay's Saab 92 to his Rolls Royce boattail Speedster powered by a Rolls Royce Merlin Aircraft Engine from a P-51 Mustang, all 1,650 cubic inches! Our tour took us over 2 hours and included lots of time in Jay's state-of-the-art shop that is complete with virtually every tool imaginable for working on classics. Everything from a water-jet cutter to his newest tool; a 3-dimensional digital scanner that will measure and scan over one million points on an object, and then will make that same part out of polycarbonate (plastic), all in a matter of minutes. The plastic part, an exact duplicate of the original

metal part, can then be transferred to their CNC machine where it can be duplicated in steel. For a serious restorer / collector of old cars, this machine is invaluable because it can make virtually any part for any machine. An amazing machine, for sure.

Then, it was back in the van for a short drive to the NBC / Universal Studios, a quick lunch and to our reserved seats for the taping of the Tonight Show. We saw a zookeeper from the L.A. Zoo with some animals, the young British actress Sienna Miller and singer

Tom Jones. Afterwards, we had a couple of minutes with Jay Leno and had our pictures taken with him.



Next, it was on to the private collection of Michael

Malamut in Thousand Oaks. Mike was kind enough to host an open house and we saw his nearly 75 cars. There was an assortment of outstanding Porsches, micro-mini cars, VW minibuses and some American iron, all outstanding examples and each fully restored. An eclectic collection, for sure, but one that was a treat to see. Dinner was catered and it was fun to mingle with Porschephiles from all over the Country.

Friday

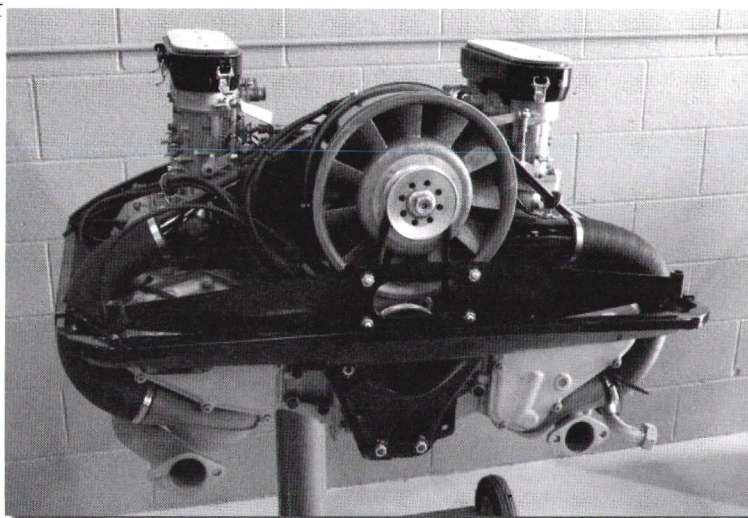
Our Friday was pretty much a repeat of previous years but is always enjoyable. We started out at European Collectibles in Costa Mesa and looked over their inventory of nearly 100 cars for sale,

mostly Porsches. They've gotten into early 911s and 912s in a big way but still have a large selection of 356s. Most are nice drivers with a couple restoration projects and a few really outstanding examples including some four-cam cars. They have a very rare and most unique Porsche on hand; a painted dash 1965 912 in Champagne Yellow, a personal favorite of mine. This is one of the very first 912s built with many carry-over components from the 356 era. The European Collectibles website is a good one to catch; it gives us easterners a glimpse of where the values of our cars are at. Because they export many of their cars, it's a good indication of the market.

Next was a new place for us and with a very unlikely name, AutoKennel. Here, we saw an assortment of German cars, including a 934 and five 911s, all perfectly restored and spectacular! One belonged to Registry member, Bob Smith from Arizona. Then it was off to a favorite of ours, Bill Perrone's Parts Shop in Huntington Beach. Bill's place is special because, where else can you see a 550, an Elva Porsche and a Carrera 2, all four cam cars and under one roof??? Plus, Bill has quite a treasure trove of 356 parts, both body and mechanical parts. There are around one dozen engine lids along the back wall with engines and transmissions along the floor under some shelves. One shelf has doors stacked like cordwood! And one wall is dedicated to NOS sheet metal, ever seen that? Bill is a really nice guy and

takes the time to welcome everyone and answer any questions one may have.

Our final visit for Friday was to John Willhoit's fine restoration shop. The addition his building was finished and it was filled with Porsches both complete and under restoration. We had a chance to see 356s and early 911s in bare metal and after paint & polish, in all of their glory! Pretty Cool! John had some of his 1925cc 356 engines on display,

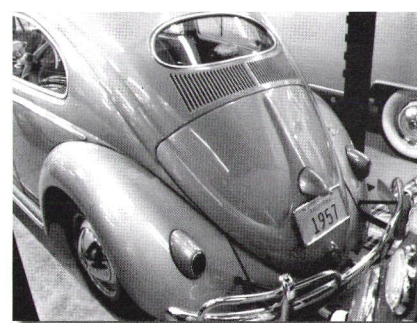
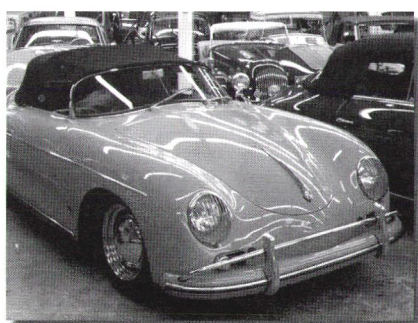


complete with fuel injection and a crank-fire ignition, just about as close to a 21st century 356 engine as one can find. And there were a couple of items of particular interest to a

couple of our gang but you'll have to wait to see them come Spring, as I know that there were some orders placed on the spot. Willhoit's is, without a doubt, the finest Porsche restoration shop that one can find. There may be one or two that are as good but I don't believe you can find one that is any better. John and his crew still have a one-year backlog of work.

