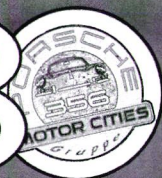


Auspuff Roar

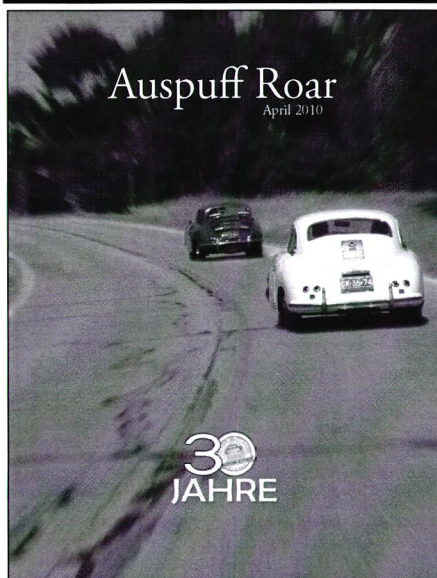
April 2010



30 JAHRE



On The Cover



Brad Richards and Sebastian Gaeta returning from the 2002 Auburn Indiana swap meet. Photo taken by Gottfried Hogh over the windshield of his Boxster.

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

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356 Motor Cities Gruppe Hall of Fame

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356 Mechanic

Winter Storage available for your 356

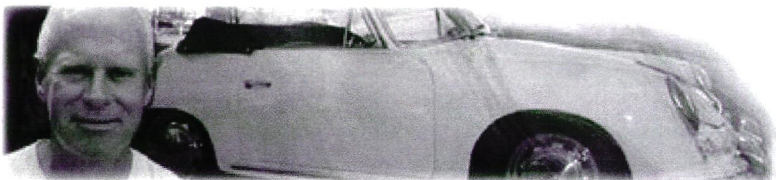
35 year Registry member

Part Time 356 Work

Bill Demeter

313-331-4104





President's Letter

By the time you read this column, I hope spring will have sprung and we'll be well into our new driving season!

Look for the details regarding the upcoming Spring Tour in this issue and please make note of the very special 30th Jahre Celebration that Sebastian is planning for us on July 31st. This will be 2010's signature event as we celebrate the 356 MCG's existence for the past 30 years. For many of you, that has to conjure up many great memories. This promises to be a very special event and we are grateful to Sebastian for putting this together for us. Early RSVP's are appreciated, as we are expecting a very high turnout!

During my years in the MCG, I've learned that besides driving these great cars, the cornerstones of our Club are our members and our four key club events each year, i.e., the Spring Tour, the Summer Picnic, the Fall Color Tour and the Holiday Party. Fortunately, we seem to be blessed each year with members who step up to organize those events. In many cases, it's the Skirmants, the Dunhams, the Denyers & McLaughlins (for the Holiday Party) or Sebastian that step

up. And while we are very grateful for their willingness to do this for us, we want to invite any of our members to organize an event.

Usually, with another member's involvement, the event takes on a new and exciting tone, such as last years' picnic at the Heilmanns', or when the Hudson's hosted the Fall Color Tour two years ago. The Fall Color Tour for 2010 is a prime example – Dick Beecher and I will be glad to organize a Fall Color Tour this year, but if anyone else in our Club has some ideas and would like to host this event, or any other future event, please let us know. With new blood comes new and welcomed ideas. And, we can come to you. You don't have to live in the tri-county area to host an event. We'd love to have a drive that involves coming to see you. We'll help you plan it and pay your expenses.

So, as we get ramped up for the season, I'll see you on the road!

Dave

2ND ANNUAL 356 MCG DRIVE YOUR PORSCHE 356 CONTEST - 2010

Our 356s are coming out of hibernation, so its time to get registered for this year's edition of the Drive your 356 Porsche Contest.

If you participated last year, you don't have to do anything – I will get you registered with the odometer reading from where you left off last year.

If you did not participate last year and you'd like to this year, then it's pretty simple – just send me the following information via E-Mail, phone, fax or smoke signals:

356 Model & Year
VIN (Chassis Number)
Starting odometer reading

That's pretty simple!

Just like last year, we'll track everyone's mileage throughout the season, and publish standings in each Auspuff Roar. If you have any questions, let me know!

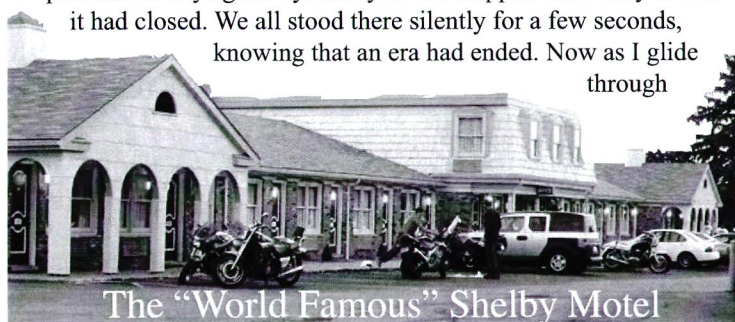
Dave Preston dmpreston2@comcast.net
(248) 656-9671 – phone
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Editor's Letter

Who here remembers the annual trek to Lexington, Ohio, home of the Mid-Ohio Sports Car Course? The occasion was to watch the Vintage Grand Prix and cheer on Vic Skirmants as he did battle in good ol' #70 with other vintage racers and even some Gruppe members (in their, uh, British race cars).

It was always my favorite event of the year and I really do miss it. Don't get me wrong, I still go, but the throngs of Gruppies just aren't there anymore. Ten to fifteen 356's would rendezvous on Friday morning in northern Ohio and make the drive caravan style on back roads to Lexington (I don't even use a map anymore, the route is burned into in my mind). The group usually included the likes of Dunham, Marrah, Malik, Beecher, Hagerty, Chamberlin, Chatley, Peterson, Walls, Rivera and Sheill. We would stop for lunch in Attica, Ohio at an old fashioned drug store with a lunch counter and soda fountain. Everyone looked forward to this and enjoyed the simple pleasure of days gone by. One year we stopped there only to find it had closed. We all stood there silently for a few seconds, knowing that an era had ended. Now as I glide through



The "World Famous" Shelby Motel

Attica on my way to Lexington I still glance to my left to see, just in case, if it had re-opened. No lunch stops anymore, I just press on.

Before going to the track we would check in at the motel in Shelby, Ohio, which is about a 20 minute back-roads drive to the track. Once at the track it was nothing short of a car guy's heaven: race cars, sports cars, and a paddock that was open to spectators. Top that off with some good old fashioned hanging around with other car guys, and it just didn't get any better!

Our home base was the Skirmants' race HQ and we would disperse from there. After taking in Friday's events, we would head into Lexington for dinner at the original Buck's Bar & Grill. We would sit at these long picnic style tables and order dinner in groups. I always sat next to Ted and Lanita. The original Buck's burned down many years ago and the new one has yet to capture the same charm and atmosphere.

Back at the motel, the "Bloomfield Hillbillies" would pull all of the desk chairs out of the rooms and we would sit outside bench racing and telling bad jokes until 1:00 or 2:00 AM. Many times I was awakened in the morning by the sound of roaring flat four's heading out for gas before leaving for the track. I always seemed to get up, get dressed and in the car in time to be part of the Caravan.

Saturday night was the Skirmants BBQ which drew big crowds in its heyday. We would all bring a dish to pass, help grill the Brats and make sure the beverages were stocked. After midnight, we would cruise back to the motel for more of the same silliness. How could one not look forward to this each year?

For whatever reason, the numbers in the Gruppe caravan slowly dwindled until it was not even a planned event. For me, the memories are strong. I still go to the Vintage Grand Prix almost every year, but it is only a day trip. I don't really feel like staying at the old motel by myself, I've got too many bad jokes to tell.



