

Auspuff Roar

April 2011



Dick Dittus 1930-2011

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at
www.356mcg.com

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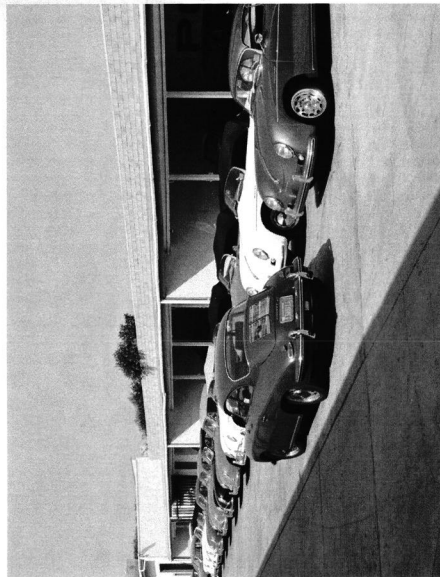
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On The Cover

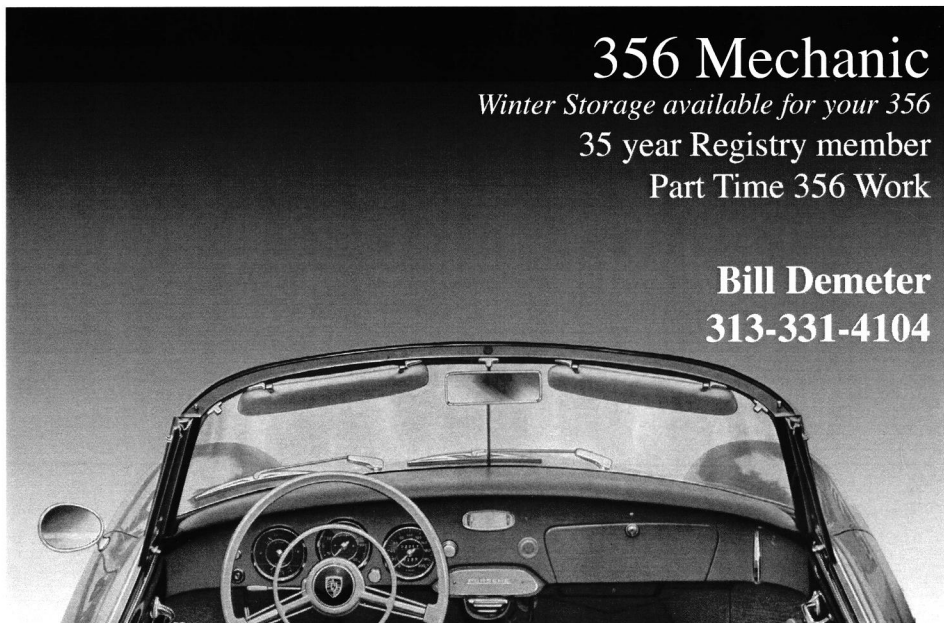


Just another day at *European Collectibles*, Costa Mesa, CA.
Davis Peterson Photo.

356 Mechanic

Winter Storage available for your 356
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President's Letter

By the time you read this, we should be well on our way to Spring! This retched winter will be in the rearview mirror as we get our cars back on the road. Thank goodness! First up on the calendar is a very important event that we have been talking about since Christmas time. It's the Shades of Pink Foundation walk at the Detroit Zoo on April 16th. This is an event that Harry Kurrie and Barbara Skirmants have asked us to place a special emphasis on with our membership. It's not necessarily a 356 event as much as it is a great cause, which deserves our full attention and attendance. You don't have to bring your 356 to participate! So let's get out and support this important event. Talk to some of your friends and family, put together a group and let's meet at the Zoo!

Our second club activity is the Spring Tour that Dick and I are putting together. The flyer is further on in this newsletter. But, it's simple - please come and join us on May 14th & 15th for a trip out to the Kalamazoo area for a visit to the Air Zoo Museum and the Gilmore Car Museum. We'll be leaving from the Ann Arbor area on Saturday or you can join us along the way or meet us at the museum on Saturday if that's

more convenient. We have a nice place to stay and have dinner planned for Saturday night. Please call me to make reservations and ask any questions.