Saturday

The Literature & Memorabilia Swap Meet has been the main attraction that has fueled this weekend and



it continued this year. Prescott Kelly reported that the number of vendors was equal with the number from last year; though some waited to the last



minute to reserve their space. Attendance seemed to be on a par with last year and the only person visibly absent was Jerry Seinfeld. He could always be counted upon to attend and drive something “special” to the event. Each year, it seems that there are a few more European vendors present and even the long-time ones bring new, added products to sell. Admission is \$10 at the official opening but early birds can enter two hours early for \$30 and it seems that the attendees are equally split.

The afternoon saw our intrepid group heading south on the 405 / 5 to Escondido to another restoration shop, Hjeltness Restoration. Owner Jerry Hjeltness and his crew are legends for their work on Mercedes Benz, and more specifically, the 300SL Roadsters and Gullwings. In the shop were a Gullwing and a Roadster belonging to the recently passed Weston Hook and his widow, Elona. Weston was a Registry member and the keeper of John Denyer’s ’64 SC Coupe. Both 300SLs are many-time Concours winners and the Gullwing would take your breath away. Finished in a color called “Strawberry”, it is rated as the very top Gullwing in the U.S. This car has never seen a road since its restoration a few years ago, spending its time being trailered to and from the top shows in the country. Complete with Rudge knock-off wheels and a very light-cream leather interior with plaid

inserts in the seats, it is spectacular. Everyone in our group was taken by its beauty. Maybe not as spectacular but every bit as well done was an M-B 220 3.5 Cabriolet. Unique, in that it was the first of this style with a 3.5 litre V-8 engine, it was also restored by Hjeltness & crew and finished in a blue metallic. Also there were two other 300SL Roadsters; one finished and the second midway through metalwork. It was interesting to see the quality of craftsmanship performed in this shop.

To cap off the weekend, our group enjoyed a very nice Italian dinner in the Phil Hill Room of the Il Fornaio Restaurant in Santa Monica and we lifted our glass in tribute to Phil and to our group.

What an enjoyable week we had! The truly amazing thing about Southern California is we probably missed more interesting car stuff than we actually saw. Sure, the Jay Leno Collection is well known and is, truly, something to behold. But how many other collections are there, like the one by Michael Malamut? There must be more than just a few. My job is to ferret out these collections and see if their owners would permit a group of, reasonably respectable and well-behaved, gentlemen to visit and enjoy.







Wheels & Tires

By Gerald Van Vliet

Recently I acquired a new Porsche (66' 912) and with it came a dilemma. The car has 4 ½" Fuchs wheels with 165 x 15 tires. My dilemma: do I keep the wheels (which are rare) and tires, which are on the car, or do I up size to larger wheels (6 x 15) and tires (195/65 x 15)?

Not being sure which way to go, I decided to ask the experts and stopped over at Stuart Tool on a Saturday morning to get the consensus of that esteemed group. As luck would have it, the morning I showed up, the whole gang was there.

What I found out after querying everyone who would listen and offer an opinion was that there is NO consensus on wheels and tires.

The majority opted for larger tires and consequently larger wheels (sell the Fuchs and pocket the profit). However, those who favor 165/80 x 15 tires are very adamant in their opinion as to why that is the "proper" choice.

The reasoning for 165s briefly breaks down into two arguments:

- 1) 165s are what the cars came with originally (not exactly, but I'll get to that) which then revolves around looks and the functionality of tires with rounded shoulders, and;
- 2) Unsprung weight.

Let's address the weight issue first,

as this is an objective issue rather than the more subjective issue of looks and functionality on 356s, of old "style" tires versus modern tires.

For this analysis I am going to concern myself only with cars that came with 4 ½" x 15 wheels. Although I am personally working with a 912, I believe the arguments pro and con are equally appropriate to 356s owners as well.

I will differentiate between wheels for drum brake and disc brake cars as we go along.

Prior to the introduction of radial ply tires in the mid sixties, 356s came with 5.60 x 15 bias ply tires on 4 ½" steel wheels. This combination weighs 32 pounds. I know this because my 1960 356 had its original spare tire and wheel, a 5.60 Continental on a 4 ½" painted steel wheel. It was weighed by UPS at 32 pounds.

When Porsche began offering a radial tire on 356s (Cs and SCs), the tire they offered was a Dunlop SP. This tire was a 165/80 x 15. Unfortunately, I have been unable to find out the weight for this tire. I would hazard a guess that the original Dunlop SP weighed approximately the same as the bias ply tire it replaced.