356 Motor Cities Gruppe Mystery Spring Tour

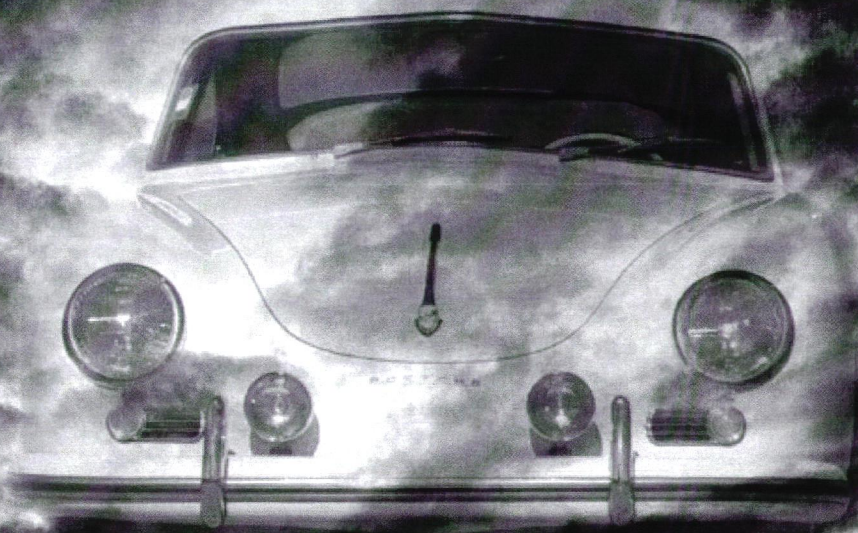
Hosted by Sebastian Gaeta

Sunday, May 16th 2010

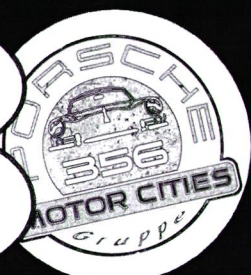
WE'RE MEETING AT 9:30 AM IN THE ANN ARBOR AREA FOR A CRUISE, A LUNCH STOP AND A VISIT TO A COOL DESTINATION.

CONTACT ME FOR DETAILS!

SEBASTIAN
SPG356@SBCGLOBAL.NET
734-645-9381



SAVE THE DATE
7.31.10

30 
JAHRE

MOTOR CITIES GRUPPE
30 JAHRE
CELEBRATION



CELEBRATE 30 YEARS WITH
THE MOTOR CITIES GRUPPE
SATURDAY, JULY 31ST 2010
DEPOT TOWN IN YPSILANTI, MI

IN LIEU OF OUR ANNUAL GRUPPE PICNIC, WE WILL BE CELEBRATING THIRTY YEARS OF THE MOTOR CITIES GRUPPE WITH A CASUAL SIT DOWN DINNER AND TOUR OF TWO MUSEUMS. FIRST WE WILL GATHER AT 3:00 PM AT THE YPSILANTI AUTOMOTIVE HERITAGE MUSEUM TO ENJOY APPETIZER'S, A CASH BAR AND BROWSING IN ONE OF THE MIDWEST'S PREMIER LOCAL AUTOMOTIVE MUSEUMS. THERE WILL BE SPECIAL PARKING FOR 356'S ON THE MUSEUM GROUNDS (AND PLENTY OF GENERAL PARKING, TOO). BY 5:30 PM WE WILL MAKE OUR WAY ABOUT 3 BLOCKS WEST TO THE YPSILANTI FIREHOUSE MUSEUM, ONE OF THE BEST LOCAL FIREHOUSE MUSEUMS YOU WILL FIND. OUR CATERED SIT DOWN DINNER WILL START AT APPROXIMATELY 6:30 PM WHERE WE WILL HAVE SOME FEATURED SPEAKERS AND WILL PRESENT AWARDS TO OUR 2010 MOTOR CITIES GRUPPE HALL OF FAME WINNERS.

THERE IS MUCH PLANNING INVOLVED SO RSVP'S ARE KINDLY REQUESTED AS FAR IN ADVANCE AS POSSIBLE. THE COST WILL BE \$30 PER PERSON WHICH WILL COVER ALL FOOD AND ADMISSION TO BOTH MUSEUMS. THIRTY YEARS ONLY COMES AROUND ONCE, LET'S MAKE THIS A SPECIAL NIGHT!

PLEASE RSVP TO SEBASTIAN GAETA AT 734-645-9381 OR AT SPG356@SBCGLOBAL.NET

Auspuff 5 Roar

THE SECOND INSTALLMENT OF A PERPETUAL PROJECT...HOW I GOT STARTED

Not having any shop to hang around or anyone to teach me, I got started with bodywork by buying two books. This was way before we had such great access to the Internet, YouTube, web forums, etc. So I went to Barnes and Nobel and found the following two books, which are still good starting points for you bookworms: "Sheet Metal Handbook" and "Metal Fabricators Handbook" by Ron and Sue Fournier. After reading these books, I went to Performance Tool in Pontiac and bought right and left hand Wiss tin snips, a Wiss flanging tool and a 4" Clarke angle grinder. I also bought a sheet metal scribe, which is a sharp pointed pen shaped device to scribe a line on sheet metal. I also needed a welder. In 1969, my neighbor sold welding supplies and I was able to get into one of his company's evening gas welding classes. I got pretty good at gas welding, but did not have my own rig. Around 1982 I bought a nice gas welding set. I never used it, so I gave it to a good friend who knew how to weld as a retirement gift. After reading the books, I decided the way to go was with a MIG welder (a good one was a little pricey at \$500-\$600). I visited a local welding supply store and they convinced me to get a Lincoln 125 plus (now superseded by a 140), which ran on 110 volts and was good for sheet metal. From what I have learned since, you can't go wrong with either a Lincoln or a Miller. I would recommend getting one from a welding supply store rather than a big box hardware store since you will get better advice, service and sometimes a discount on supplies like helmets.

Learning to weld

There are lots of ways to learn to MIG weld: trial and error, read some books and go at it, or take a class. At that time, I lived fairly close to Oakland Community College so I enrolled in their MIG welding class. The instructor really knew his stuff and the lab was equipped with big Miller MIG welders. We met once or twice a week and welded mostly construction thickness coupons as most of the students were trying to get certified in their trade (skyscrapers, bridges, etc.). I kept telling the instructor that I needed to learn how to weld thin stuff. So he said "bring your welder in and I will show you how".

After that I would load my welder and cart in the back of my van, roll it through the parking lot and into the lab before each class. He laid the nicest flat bead with great penetration on some pieces of sheet metal I had brought in. I still can not duplicate that. But I did learn to weld pretty decently and I got an A in the class (I think everyone got an A). He also taught me how to do plug welds, which are used to replace factory resistance spot welds.

Now I was dangerous and could not wait to start patching up something in Foam Car. I started with some small holes in the trunk that I simply filled with weld. After doing all I could without having

to make a patch panel, I needed to get some sheet metal. The closest metal supplier was Pontiac Steel on University, east of downtown Pontiac. I bought a 4' x 4' sheets of 20 gauge and 18 gauge steel. These sizes are easy to handle. I am now on my second sheet of 20 gauge (yep, that's approaching 32 sq ft. of patches!) as that is close to the thickness of most 356 sheet metal.

Learning to make patch pieces

First, let's define a patch. Not all people like to call it that. To me a patch is a piece of sheet metal that replaces a portion of a stamped panel that was welded to the body by the factory. A new floor pan or battery pan is not a patch; it is a replacement panel. But, if your floor pan is pretty good except for a small area or two, it could be repaired by making a patch that replaces the bad metal (rusted metal or an un-

repairable dent). If just the bottom of your door panel is rusted out, it could be repaired by welding in a patch along the bottom part of the door. One can buy this patch from several vendors in the 356 Porsche parts business.