It's early in the year, but I want to talk for just a minute about the fact that we want to encourage all members to consider running for a Trustee position for the 2012 Board this fall. We'll have three seats open and we really hope to get some new blood on the Board. Our current Board does a great job, but we all recognize that new people bring new ideas and that we can all benefit from new points of view. Don't be intimidated by whom you might run against. Some of the incumbents on the Board would welcome a break if a new, enthusiastic person wanted to serve. If you have served in the past, but it's been a while, c'mon back - we can use your experience. If you're new to the club and think it will be too much, it isn't too much - it does not take a lot of time, but your contributions will be very meaningful. It's a great way to learn and to meet fellow members/enthusiasts. We need to get new members and members with past experience involved.

Particularly to our younger or newer members I want to say this please: Ten years ago I wasn't even a member in our club and I didn't own a 356 (my loss on both fronts). Now, I am honored to serve as your President and I have been a past Editor, VP and Trustee. I did this by getting engaged in the club. True, Dave Peterson nudged me, but then I just jumped in. My biggest motivation was how nice all of the members seemed to be - I wanted to get to know them better. With the slightest amount of effort on my part so many have now become good friends and when I see them, time flies by too fast. My second motivation was to give back. I can't be a craftsman like Ted, Neil or Vic, or many others, but I figured that if I got involved in the club, maybe I could help our local 356 world a little bit in that way.

So don't worry about the workload, it's not that much work - come join and help the club grow. We really need you. Don't hesitate to let us know of your interest and please ask any Board member or me any questions that you may have about this.

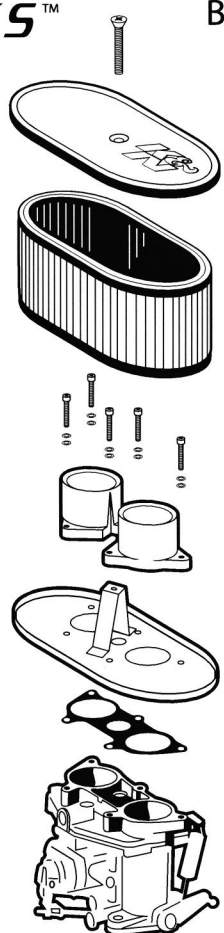
However you look at it, club membership and the continued vitality of our Club is not a one-way street, is it?

See you at the Spring Tour!

Dave



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VINTAGE GRAND PRIX of MID OHIO

**2011 Caravan to Mid Ohio for the
Vintage Grand Prix
Saturday June 25th, 2011
Porsche is the 2011 Featured Marque!**

Join the Gruppe on a one day trip to the beautiful Mid Ohio Sports Car Course to see the Vintage Grand Prix and cheer on your Gruppe vintage racers. Porsche is the featured Marque which means special infield parking and a lead role on the parade laps at noon.

We will meet in Northern Ohio and caravan down to Lexington via some beautiful back roads. Everyone is welcome to stay as long as they like or leave early, but the caravan returns home just after dinner time.

For more information or to RSVP contact Sebastian at spg356@sbcglobal.net

Vintage GRAND PRIX *of Mid-Ohio*

JUNE 24-26, 2011

VINTAGE GRAND PRIX OF MID-OHIO

FEATURING PORSCHE

DON'T MISS YOUR CHANCE TO DRIVE YOUR CAR ON THE TRACK DURING THE LUNCHTIME PARADE LAP!

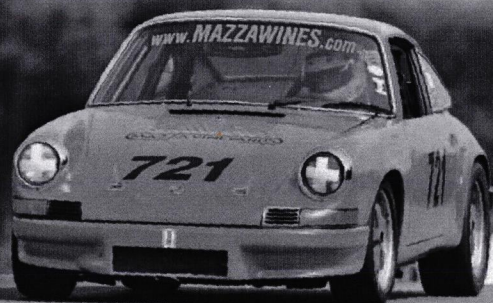
Vintage sports car racing returns to Mid-Ohio Sports Car Course honoring Porsche heritage during the 2011 Vintage Grand Prix of Mid-Ohio, June 24-26. All Porsche car owners and enthusiasts are encouraged to participate in the Concours d'Elegance on Sunday, June 26. During the weekend, cheer on your favorite Porsches during the Porsche exclusive feature race. Don't miss your opportunity to take the same track as these historic automobiles!

Concours d'Elegance – Sunday, June 26

- > 1st, 2nd and 3rd Place Awards
- > Commemorative Souvenir
- > Exclusive parking on Championship Row

Celebrate classic cars on & off the track...