The current 165 tire most people use on their 356 is the Kumho 165/80. This tire weighs seventeen

pounds. A 4 ½" painted steel wheel (drum brake car) weighs fifteen pounds. The same wheel for a disc brake car weighs 17.1 pounds, painted and 15.8 pounds chromed (All wheel weights are taken from a 2003 Registry Tech article on wheels for 356s).

Therefore, using a 165/80 x 15 Kumho on a steel wheel is neutral as to weight versus the "original" tire wheel combination with a bias ply tire.

A modern 195/65 x 15 tire generally weighs from eighteen to nineteen pounds, and can go as high as 21 + pounds depending upon the manufacture.

Thus, upsizing to the larger tire is a 2 - 4 pound weight penalty per wheel. If this were the extent of the penalty most people would probably not argue feeling the gain in grip and ride quality offsets the weight penalty. However, NOBODY advises anyone to mount a 195/65 x 15 on a 4 ½" rim. Therefore, to accommodate the larger tire you need to upgrade to a 5 ½" wheel, at a minimum.

Based upon the available data, a 5 ½" painted wheel (drum brake car) weighs 16.2 pounds. A 5 ½" chrome wheel for a disc brake car weighs 19.2 pounds (I was unable to find the weight of a painted wheel for a disc brake car).

Thus, with the bigger tire and necessarily larger wheel you are going to experience a gain of from 2.2 pounds to 3.2 pounds, or more, per corner on a drum brake car and from 3.4 pounds to 4.4 pounds per corner on a disc brake car. At a minimum you are going to experience a 6.9% to 10% gain in weight on a drum brake car and a little more with a disc brake car.

Let me digress for a paragraph on my experience with the upgrade to larger tires. When my 356 had 165s on it, I could easily grasp a front wheel and turn it while the car was sitting. When I upsized to 195s I could still use my hands to turn the wheels when sitting still, however it required much more effort. When driving I never noticed the additional weight at speed, but at low speeds around town the car definitely felt less "nimble". Driving a car without power steering, that has a tire which is heavier and with a larger contact patch is bound to affect its low speed feel.

So what options do you have if you want the larger tires but do not want to suffer the weight penalty and heavier feel of the larger tire wheel combination – the answer is: FUCHS!!

A 5 ½" Fuch weighs TEN pounds, a 6" Fuchs weighs TWELVE pounds. Thus a 6" Fuchs with a heavy (21 lb.) 195/65 tires still leaves you one pound under the "original" tire wheel combination's weight.

This is fine if you have a disc brake car and bolt on a set of Fuchs. What do you do if you have

drum brake car? The answer is how much money do you want to spend? West Coast Haus offers a 5" or a 6" aluminum drum brake wheel, which weigh 10.2 pounds and 11.5 pounds respectively. However, these wheels currently cost \$500.00 per wheel.

If you are a disc brake car owner, and want to maintain the look of the original wheels, they also offer their wheels in polished aluminum for disc brake cars. The weights for these wheels are 11.5 pounds for a 5" wheel and 12 pounds for a 6" wheel.

On the matter of "shape," I believe the "originality" mavens have a stronger argument. The truth is they don't make tires like they used to. Today's modern 195/65 x 15 tires have a much squarer shoulder than the Dunlops that Porsches were specified with when radial tires were first offered on 356s. My 356 had Michelin ZXs on it when I got it and they bear no resemblance to the 195/65 Pirelli P4000s replacements. The 165 Michelin XVXs on my 912, while newer than the ZXs on my 356, are, in fact, closer to the ZXs than the Pirelli 4000s in appearance. I am not a tire engineer but the mathematics tell you that a tire with an aspect ratio of 65 is going to be squarer than one with an aspect ratio of 80.

While on the subject of tires, my recent discussions with the Tire Rack, in gathering information for this article, advised me that Kumho is discontinuing production of their 165/80 x 15 tires. An alternative source that I checked with is Coker Tire Co. who offer several 165 x

15s - but not at the Kumho prices! Checking further I saw 185/65 X 15s at Sam's Club. The problem with this size is that to achieve the same tire circumference a 185 tire needs an aspect ratio of 75, not 65. This size tire is going throw off your speedometer as the tire has a smaller circumference than a 165/80 or 195/65 - for every 10 mm you increase the size of the tire you must reduce its aspect ratio by 5 in order to maintain the same circumference.

So, as I began this discussion, I end with the question of what tire and wheel combination I want to go forward with on my 912. If the car did not have the 4 ½" Fuchs already on it, it would be a no brainer and I would up size to 195/65s on 5 ½" or 6" Fuchs. However, because of the relative rarity of the 4 ½", Fuchs I am strongly inclined to continue using them and simply get new 165s. I think my final decision is to going to be strongly influenced by the use I intend for the car. It certainly is going to be an everyday use car. (I have to make up for all the years my 356 sat in my garage, unused). I intend to use it on sightseeing trips around New England with my wife, so high speed driving and handling will not be a factor in the decision process. On the other hand, it will certainly never be in a concours entrant where originality is a premium.

I am leaning towards obtaining a set of 6" Fuchs and mount them with 195/65s. I'll try them, and if I do not like the effect, take them off, sell them and go with 165s on the 4 ½" Fuchs.