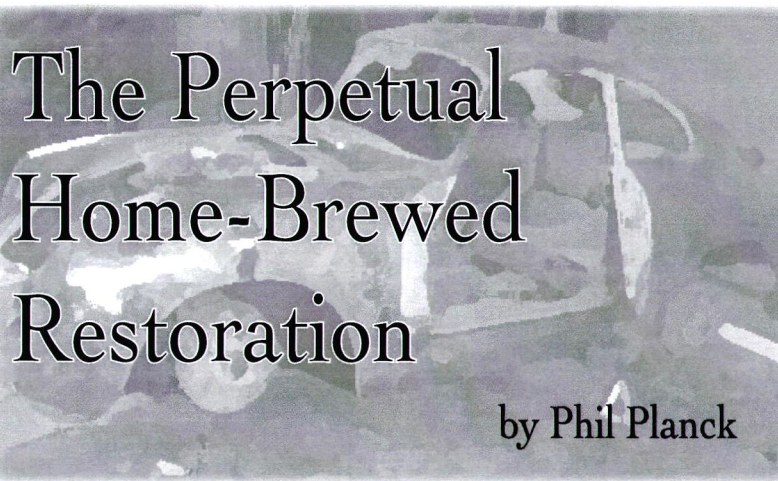
Okay, so how do we make one of these boogers? Unless the patch is just a small flat piece, normally a template is made. I use cardboard from cereal boxes or store bought frozen pizza boxes. Before the damaged area is removed, a template can be made that duplicates the area to

be replaced. Often, as you get started these will be vertical walls with a flange at the bottom where a battery tray or floor pan will lay to be spot-welded. Sometimes the rust damage is so bad that you don't even know what the part is supposed to look like. This is where the factory parts diagrams are invaluable. So that is another book to add to your list. Charlie White sells great reproductions of these at very reasonable prices. See his website at derwhites356literature.com.

I need to digress here and discuss a few more tools that you will need. Earlier I mentioned the Wiss panel flangers. These are great for making short (6") flanges. You can also use the Wiss snips I mentioned to cut a lot of the shape of your patch piece. In order to get your initial sheet metal blank, however, you will need something to cut a piece out of your 4 x 4 sheet. I use a saber saw with a metal blade. There are other tools you can use such as nibblers and electric shears, but I already had the saber saw and it does the job quite nicely, save for tight curves. Be careful that the large piece of sheet metal is held down or it can occasionally bend on you from the sawing action.

Also, earmuffs, gloves and eye protection should be used if you want to keep all of your body parts in working order. A bench vise will become a necessity as you can clamp smaller patch pieces in it for bending flanges with the Wiss flangers. I bought a big vise that rotates in two planes at Sam's Club for about \$40. I then bought some bronze inserts made by Wilton at Performance Tool to put in the vise. These won't mar the sheet metal and have a nice square corner that helps when bending flanges.

I started out without an air compressor so I used my snips to cut out bad metal from Foam Car, along with the angle grinder with a cutoff wheel and the saber saw. I was finally able to borrow my brother's 30 gallon Sears compressor and bought a few air tools. Air tools make repair life much simpler as they are smaller, lighter



and inexpensive compared to electric tools. And surprisingly, the little Sears compressor did a pretty good job even though sometimes I had to let it catch up in order to rebuild pressure.

I watch for air tools with the lowest cfm requirement. The ones I have used most are the air saw, cut off tool, die grinder and right angle die grinder. Another handy measurement tool is a metal thickness gauge. This is a small, round gauge with many rectangular notches around the perimeter to slide over a piece of sheet metal to see how thick it is. One side reads the gauge of the metal and the other side the thickness in inches.

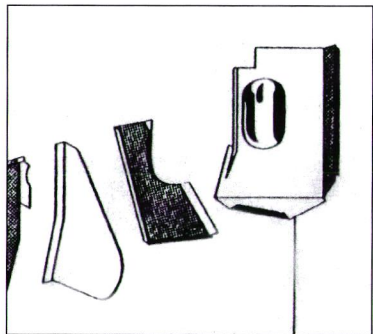
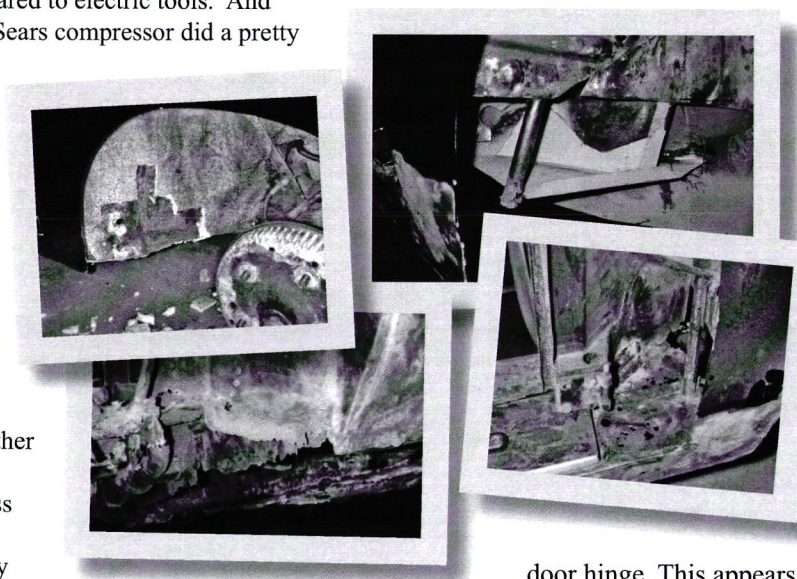
There is another tool I have used quite a bit, and you will need something like this. You will need to make several holes where two panels overlap, usually on a flange. These holes are to replicate spot welds and are usually called plug welds. I have found that 7/32" holes work well for almost all of the 356 plug welds. To make these you will need a hole punch, and my two previously mentioned books recommend a Roper Whitney hole punch. This is a manually operated punch that comes with about 8 dies of different diameters. You will see it in one of the pictures. J.C. Whitney sells a knock-off version of the made-in-the-USA Roper Whitney for about half the cost of the original. It may be just as good, but I don't know; I went with the book's recommendation. You can also get an air operated punch, but I

have no experience to share about these. Another tool I have often used is a Black & Decker Work Mate. Mine is one of the early ones with the cast metal parts vs stampings and it works great for bending longer flanges. I just put two pieces of angle iron in it to clamp the sheet metal (I think this was Ron Roland's suggestion in one of his floor pan articles - a must read by the way, available in one or both of the 356 Technical and Restoration Guide publications) and use my Wiss panel flangers along with a 2 foot piece of 2 x 4 and a hammer to bend longer flanges.

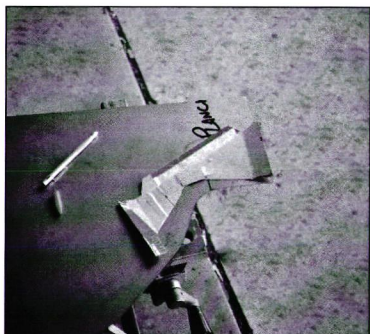
Okay, back to the template. This series of pictures will show how I made a patch for a piece forward of the lower door hinge. This appears to be a common rusty area on our 356's and is where your venture into rust repair can seem overwhelming. First, you have to expose the rust. This may be not so hard on your 356, but all of my rust was covered by foam. After removing the foam from the front closing panel I cut out the bad metal. This gave a great view of the extent of the rust on the passenger side of Foam Car.

You can see in these pictures where our patch will go. Also, you can see that the patch was pieced together with tape as this area was difficult to fit a patch to. Recently, I read a tip suggesting to use old business cards to extend a patch. Next time I will talk about fitting the patch to the car and welding it in place.

Phil



A Pillar Pictorial



Template ready to scribe on sheet metal

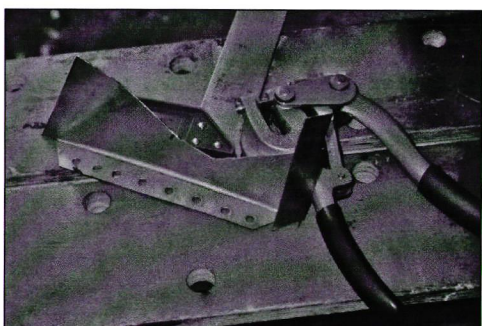


Patch cut out with cutting tools



Patch with flanges formed

“This series of pictures will show how I made a patch for a piece forward of the lower door hinge”