- > Porsche exclusive feature race
- > Sportscar Vintage Racing Association races all day
- > Legendary driver Brian Redman as Grand Marshal



**MORE THAN 400 AUTOMOBILES ARE EXPECTED TO ATTEND!
BE A PART OF THIS EXTRAVAGANZA!**



VINTAGE GRAND PRIX OF MID-OHIO

VGP Hospitality Ticket

(1 weekend ticket & hospitality)	\$40.00
(2 weekend tickets & hospitality)	\$70.00

General Admission

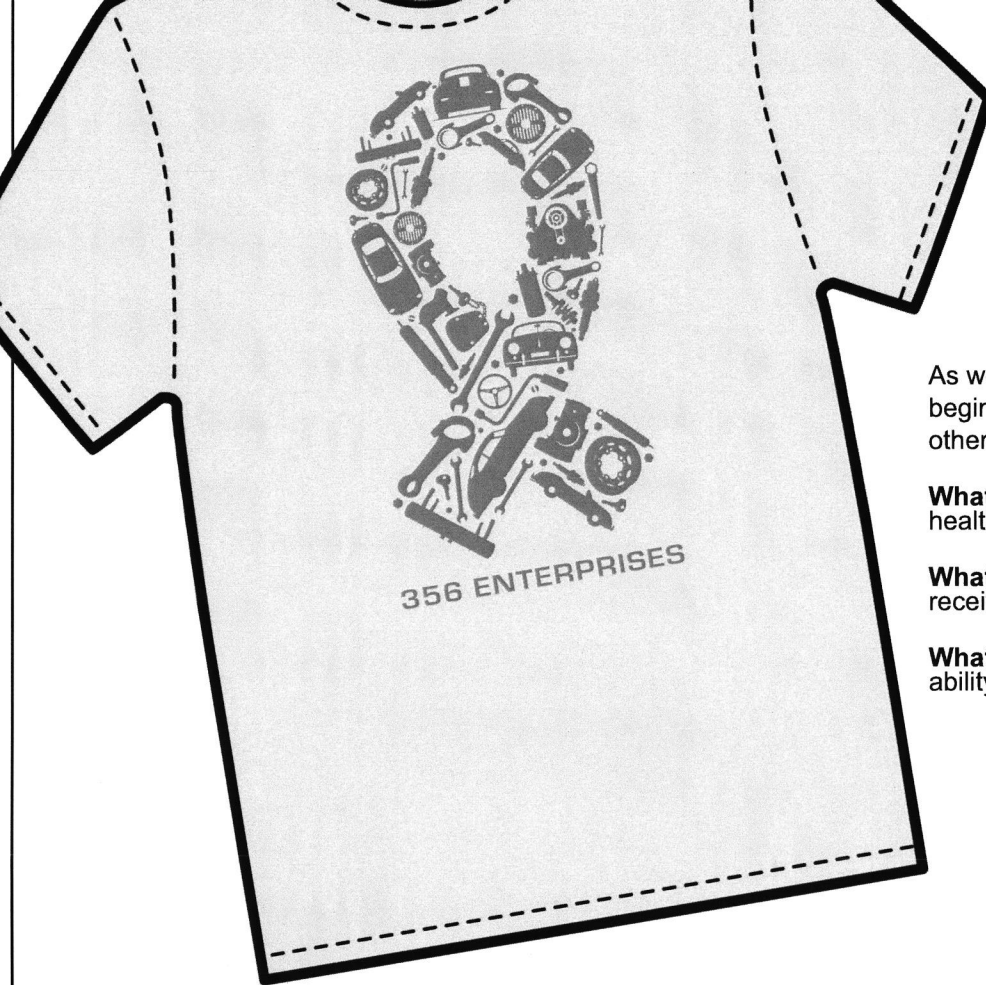
Saturday	\$15.00
Sunday	\$15.00
Weekend (Fri-Sun)	\$25.00

These ticket prices are available **only in advance** and must be purchased by **Wednesday, June 22**. General admission tickets are available at the gate, and all tickets to the Vintage Grand Prix of Mid-Ohio cover the entry fee for the car show. Children 12 and under are admitted free.

Sign up your car club today!

Contact Connie Bruce at
cbruce@midohio.com or 614-793-4600.

MIDOHIO.COM | 800-MID-OHIO



As women go through their breast cancer treatment and begin to pick up their life as it was before their diagnosis other issues may arise.