For Speeds and Drum Brakes

By Tom Tate, Boston, MA

This time of year always finds folks looking at the travel section of the paper for longer periods of time and I am no exception. Foreign countries with fancy restaurants don't do anything for me. My winter trip usually includes the Barrett Jackson Auction in Phoenix in January, since my son and his family live in the area. All I need is some car activities and temperatures in the 70's and I'm a happy guy.

This year I had to choose between the auction and an autocross put on by the Arizona Region of the Porsche Club. That was an easy decision to make since Rob has a 914 that is ready to run and I had been to the auction for the last three years and nothing had followed me home.

There was also a '59 356 sitting in his driveway that I had bought in California that we wanted to spend a little time on. See, it was still a true statement to say the nothing had followed me home.

That car had followed me to Rob's house. It was running poorly and needed some attention. The seats were out of a Toyota (I think) and I had shipped a correct set out a few weeks before. Another opportunity to help the next generation learn about early Porsches.

The 914 had followed an interesting path. Some years ago as he was negotiating with a seller on the price of a house, Rob saw a '76 914 apart in the garage of the house in question. It was an Arizona car that was rust free but with the engine out. The owner had pulled the engine, rebuilt it but never got around to installing it back into the car. The sun had taken its toll on the paint as the horizontal surfaces had turned the silver paint to dust. It needed a lot of TLC. When the seller got to his final price the deal was sealed when he was asked to throw in the car. Done. A little assembly, a little paint, and bingo - a new car in the garage. With a set of street tires mounted on the alloy wheels it was ready for Rob's son, Marc, to claim when his learners permit

arrived. Trouble was that by then the car looked so good that it went into the loaner category not the gift category. Whatever the category it was available as a rent-a-racer. Besides, it was another chance to see if I still had what it takes to keep my son in second place.

The morning of the event I told Marc that I would drive the 914 over to the event to get used to it and he could drive it back. With a stock muffler, no sway bars and stock shocks the 33-year-old car was a joy to drive on the highway. I didn't feel every bump on the Interstate, not that there are any in Arizona, and without race tires it didn't dart all over the road. I could even talk without yelling at 70 mph. All that and 30 miles per gallon on regular gas - what a great car. Marc had spent some time behind the wheel and his performance at the autocross proved it. He never missed a shift and seemed comfortable with tossing the car around even though it was only his second autocross. I was his instructor for the day and the only suggestion that I had to make was the same one that I make to every new driver, "look ahead".

The Region had about 38 drivers at the event, which gave us plenty of runs. They use a practice lap followed by two timed laps on a 45-second course. It doesn't seem like much time but after three laps (I know they call it a practice lap but practice is at full speed) you know that you have been working. We got in three sets of laps which meant that the poor 914 had its wheels run off that day. Our times were close and all of us got faster as the day went along. We even beat a couple of Boxsters and a Cayman and they were on race tires.

With the event over, we packed up our gear and started back home. Marc and I followed Rob, who was driving his BMW 540. As a passenger, I was hoping that they weren't going to make it a drag race as we rolled up the ramp onto I-10. Marc dropped it into fifth at a sedate 60 mph with a big

grin on his face. I complimented him on how smooth he was as he informed me that it was the first he had ever driven on the highway. He was having a great time. With a couple of hints about checking mirrors and keeping a safe distance from the car ahead we cruised on home without incident. His lane changes were a little sudden at first but even that got smooth with a little practice. I know that I couldn't improve as fast on one of his video games as he did driving that 914. The car really seemed to like him.

When we got home Rob was quick to walk up to the car to ask how he'd done. I told him that he drove it like a pro as Rob explained that it was his first run on the Interstate. Thanks Rob - it was a good thing that the bar was open as soon as we got home.

After a taste of how these old cars went when put together we had lots of help the next day when we tackled the 356. Even Louie, the younger brother, and Rob's wife, Marie got into the act.

I cleaned up the seat rails with a wire wheel and some rattle can paint and after a couple of tries the correct seats were sliding back and forth like new. Marc set to work cleaning the rims of red overspray. I assisted by watching him over my shoulder and giving instructions. He loosened all the lug nuts as I instructed before jacking up the car. With the rear



up on jack stands he took off the right rear tire and when I looked back he was taking off the right front tire too. But it wasn't up off the ground, oops. There was still one lug nut on when I caught the error. No harm, no foul. Marc said I told him to jack up the car and take off the right side wheels. That's what he was doing. I really shouldn't make any assumptions

of knowledge when working with someone new to the hobby.

With the rear wheels off and some time spent with steel wool, the drums looked great in no time. The best part about cleaning old cars is the immediate results. Fifteen minutes of elbow grease and old parts look like new. It wasn't a video game but it definitely held the younger generation's attention for the rest of the afternoon.

Meanwhile, Rob and I were busy trying to find out why the engine was running poorly. With only four cylinders and two carburetors there really isn't much to check. The car had gas, there was spark at the points but when Rob had driven the car around the neighborhood he said that it felt like it was running on 3. With the engine running I pulled the spark plug wire off cylinder number 2 (easiest one to reach) and nothing changed. That told me that cylinder number 2 was not firing. I reached down and felt the exhaust pipe; it was cold. We shut the engine off and pulled out the spark plug. It was covered with gas so fuel wasn't the problem, if anything it was getting too much fuel. I hooked the wire to the plug and held it against the engine case and had Rob crank the engine over. Plenty of spark appeared on the plug, so I had spark and fuel but no combustion. It was time for dinner so we went

inside to discuss all the things that could be wrong with the 50-year-old engine.