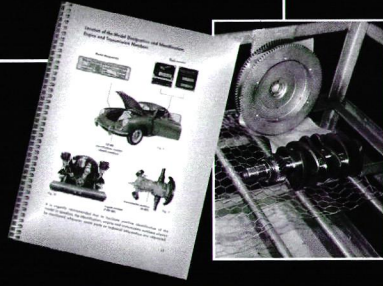


Holes punched for plug welds

California Connection

Roy Lock

Driver's Manuals and Crankshafts



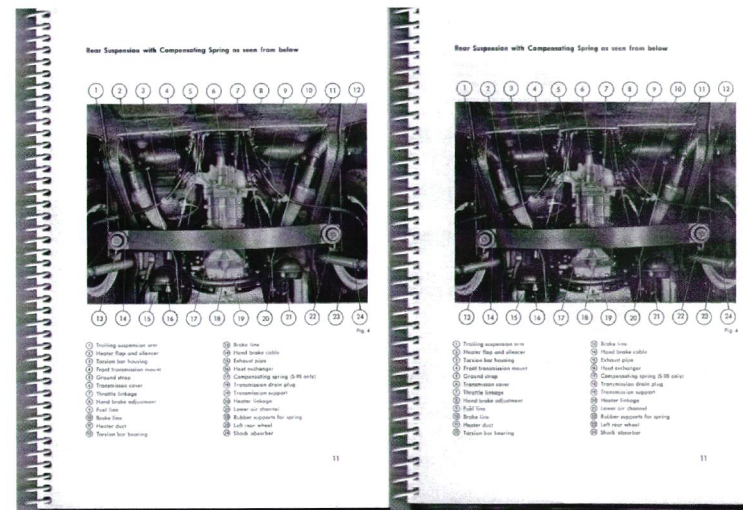
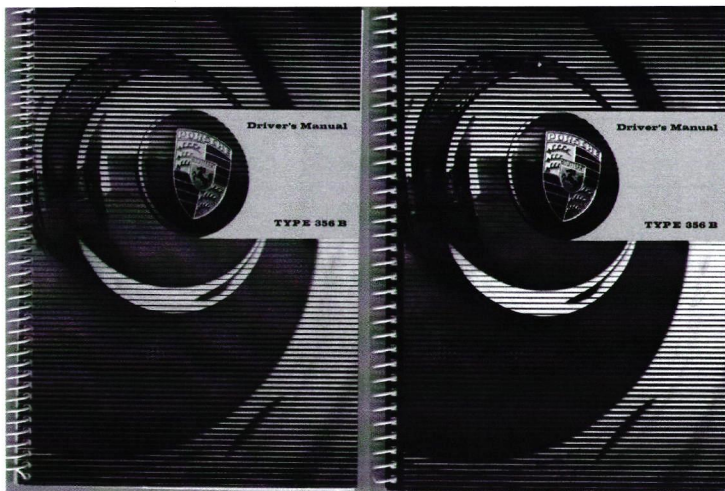
Porsche Literature and memorabilia prices have reached nose bleed territory recently. Most sellers are honest about their products, but we as buyers and connoisseurs must be on our guard. With all the hype, we must be forever vigilant for those who are less than honorable in their sales and hype. Without the ability to compare them to originals, how do you determine the quality and originality of the item? Neophytes in the printed material arena have paid hundreds of dollars for the exact same item anyone can currently purchase at the local Porsche Dealership or reputable vendor for mere pittance of what an online seller charges for "NOS" (new old stock).

A T-6 B Driver's Manual is being used as the example, but it also applies to all Drivers Manuals. Where there is a buck to be made, someone will find a way to make it. So, let's examine some of the commonly used terms. But, before you venture into this market for ORIGINAL or NOS items, you must know your market. Even NOS original items can be over priced. For 356 factory literature, one of the best sources is Charlie White's website: derwhites356literature.com By and far, this is one of the most authoritative websites for current prices on literature items. You can also go to the "For Sale" section of the 356 Registry bulletin website: 356registry.com/forum/index.php

Now you are armed with the power of the Internet. Are you a Porsche Literature Superman yet? Nope. Years of being on the stupid end of sales have taught me to first be well versed in the language of eBay and by looking and comparing.

First, the language of eBay. Just because a seller makes a claim, you are under no obligation to believe it. First and foremost, what does the term NOS mean? If you go to Webster's you will not find a definition. As a buyer, NOS means that Porsche made an item and put it on the shelf. It was made in the period, if it is a 1963 manual, it should

"There are sellers who peddle reprinted manuals and are calling



The original is on the left. Note the number of spirals in the binding. More spirals on the original. The perforations type and orientation are also different. Look at the horizontal lines in the illustration. The original appears crisp and sharp, the reprint is fuzzy. Same applies for the Porsche crest.

Another page from the manual. Compare the contrast and clarity of illustrations. Original on the left, reprint on the right. This is true throughout the manual for all illustrations. The reprint illustration appears dark and lacks contrast. This is due to the method used to copy the original for reprint.

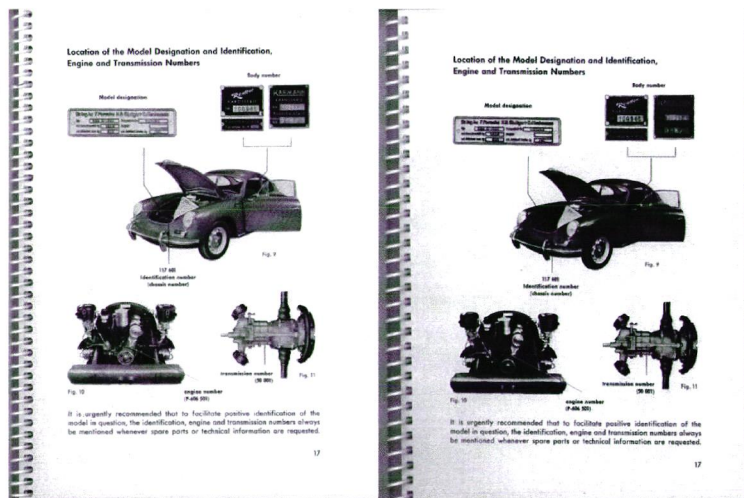
have been printed in the period, not 2010. To some sellers the term NOS means it came from the factory or the OEM source and are new. Guess what? The Porsche factory currently reprints manuals. Yes, they came from the original source, but they are not period pieces.

So, when you ask a seller, you must ask if it is NOS and also period correct/original. Don't go into a sale with rose-colored glasses or without a bit of skepticism. If you have the luxury of having an original to compare with what you are buying, then compare it. In most cases you will find differences in quality, even if it came from the exact same OEM source. It is the quality you are also paying for.

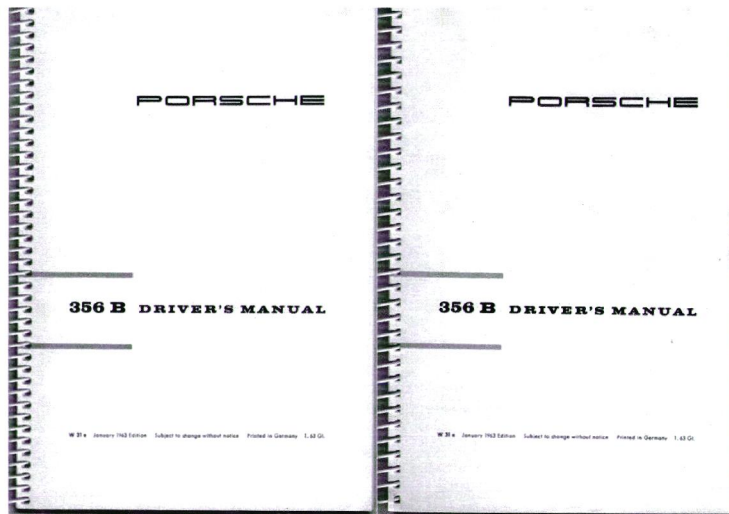
There are sellers who peddle reprinted manuals and are calling them 'NOS', or saying that they "came from XYZ's auction/sale/collection", or they are "selling for a friend". Let's dissect these statements. First what is NOS to these guys? It could mean they bought it from a dealer... yesterday, but it is new. Second, the seller builds hype by using a famous name. XYZ is long gone, the family does not care about cars, and there is no way to verify that statement. Also, unless it is stamped on the item, who cares where it came from? Third, if it came from an auction or estate sale, etc, other than intrinsic value of the auction, that value will be lost the next time it is sold. These are not unique enough items where that makes

a difference, XYZ cannot come back and autograph it and say it came from his estate auction. Another point, autographs can be and are faked. One time at the local swap meet, I saw a vendor take a bad quality Ansel Adams litho and sign Ansel's name to it! Again, know what you are paying a premium for. The last statement is the one that gets to me- why would someone hide under an anonymous person? If you truly had a friend, you would teach him how to post and sell on eBay or through a free account on 356Talk. Another explanation for anonymous sellers can be that the seller knows the pedigree yet wants to take no blame or responsibility for the originality of the product. It's a cold cruel world out there. Here are simple tests on what to look for on driver's manuals. These are only SOME obviously dead giveaways. The illustrations below are not retouched. They were all scanned within minutes of each other then merged in Photoshop unaltered. Original manuals in nice condition are now in the hundreds of dollars. Reprints should not sell for more than the \$92.50 at dealerships, or any reputable 356 Porsche vendor. Now, armed with "some" knowledge, be aware that there are crafty sellers in the world. If there is profit to be made, someone will find ways to reproduce exact copies to foil these tests. Be on your guard and be a skeptic. So now, good luck with your hunt for NOS Original Drivers Manuals. Print out this story and take it with you.

them 'NOS' or they 'Came from XYZ's auction/sale/collection'..."