What if....they can't work full time and now have to pay health insurance premiums?

What if....they need help to cover childcare costs as they receive their daily treatment?

What if....the high cost of transportation impacts their ability to get to their treatment center?

All Registered Gruppe Members will receive this Dan Christie designed event Tee Shirt!

**Many women with breast cancer need financial help.
That's why we're here.**

The Zoo walk, Strides for Hope, is scheduled for April 16, 2011.

To register for this event, go to shadesofpinkfoundation.org

IN MEMORY OF:

Stella Accardo
 Patricia Kuhlman
 Karen Kurrie
 Mary Messingschlager
 Nancy Porter
 Chris Zombek

IN SUPPORT OF:

Peggy Bogart	Rosetta Piccinnini
Jackie Booth	Margaret Ann
Jeanie Beuchner	Plfaumbaum
Harriet Ellis	Barbara Skirmants
Nancy Ellis	Sher Toburen
Alma Gehrke	Carroll Thomson
Sue Gehrke	Trish Woodrow
Pat Hunt	
Linda Kuhlman	

Motor Cities Gruppe Calender of Events 2011

April

16th Shades of Pink Zoo Walk
23rd Hershey Swap Meet
23rd Devil is in the Details
28th-May 1st HSR Mitty @ Road Atlanta

May

14th - 15th Gruppe Overnight Spring Tour
 See page 8 for details

June

11th-12th Stoddard Swap
23rd-26th Mid Ohio Vintage Races
 see pages 4 and 5 for details
24th-26th Bay Harbor Vintage Car Show

July

14th-17th Elkhart Lake Road America
31st-Aug 6th 56th Porsche Parade in Savannah, GA
31st Concours d'Elegance of America @ St Johns Plymouth, MI

August

6th-7th Alden Classic Sports Car Picnic/Show in Alden, Michigan
7th Gruppe Picnic hosted by Skirmants
 More info in June Auspuff Roar
11th 5th Annual Harbor Springs Car Festival
16th-20th Back to the Bricks Flint, MI
20th Woodward Dream Cruise
21st SEM Summer Picnic

September

1st-4th East Coast Holiday North Carolina
9th -11th Watkins Glen SVRA Vintage Races
9th -11th Frankenmuth Autofest
18th Drive Your 356 Day

October

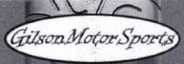
1st-2nd Fall Color Tour in Ohio
13th-16th HSR Sebring
26th-30th West Coast Holiday Palm Springs, CA

November

OPEN

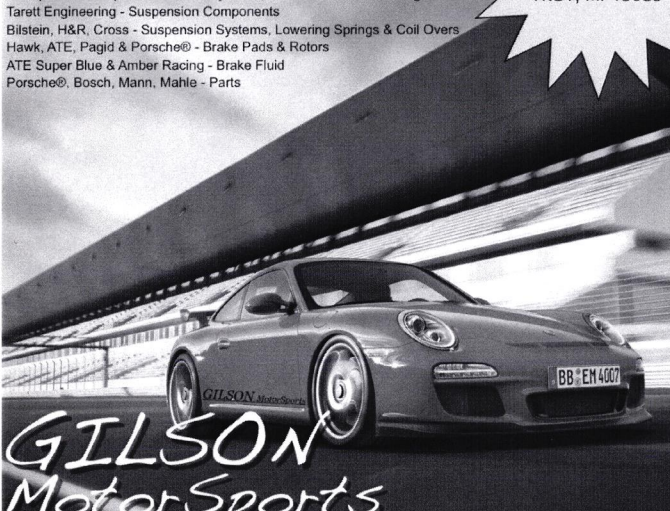
December

4th Holiday Party Canterbury Village



NEW LOCATION
 1208 E. MAPLE ROAD
 TROY, MI 48063

Some of Gilson MotorSports Suppliers:
 FabSpeed Motorsports - Exhaust Systems, Air Intakes & ECU Tuning
 Tarett Engineering - Suspension Components
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 ATE Super Blue & Amber Racing - Brake Fluid
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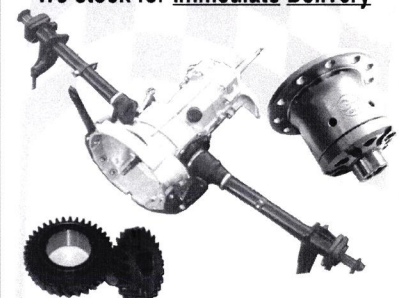
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Motor Cities Gruppe

Spring Tour 2011

RESERVATIONS Now Being TAKEN

Saturday and Sunday May 14 & 15, 2011

We will meet at a to be determined location in the Ann Arbor / Chelsea area and the caravan will leave early Saturday morning. Our route will take us on beautiful country roads (paved, of course), and on to the Air Zoo Museum in Kalamazoo. We should arrive at the museum early afternoon.