No combustion could be due to no compression so the valves were suspect. If cylinder number two was flooding since there was one carburetor for both cylinders on that side, cylinder number one should be flooding too, but I had stopped looking

when I found the first dead cylinder. Broken rings and stuck floats were also discussed.

The next day I removed the valve cover to check valve clearances while the engine was still cold. They were just fine.

The engine fired up easily but again ran poorly. It only took a minute to discover that neither cylinder on the right side was firing. This definitely pointed to a carb problem. Rob was surprised to find that he had driven the car around the neighborhood on only two cylinders. Amazing little cars these 356s.

Thinking it might be just a stuck float I removed the top of the carb and peered down inside. The entire float chamber was filled with what looked like dried cottage cheese. What a mess. The dried goo was keeping the float from rising, which was causing gas to flood the float bowl and spill into the combustion chambers, keeping them from firing properly. Four bolts freed the carb and the task of cleaning out the junk began. An Exacto knife, a used toothbrush, a small wire wheel and lots of rags were all used to remove the pieces from the float bowl and all the jets. Since we didn't have a gasket kit I sent Rob over to FLAPS (friendly local auto parts store) to get a roll of gasket material. He made a new top gasket using the old one as a pattern along with a pen, a hand drill and a pair of scissors and was amazed

when it worked perfectly. The old ways are the best ways, especially when you don't have a choice.

Rob suggested that we pull the top off the other carb to check it, good advice. Since it was working fine I really didn't want to look, invoking that saying about "if it ain't broke, etc" but it was the right thing to do. The top came off easily and the inside was clean as new. Now figure that out. Had the previous owner cleaned just one? Replaced one? What? Guess we really don't need to know as long as it works.

The only other problem was that we ran it out of gas while we were doing all this carb work and that took a few minutes to figure out. OK more than a few minutes. Don't ask.

A test drive around the block with Marc the new driver and resident wheel cleaner made the weekend a success. eBay here we come. That and the fact that I was the fastest autocross driver in the silver 914 and won the class in the owner's car. You just have to keep those kids in their place.



"SAVE THE DATE"

356 MOTOR CITIES GRUPPE

WHEN: SUNDAY, JULY 26TH

WHERE: THE HEILMANN'S

Mike & Maureen Heilmann will host this year's picnic at their beautiful home in Milford. There will be lots of great food, friendship, and of course - 356's - so mark your calendars now.

MORE DETAILS TO FOLLOW IN THE JUNE ISSUE OF AUSPUFF ROAR

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PORSCHE

1st Annual 356 Motor Cities Gruppe

"Mild to Wild" was the theme for the MCG Midwinter Chili Cook-Off on Valentines Day, 2009. This was a typical Michigan winter day, but the event, organized by Barbara Skirmants, brought some welcome warmth to the attendees.

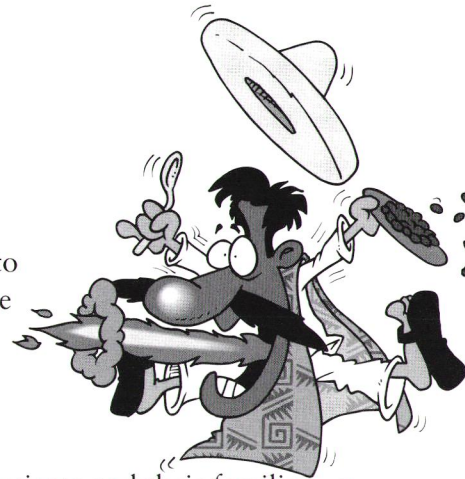
The first ray of sunshine was the venue. Barbara made an excellent choice for the location. Leon and Lulu (named after the owner's pets) is a charming store located in Clawson, MI. They carry a delightful mixture of furniture, home accessories, books, toys, jewelry, lotions and potions and feature a coffee bar and a charming four-legged greeter named Spot. Their building was once a classic roller-skating rink, the historic Ambassador Roller Rink, and the evidence of that still exists in the many pairs of old skates hanging on the walls and the wide-open space with original wood floors. Each area of the store holds new, fun and fascinating things to look at (and purchase, of course). In between chatting, eating and voting on the excellent selection of unique chili recipes, it was fun to prowl for loot the entire night. During the evening, guests could have refills from the coffee bar via an energetic young store employee on roller skates.

Owners Stephen Scannell and Mary Liz Curtin, long

time MCG members and close friends of Vic and Barbara Skirmants, were incredibly gracious hosts and allowed us to set up shop right in the middle of their store. They donated 10% of all sales during our event to Gilda's Club (a charity for cancer patients and their families - a terrific cause).

In addition to our Motor Cities Gruppe, we invited our friends from the Southeast Michigan Porsche Club of America (SEM/PCA) and we had a nice mix from both clubs. It was good to see new faces as well as the familiar faces of our club members. Everyone had a great time. It really was a spectacular event.