Again, another page to highlight the differences in quality. Look at the car badges in the upper right hand corner. Also, look at the engine and coupe picture.



Here is another example to add to the confusion. The cover on the left is original; the cover on the right is a reprint. Notice the print dates. They are identical. In the reprints, Porsche did not change the print date. You cannot go by the print date. The manual on the right is a Stoddard reprinted manual from the late 70's. It was sold to me clearly stating that it is a reprint.

356/912 Crankshafts

It Is.... But It Isn't

Continued from page 9

I recently had a crash course on everything 356/912 Porsche crankshafts: heat treating, stress relieving, and FMEA (failure mode effects analysis). It's been a heck of a journey back to the future. I learned more about Porsche 356/912 engines than I really wanted to know. More importantly, I documented all of this with case studies, photographs, research, and interviews. Everyone in SoCal is now fully aware of my situation and how I got there.

Let's go back 27+ years. At that stage of my life, I was heavily involved in the development of the B-2 Spirit aircraft. I was working 60-70 hours a week and trying to start a family. While restoring my Roadster I took the typical aerospace approach to solving problems: throw money at it. The roadster was well along in the restoration process and I was determined to build the very best 356 I could with almost unlimited resources (pre-kids). I had a lot of fun ferreting out rare and unusual parts and one of the parts I went after was a near perfect crankshaft. I bought it from a local well known quirky 356 parts vendor ... It was promised as a STD/1st undersized max crank, near new, and It mic'd out as advertised dimensionally. **"So it is."**

Guess what failed? The crank, of course. At first I thought it was because it was ground at the main bearing journals to be 1st undersized. I initial thought it was just a bad grind or just metal fatigue due to age. Wrong! What I discovered in the FMEA was that one of the journals had been heavily reworked. Material was added and a very bad grind performed. That is what caused the failure. GRRR!! There were other examples of poor workmanship and misrepresentation. **"But it isn't."**

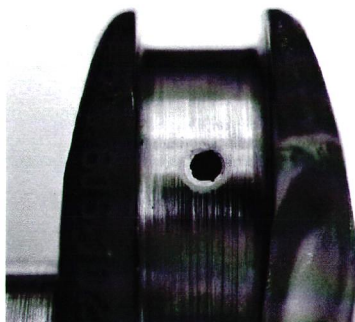
So here is the lesson that I hope everyone does not have to learn: Inspect, magnaflux,

heat treat, and stress relieve before installing a used crank. If you don't know how, ask someone who does. It does, however, take a rocket scientist to fully understand all those terms and how to do it. Lucky for me I actually did work on a rocket project in my day. Now a bit wiser, I decided to fully (micro) manage the process of Engine #1 rebuild. I was going to get down and dirty, making all the major decisions about the pedigree of this engine. Engine #1 had come to me in the coupe. When I bought the coupe in 1975, it had 36,000 miles on it and I spent 3 years rebuilding/restoring it. I drove it for 4,000 miles then parked it and It has been in my garage since 1990 without ever moving or starting. It has great genes to start with.

When we took that engine apart last month, we only had to replace the flywheel, which was previously resurfaced beyond limits, so I cannibalized the flywheel from the roadster engine. It has stock S90 pistons and cylinders. The crank from that engine measured STD/STD which makes it a very rare piece. To assure the longevity of the crank, hardening and stress relieving is paramount. The heads have never been flycut and are still wear the black anodizing. Since the crank is still Standard, I did not have to worry about the hardness. However, I did want to stress relieve the metal. There are two ways to do this. The first is to shot peen the crank which is the traditional method.

Since shot peening involves blasting metal beads on the surface, this has the potential to warp the part and is not consistent. The second method, which is relatively new, is Cryogenic Processing. This process involves lowering the temperature of the part to

-300 degrees F, then gradually raising the temperature to +300 degrees. This is all done in a controlled environment. The cold-heat cycle relaxes the metal and then realigns the molecular structure to relieve all the stress. Cryogenic Processing improves the wear resistance and durability of metallic parts, so I was sold. My friend Dan performs Cryogenic Processing at his factory so I made the arrangements to bring my crank, flywheel, cam



lifters, and oil pump gears to have them treated. I was ushered into the office by Roger Lubeck to see the unit. Cute, I got a great laugh. It was the first time I was able to smile in a long time. Thanks guys.

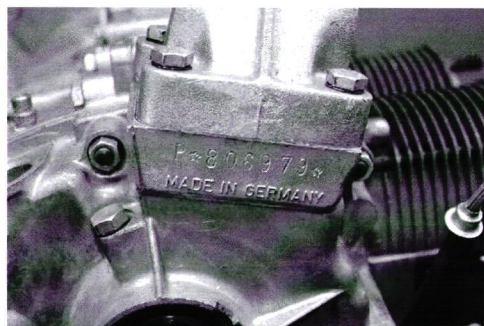
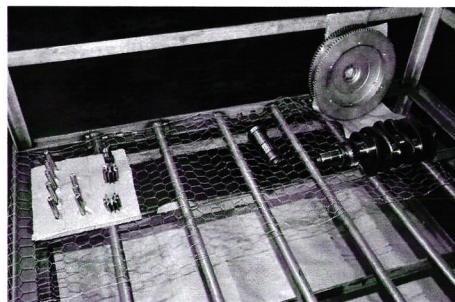
The *real* process takes 24 hours to perform. I am now much happier knowing that I have taken every step necessary to have a great engine that should give me many hours of pleasurable driving. The parts made their way back to Jim Ansite's shop shortly afterwards. The assembly process started immediately.

While I was at it, I took pictures of all the numbers. The unique casting number, engine serial numbers, casting dates, matching case numbers, all these are only important to those anal retentive engineers. Oh, that's me!

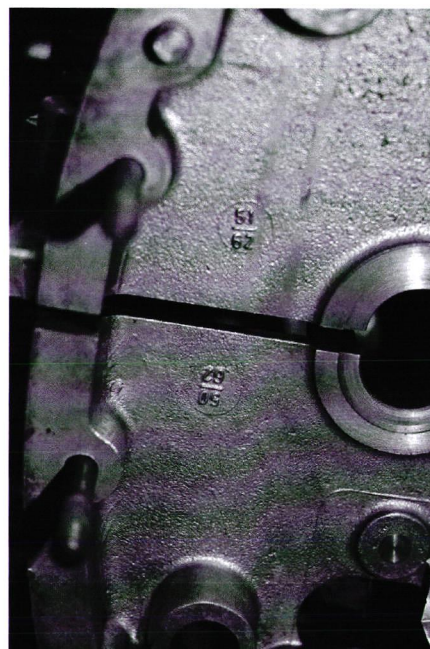
I now know that 616/7 (S90) engine P0806979 was cast in May of 1962.

The case matching numbers are 931, the unique case number is 65364. Boring information isn't it? Each engine case has a unique casting serial number, for this engine, it is 65364. There are casting dates, this one in particular is for 5/62, which means May of 1962. The 3 piece engine case also had a stamped number on each of the 3 pieces to match them in the assembly process, this one is 931. This engine has been married to my Signal Red Coupe since early 1963. It will now be separated and installed into my Roadster until my Roadster engine is completed.

Since I had a bad knee and could not get into the Roadster, Frank had the honor of driving her home. He is a lucky kid. Now starts the saga of engine #2. That story will take a bit longer to write and complete. S90 cranks in the Standard or 1st undersized are nowhere to be found. From the 60's through the 80's, racers discovered the advantages of the 616/7 S90 engines which had the strongest cranks and lightest flywheels. Thus these engines could be revved higher and faster than any other Porsche engine of the era. All the major components have long been used up in racing. I have come to the realization that looking for a nice S90 crank may cost me more time and effort than I want to expend.



“While I was at it, I took pictures of all the numbers”





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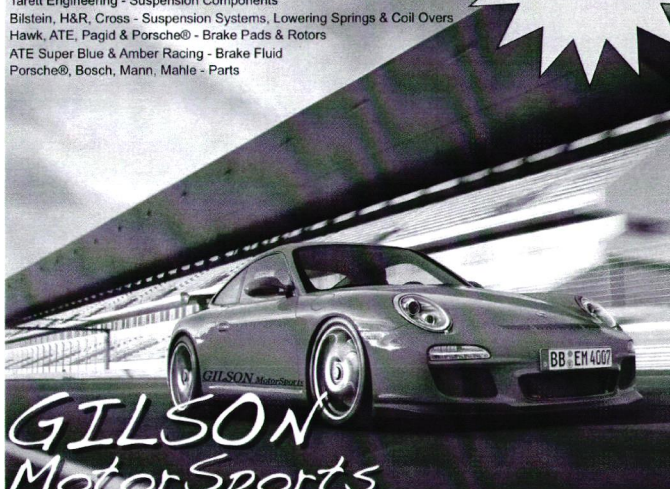
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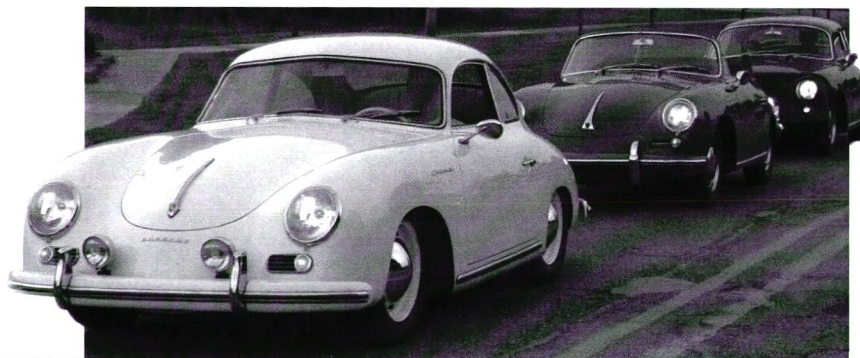
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MOTOR CITIES GRUPPE



CALENDER OF EVENTS

April

24th Hershey All Porsche Swap Meet

24th Devil is in the Details see pg 19

24th-26th Gary Kempton Event (Fla)

May

16th Spring Tour and Board Meeting
See page 4

June

11th-12th Stoddard Swap Meet

18th-20th Bay Harbor Vintage Show

20th Eyes on Design

25th-27th Mid Ohio Vintage Grand Prix

July

3rd-8th 55th Porsche Parade Chicago

15th-18th Elkhart Lk Redman Event

31st Motor Cities Gruppe 30th
Anniversary Celebration. Please see page 5 for
more information.

August

7th-8th Alden Sports Car Show

15th or 22nd SEM Picnic

17th-21st Back to the Bricks in Flint

21st Woodward Dream Cruise

September

10th-12th Watkins Glenn Vintage Races

10th-12th Frankenmuth Autofest

19th Drive Your Porsche Day 2010

22nd-26th Registry East Coast Holiday
Cleveland, Ohio. Please see page 17
for more information.

October

2nd-3rd Gruppe Fall Color Tour and Board Meet-
ing Western Michigan

November

Open

December

5th Gruppe Holiday Party

Porsche Club of America Multi-Region Swap Meet

Presented by the SEM, RSR & Motorstadt Regions

Featuring the 356 Motor Cities Gruppe

All Zone 4 Regions have been invited, including:
Western Michigan, Michiana, and Maumee Valley

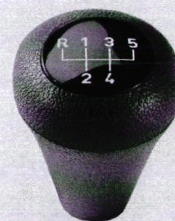
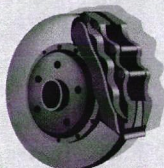
Hosted by Porsche of Farmington Hills
37911 Grand River Avenue
Farmington Hills, MI 48335

Saturday 17 April 2010

10:00 am – 2:00 pm

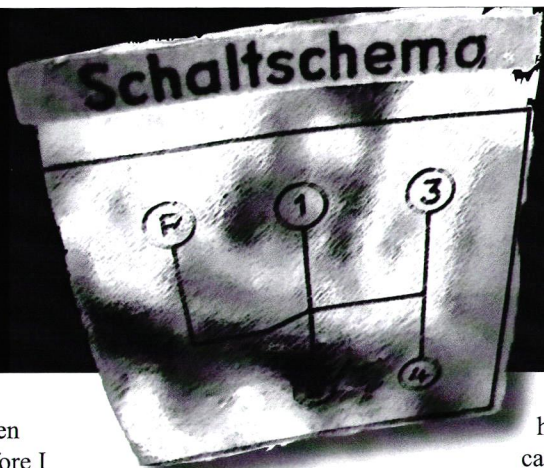
This event will be inside, so come rain or shine!

For tables contact Dave Burton: 248 • 882 • 0231



Four Speeds and Drum Brakes

by Tom Tate



Winter had just started to tighten its icy grip after the holidays and before I knew it the boarding pass was printed for the trip to Sebring for an HSR race with my 356 friends. Like we did last year, my son, Rob, was to fly in from Phoenix and share in the driving chores for the three-hour race. It turned out to be more of a chore than we had imagined.

This year was a little different as daughter, Kaitlee and her fiancé, Brian, had bought a house in Orlando so the first night's lodging was handled as we flew in on Wednesday afternoon. It was nicer that most hotels, the fact that Johnny Black was waiting didn't hurt. The first practice for our group was on Thursday morning at 8:30 am so that meant a pretty early start since we were two hours away. I love to beat the GPS estimated arrival time and at 5am it isn't that tough. We gained thirty minutes on a two hour ride, not bad for Route 27 with all its stop lights. That was a trip I had taken many years ago in the back of a Nash Metropolitan with two school friends. Most of you know that there is only a shelf behind the two front seats in those tiny cars and that was my spot for a very long ride to see the races at the old airport. This run in a Mazda 3 rental car was much more pleasant. Vic Skirmants had the car out of the trailer when we got there, but when started there was a leak in a front oil cooler due to high oil pressure. It was only 41 degrees at the track that morning and when the engine fired with cold oil, the pressure blew out one of the front coolers. It only took a few minutes to bypass the cooler and Rob was off to the grid for practice.

"Done? Can't you drive
a car without a clutch?
Go ahead and drive
it, you won't hurt it.'
Spoken like a true racer"

All went well as he found his way around the track after a year away. He had an unfair advantage as he had spent a couple of hours the night before driving the course with Brian on some sort of video game. I tried the same game but couldn't even keep the thing on the track at 30 mph so I gave up. Something about eye-hand coordination that required steering with your thumb that I just can't seem to master. Just give me the real thing, I'll be fine. My practice went smoothly later in the day and we seemed to be settling in just fine.

The next day was more practice and qualifying and Rob put the car in the middle of the pack. Vic had brought along a ringer this year and we couldn't catch him all weekend. That was John O'Steen, a long time racer that had driven just about every Porsche out there. He won the Daytona 24 hr in 1981 driving a 935 with Bob Akin and Bobby Rahal and he could really hustle that 356 around like that victory was just yesterday. John was an SCCA champion in a Speedster years ago and I guess that's a skill that just never leaves. I think he has spent more time on race tracks than I've spent in my garage, and that's a lot of time. He and Vic were very helpful giving us both the secrets to Sebring's 3.7 miles.