Of course the food added loads of *heat* to the evening! Each of the twelve chili entries was delicious and very different from each other. It's interesting how much variety each person brings to this wintertime staple. The recipes ranged from *very spicy* to mild. Every chef put their own spin on their chili with spices, vegetables, different meats and sauces.



Chili Cook-Off Party!

By Teri Hudson

Voters were invited to sample and vote on all twelve entries, then go back for larger helpings of their favorites. We had all the “fixins” to go along with the chili, including cheese, sour cream, corn bread and other breads as well. Additionally, there were lots of delicious appetizers and sides and a large table of desserts, many of which caught the eye of other store patrons as well. No one went hungry that night!

Tasting, voting and socializing went on for some time. While some folks were having seconds, and/or desert, the votes were being counted.

Readers will be happy to note that the recipes for the top three entries have been included in this issue.

The winning Chili Chefs were:

1st – John & Veronica Jason

2nd – Tom & Jan Downey

3rd – Polly & Gerald VanVliet

The prizes were lovely oil lamps from Leon and Lulu, courtesy of the Motor Cities Gruppe.

All the chefs can feel proud about the great culinary experiences they provided to everyone who attended. Many thanks to Barbara Skirmants for organizing such a great inaugural event. We also want to thank our hosts, Stephen Scannell and Mary Liz Curtin at Leon and Lulu, for their hospitality, and thanks to all who participated for making this great Mid-Winter “Warm-Up” a huge success!

Editors note: For those that could not make it, visit Leon & Lulu's website at: www.leonandlulu.com



Winning Chili Recipes

Ancho Chili Con Carne – by John & Veronica Jason

3 pounds Ground Beef	2 cloves Fresh Garlic
2 pkts Taco Seasoning	2 cans Tomato Sauce
6 oz Dried Ancho Chiles-rehydrated	2 cans Cooked Black Beans
2 tablespoons Butter	2 teaspoons Cumin
2 cups Diced Onions	1 tablespoon Chili Powder
2 cups Diced Red Bell Peppers	SEA SALT to taste
1 cup Diced Celery	

Start by removing the tops and seeds from the dried chiles. Place them in a large bowl and steep in hot water. Remove the chiles and scrape the meat from the inside of the skin. Reserve the “meat” and discard the skins.

Heat a large stock pot, very hot, and brown the ground beef. Stir in the taco seasoning, then remove the meat a collander and drain off excess fat, reserve.

Place the butter in the same pot you browned the meat and sautee the onions and peppers until caramelized (turning a nice brown color).

Add in the celery and garlic, continue to saute lightly. Add the ground beef and the chile paste, mix well.

Add the remaining ingredients, tomato sauce, black beans, and seasonings. Simmer in a covered pot, over a low-medium simmer for about 1 1/2 hours.

Adjust the seasoning at the end with sea salt to taste, and perhaps a little more chili powder.

“Arizona Outlaw” Pork Green Chili – by Tom & Jan Downey

Ingredients

- 1 ½ pounds pork shoulder (usually found as shoulder pork chops) cut in ½ inch cubes
- 1 large onion, diced
- 3 cloves minced garlic
- 1 stalk celery, diced
- 1 green bell pepper, diced
- 5 small cans diced green chilies (cans are about 4-5 ounces. Do not use jalapenos unless you want to fry your mouth. Heat will come later).
- 1 ½ – 2 cups chicken stock unless you want it soupy, then add more
- 1 bay leaf
- 1 tsp. dried oregano
- 1 bunch of cilantro
- 1 chipotle pepper in adobo sauce (this adds heat and smoke; 1 pepper is hot, 2 are burning, 3 are blow off the top of your head. You have been warned!) If you cannot find the chipotle in adobo sauce, you can substitute chipotle tobasco sauce, but be careful!
- kosher salt and black pepper to taste

Method:

- In a large, heavy bottomed pot, add vegetable oil and brown the pork shoulder, do not crowd the meat in the pan, so may need to do in batches. Remove the meat from the pot
- Add additional oil if needed and saute’ onions, garlic, celery, green pepper with the salt and pepper until soft.
- Add green chilies, chipotle pepper, half of the cilantro (including the stems, chopped), stock, bay leaf, and oregano
- Bring to a simmer, then cook uncovered for 25 minute
- Add beans and a handful of chopped cilantro, taste and adjust salt and pepper as needed

Garnish with cilantro, sour cream, and shredded sharp cheddar cheese. Be sure to remove the bay leaf. This makes 6 large bowls of chili, enough for 6 adults or 2 adults and one teenage boy.

Black Bean Chili (Low Fat) – by Gerald & Polly Van Vliet

Ingredients

- 1 Onion (8 oz.) - Chopped
- 2 Teaspoons (Minced) Garlic
- 2-3 Teaspoons Olive Oil
- 3 Cans (14 ½ oz) Black Beans (Drained and Rinsed)
- 1 Large Can Diced Tomatoes
- 1 ½ Teaspoons Ground Cumin
- 1/4 - 1/3 Cup (Depending on how much you like cilantro) Chopped Fresh Cilantro
- 1 Tablespoon Rice Vinegar

1 Chipotle Chili - Minced

(I used a canned chipotle chili and a tablespoon of the adobe sauce)

If you want to make this with meat I suggest that you get ½ lb. (or more, depending on how much meat you want in the chili) of Chirizo sausage, slice open the casing and break up the sausage using it as you would ground meat. This obviously negates the low fat aspect of the chili.