The race after qualifying was the Club Sport Porsche Challenge and I elected to run that one. There was a mix-up on the start as the race before it was delayed due to some track damage that took a while to clean up. Apparently to keep us on schedule they cancelled the session just before our race and, while we expected to start a half hour late, it was

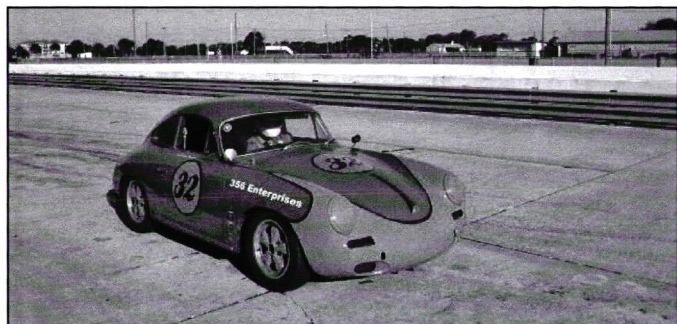
actually started on time. That meant a rush to pit lane to start at the back of the pack, but for me that just made it more fun. Vic charged through the pack and finished second in class; quite a feat but, not unusual for him. My time was spent passing slower cars like 914/6's and early 911's. I had a great time.

The next morning was Rob's turn and he was ready to go an hour early. With a mid pack position and his first green flag start, he charged off like a veteran. Near the end of the 30 minute race, the pin dropped out of the shift rod leaving him in second gear and his race was over. It was a chance to learn about the agony of defeat, I guess. He took it well and Bill Stephens, our crewman from Great Britain,

had it fixed in no time. I think that we have the best crew in the paddock including Bill's wife, Anita, and Barbara Skirmants both looking out for us like mother hens after their chicks.

The Enduro on Saturday afternoon was the race that we were both looking forward to- 3 hours of driving as fast as you can go. There were to be two





mandatory pit stops of 5 minutes each and that would give us plenty of time to gas up and switch drivers. I started the race and, like Rob, kept out of trouble and went off to play with a silver 914/6. It didn't take long to find out the parts of the course where I was faster and could pass. I watched his taillights on the straight and he watched mine after the hairpin. We must have done four or five laps of that game before I discovered that down shifting was getting tougher. I still had a firm clutch pedal and there was no slippage but flat out on the back straight I pushed the pedal down and it had no effect. It wouldn't disconnect. The car was still pulling like a train. Oops, no clutch.

I've driven cars with no clutch before, I even wrote a column years ago about driving the family from NJ to Medfield, MA in a BMW without one. It was quite an adventure and not all that tough. But this was a race and not being able to change gears quickly was definitely a problem. Besides, this was not my car and I didn't want to do any further damage. I signaled the pit that something was broken and let the 914/6 drive off in the distance. When I pulled in and shut the car off our efficient crew began fueling and Rob hopped over the wall suited up ready to go. Vic was in the pit waiting for his driver change so I went over to tell him that I thought our race was done. "Done? Can't you drive a car without a clutch? Go ahead and drive it, you won't hurt it." Spoken like a true racer. Rob had driven all sorts of beaters and knew how to match the gears when shifting so he was certainly game. The starting was a little more difficult, since this car had no first gear and an engine that didn't want to run under 2500 rpm. But, like a street car, Rob turned the key with the car in gear, a couple of guys helped push him until the engine caught and he was on his way.

Shifting takes more time when you have to match the gears carefully and that became a challenge. The normal trip down the front straight was foot to the floor until the brake point then hard on the brakes, a downshift to third and a turn in to turn one under full throttle. With no clutch, sometimes it went in quickly, sometimes it took another try. The trouble was that, when a second try was needed, you were one or two car lengths past the turn in point by the time it was done. Turning late at something near 100 mph got pretty exciting. Once we got the hang of it, our lap times only suffered by about 5 seconds a lap and it was still a lot of fun.

The next two driver changes went smoother because we knew that we could do it. It's interesting how confidence helps your game, what ever it is.

We finished fifth in class and 28th out of 42 cars, not bad for a 50 year old car with a couple of amateurs driving. Besides, we have this great story to tell. Isn't that what endurance racing is all about? Can't wait until next year. KTF



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A membership address list is updated and published biannually and is mailed to all members with dues paid to the current date. Please check your address label for the year to see if your membership is current:

Please send dues to:

Barbara Skirmants
3359 Kings Mill Road
North Branch, MI 48461
Dues are \$20 per year.

Also, please send your current
e-mail address to Barbara at: **skirmants@hughes.net**

This ensures that you will be kept up to date with important Gruppe information. Also note that your information will not be used for commercial purposes.

You can also go to our website **356mcg.com** for current information. Please send any material suitable for the website to Tom Hudson at **hudson@chartermich.net**

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EYES ON DESIGN 2010 SUNDAY, JUNE 20TH

This year's "Eyes" show is planning to include an 'evolution of Porsche 911' grouping, but another theme is to re-create the 1960 Auto Show - "It's 1960 all over again!" This display will be for nicely preserved 1960 cars to bring alive this 50 year retrospective. That, of course, includes 1960 356's. We are looking, however, for all 1960 vehicles, not just Porsche's Foreign or domestic vehicles all fall under our big tent.

For more information please call John Sandrock at 586 212 3575

| 356 Registry East Coast Holiday 2010

September 22 - 26 • Cleveland, Ohio



Beechmont Country Club

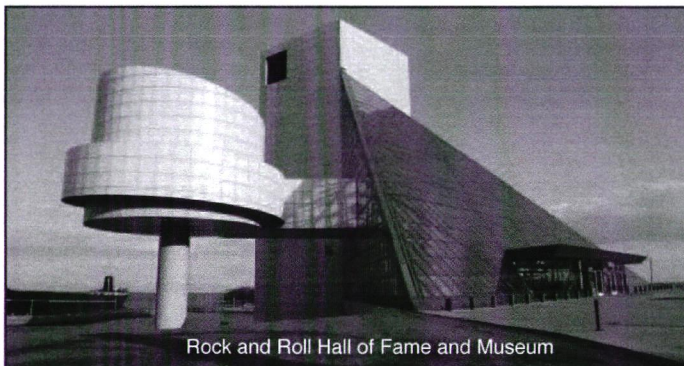
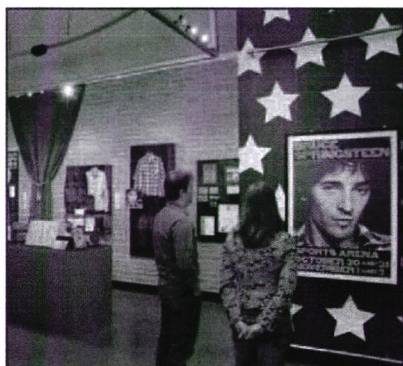


Mark your date book

for Wednesday, September 22 through Sunday, September 26th. Our Holiday host hotel will be the two-year old Cleveland Marriott East, 26300 Harvard Road, Warrensville Heights, Ohio. The facility is within two miles of some of Cleveland's most prestigious neighborhoods, full of wonderful shopping and dining establishments.

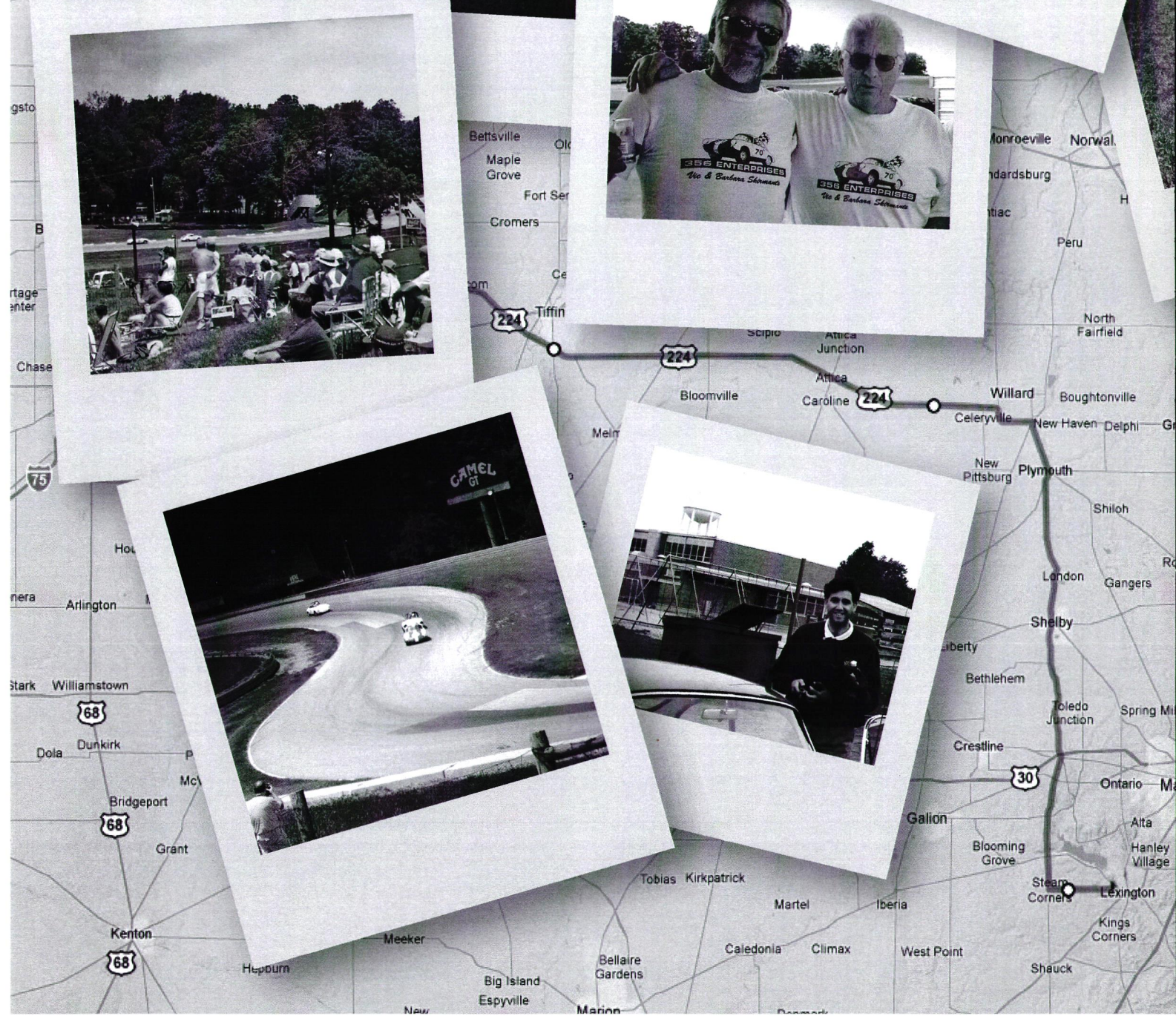
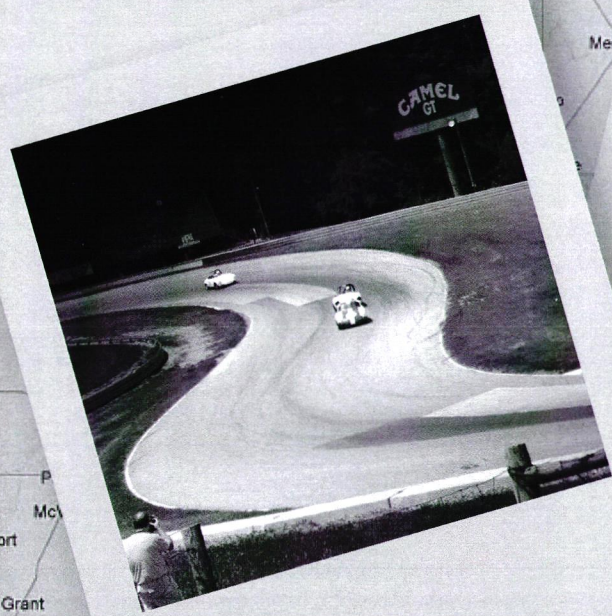
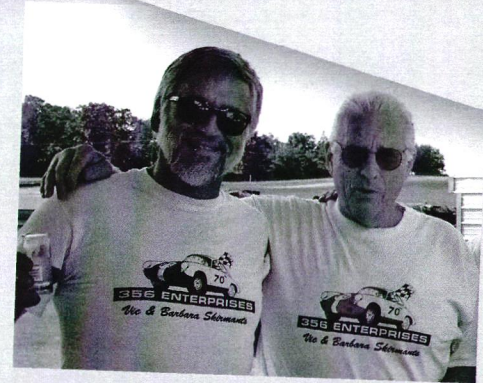
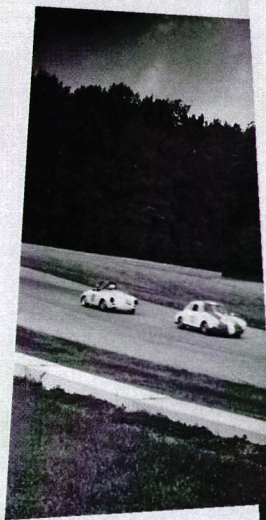
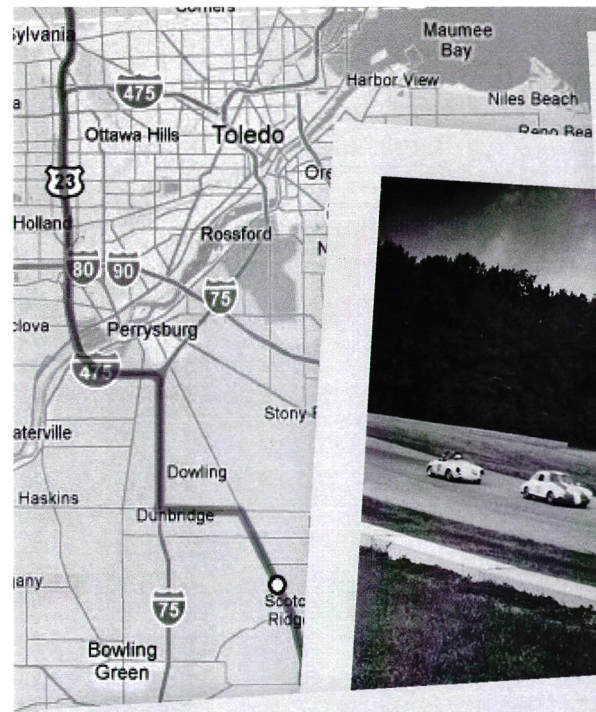
A tentative schedule of events:

- Wed. 9/22 Arrival, Registration, eat on your own, Hospitality Suite open.
- Thursday 9/23 Tech Sessions, Driving Tours, Amish Country, Wine Country,
Competition events: Auto Cross/ Hill Climb/ Track/ TBA.
7-11 pm.: Rock and Roll Hall of Fame Welcome Dinner and tours of the facility.
- Friday 9/24: NASA Glenn Research Center tour, 10 a.m. first 40 people, first come first serve.
Tech Sessions, Lolly the Trolley Tours for Spouses.
Open Houses at Stoddard, Panel Works, Marshall Goldman Motor Sales.
6 p.m.: A visit to Chagrin Falls Ohio, a quaint New England village with wonderful restaurants,
shopping, walking. Impromptu car show, city will allocate parking to our member cars.
- Saturday 9/25: Concours at Beechmont Country Club,
Awards Banquet at the Marriott.



Rock and Roll Hall of Fame and Museum

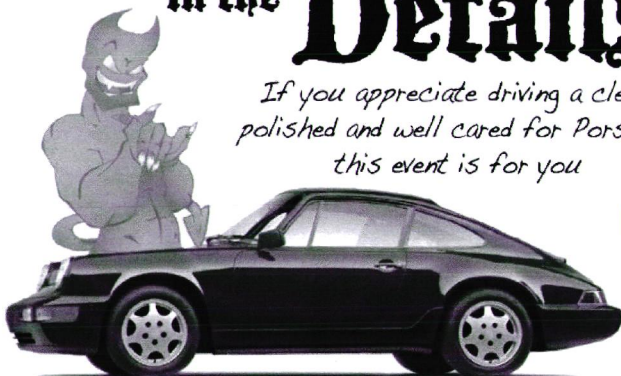




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