Cooking Directions

1. In a 3-4 quart pan over medium-high heat, cook onion, garlic and meat in olive oil stirring often until meat and onions have browned. 6-8 minutes. Remove any liquid fat from pan before going to next step.
 2. Add beans, tomatoes (and their juice), cumin and 1/2 cup water to pan. Bring to boil, then reduce heat and simmer, stirring occasionally for 15 minutes.
 3. After 15 minutes stir in cilantro, minced chipotle and vinegar. Salt to taste, remove from heat and serve.
- When serving each bowlful, it can be topped with a dollop of sour cream and a small sprig of cilantro.

Custom Gas Pump Creations

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GasBoy Pump

Pump body
sandblasted
inside and out



Other themes & pump
styles available...email
hudson@chartermi.net
for color photos, see
project356.com/pump

- **Base coat / clear coat
- **Custom 356 graphics
- **New face plate
- **Computer numbers permanently set to "356"
- **Light weight, easily moved around garage or den
- **Globe has 40 watt light bulb
- **Other pump styles available
- **Your favorite 356 can be featured on front graphic

***Contact:

TomHudson
H)989-743-6775
C)810-853-8608



Motor Cities Gruppe Calendar

2009

MARCH

7-8th – LA Toy, Literature & Swap Meet

7-8th – HSR Vintage Races at Sebring, FL

21st – MCG Board Meeting - 10:00AM at Neils

APRIL

25th – Hershey Swap Meet

MAY

9th – Devil is in the Details - Munks

17th – Board Meeting (preceding trip to Snooks)

17th – Spring Tour - Snooks in Bowling Green, Ohio

Host: Sebastian

JUNE

13-14th – Stoddards Swap Meet (tentative date)

26-27th – Bay Harbor Concours (Friday & Saturday Event)

24-28th – SVRA at Mid-Ohio Vintage Races

29-July 4th – Porsche Parade - Colorado

www.porscheparade2009.com

JULY

18-19th – Brian Redman Race at Road America, WI

26th – MCG Board Meeting (Briefly at Heilmanns)
Start nominations for 2009 election

26th – MCG Picnic at the Heilmanns
Host: Mike & Maureen Heilmann

AUGUST

2nd – Meadowbrook Concours in Rochester Hills, Michigan

8th & 9th – Alden Classic Sports Car Show

15th – Back to Bricks in Flint, Michigan
Contact Tom & Teri Hudson for information

15th – Back to Bricks in Flint, Michigan

Contact Tom & Teri Hudson for information

15th – Woodward Dream Cruise

SEPTEMBER

5th – MCG Board Meeting - 10:00AM at Neils

Establish ballot for all 2009 candidates

9-11th – Watkins Glen SVRA Vintage Races

10-13th – East Coast Holiday - West Baden, Indiana
Host: Dave Preston (for local caravan)

20th – Drive your Porsche Day 2009
Form a group and drive your 356!

OCTOBER

3rd-4th – Fall Color Tour in Tawas, Michigan
Host: Barbara Skirmants

14-18th – West Coast Holiday in Sedona, Arizona

NOVEMBER

7th – MCG Board Meeting - 10:00AM at Neils
Initiate 2009 Election

DECEMBER

6th – Christmas Party - Canterbury Village

4 R Kustoms

71717 Lucille Dr., Richmond, MI 48062

Automotive Color Styling Refinishing Restorations

Richard Olivero
Owner
Division of 4R Enterprises

Phone: 248-219-0416
Email: UT7000@aol.com
Web: www.4RKustoms.com



Classifieds

1980 911 SC sunroof coupe silver over black, no tail, SSI heat exchangers, polished stainless muffler, engine/trans professionally built by Wayne Kadrovach 15k miles ago with all new head studs, intermediate shaft, bearings, seals, etc, head work done, new clutch/ pressure plate and clutch cable, all new oil lines and oil cooler, alternator professionally rebuilt, new starter, braided plug wires installed, short shift, MOMO shift knob, steering wheel recovered by Alan Gunn Leather along with Alan Gunn shift boot and parking brake boot, Lloyd mats, Fuchs wheels by Wheel Enhancement, lowered to European specs and 4-wheel alignment done, Sanden rotary AC compressor, new Kumho tires, brakes serviced recently, Turbo Tie rods, Turbo valve covers, new fog light lenses, new "smile", 3rd brake light, 12 disc CD changer, new trunk carpet, new battery, interior is original with a nice patina and excellent black headliner, paint in excellent condition with no rust or corrosion, new windshield with new seal, sunroof works perfectly, new rear turn signal lenses, new ignition switch/lock (1 key works all locks), new CV joints (all four), Carrera tensioners, pop off valve, Mobil 1 oil until last oil change (200 miles ago) switched to Brad Penn 20w50 for ZDDP, valves adjusted 3,000 miles ago, everything works, including intermittent wipers. Original tool kit and air compressor are included. A real gem, this car drives as a 911 should. Have driven car on several long trips, very, very reliable. If you want a 911 to just enjoy without the work, this car is for you. 98k on well maintained chassis, 15k on drivetrain. \$19,900 Sebastian Gaeta 734-645-9381 or spg356@sbcglobal.net

For Sale: 912/911 Parts - Steering Rack, "J" Pipes & Flapper Boxes, Heater Valves, 912 Engine Sheet Metal, Fan Housing, Door Latch, Door Panels (black), Horn Grille (RH), Tach, Speedo, Temperature Gauge, Fuel Gauge, Clock, Vent Box. All parts are in good to excellent condition. Buyer pays shipping. Contact: Bill Hallandal, 7200 Power Drive Bellaire, MI. 49615 (231) 377-9310 PCA# 1988126756 - 356 Registry # 5102

SAVE THE DATE!

2009 Motor Cities Gruppe Spring Tour

Hosted by Sebastian Gaeta

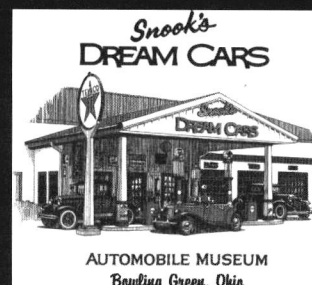
Saturday May 16th 2009

Meet at the McDonald's off of the US-23 Milan exit # 27

Arrive 10:30 AM. Tour departs 11:15 AM

We will cruise to the original Tony Packo's (1902 Front Street, Toledo, OH 43605) for lunch and then drive to Snook's Dream Cars (13920 County Home Rd, Bowling Green, OH 43402). From there we will be on our own to return back to Michigan or to cruise around the Bowling Green, Ohio area

Please RSVP to Sebastian Gaeta at 734-645-9381 or spg356@sbcglobal.net





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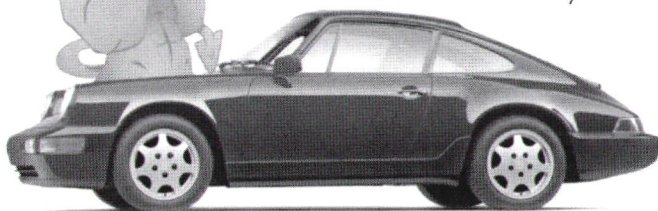
www.GilsonMotorSports.com

4535 Delemere Blvd. Royal Oak, MI 48073

The Devil's in the Details



*If you appreciate driving a clean,
polished and well cared for Porsche,
this event is for you*



Saturday, May 9th
10 am to 4 pm
at Munk's Motors
in Waterford

This clinic is for the Porsche enthusiast who actually DRIVES the car. Learn about safely cleaning and detailing your car to take it to the "next level" of appreciation. When people ask, "How did you get your car to look so great?" or "Who detailed your Porsche?" you can say, "I did!"

Pre-registration is NOT required. For more information or to have your car featured, e-mail: **devil@munks.com**

Goodie bags • Food & drink • Raffles

2007 ECH Merchandise

— Still Available

For more information, contact:

Barbara Skirmants
3359 Kings Mill Road
North Branch, MI 48461
skirmants@hughes.net
Ph: 810-688-9090
Fx: 810-688-9091

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Goodie Bag \$5.00

Event Patch with ECH Logo \$5.00

Event Lapel Pin \$5.00

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Long Sleeve Event Shirt \$45.00

Soft Cooler \$23.00

Windbreaker Jacket

with Event Logo \$40.00

Wine Glasses, set of 4,

with Event Logo \$35.00

Wine Bottle 750 ml, with Etched

& Painted Event Logo \$75.00

356 MCG Car Badge \$35.00

356 MCG Patch \$5.00

Member & Website Information

The membership address list will be updated and mailed to all members with dues paid to the current date. Check your address label for the year to see if current.

Please send current dues to Barbara Skirmants, 3359 Kings Mill Road, North Branch, MI 48461. Dues are \$20.00 per year.

Send current email addresses to Barbara at:
skirmants@hughes.net

Please review our website, www.356mcg.com, regularly for current Gruppe information. Send any updated information, new pictures, calendar submissions, etc. to Tom Hudson at hudson@chartermi.net

Motor Citites Gruppe Membership Form

Join the Motor Cities Gruppe Club or renew your membership. \$20.00 per year includes six (6) issues of Auspuff Roar and email announcements for events, etc.

Name _____

Address _____

City, State, Zip _____

Phone (H) _____ W _____

Cell _____

Email (very important) _____

Please mail this form and make check payable to:

Motor Cities Gruppe
3359 Kings Mill Road
North Branch, MI 48461

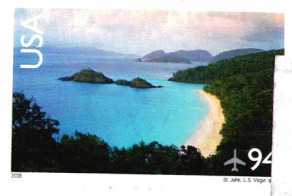
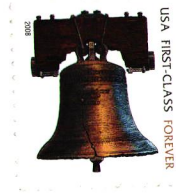
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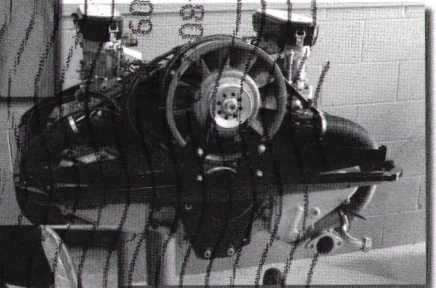
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