Admission to the Museum is free, and ride tickets are available for purchase at a nominal charge. Spend the afternoon embarking on a new adventure of time and space. Fly with veterans in the 4-D Theater, ride the Montgolfier Balloon Race, and stroll over to the WWI Naval Aviation Hangar.

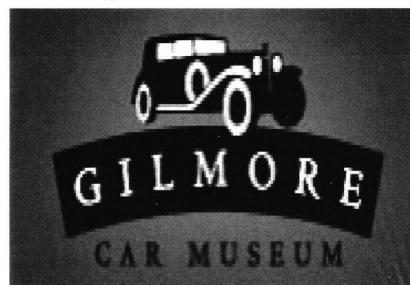
Stay as long as you want, we will hand out maps to the next stop, the Gull Lake Inn.

The Gull Lake Inn in Richland is a short 30-minute drive north from the Museum. Once there, we will have a Wine and Cheese party before heading to dinner at the nearby Bay View Gardens Restaurant. We will have a leisurely dinner, ordered from the menu, and return to the Gull Lake Inn for the night. On Sunday morning, the Gull Lake Inn will provide limited pastries and coffee for breakfast.

The caravan will leave the Inn at approximately 9:00 AM for a short but scenic drive to the Gilmore Car Museum. Admission is \$9.00 per person and worth every cent. With a world-class collection of nearly 200 vintage cars, you will have a lot to enjoy.

Spend as little or as much time here as you like, and then start home whenever you are ready.

Please contact Dave Preston to make reservations:
David Preston
248-656-9671
dmpreston356@gmail.com



SAVE THE DATE

AIR+ZOO

Like No Place
Else on Earth!

Drive your 356 Contest - 2011

By popular demand, the 3rd annual Drive your 356 Contest is back again for 2011! Its simple to register - if you were a contestant last year, I have your year end odometer reading already. If you'd like to join the fun, please call me or send me your current odometer reading, model and year of 356, and the VIN number. That's it! We'd like to see even more members join this year, so sign up!



Our first standings for 2011 will be posted in the next Auspuff Roar. Thanks.

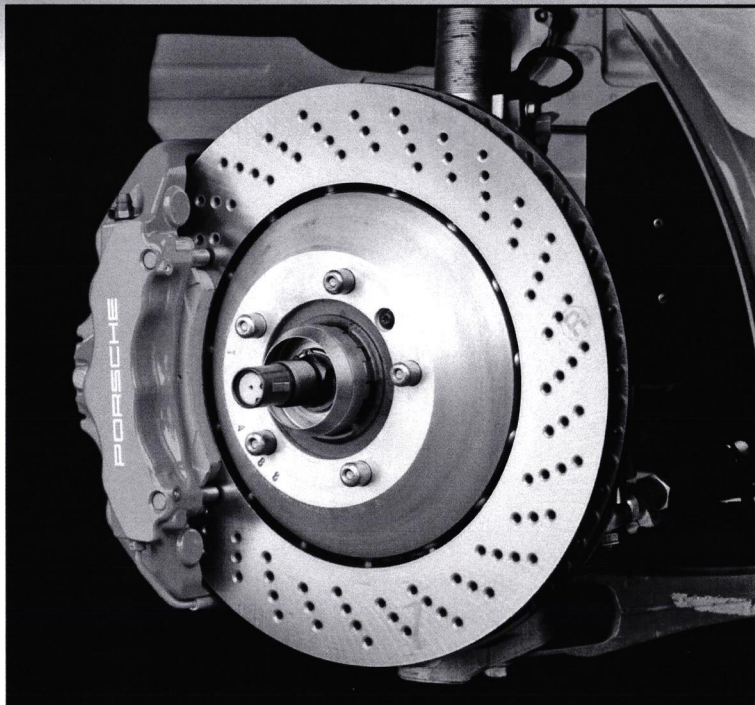
Dave Preston
(248) 656-9671
dmpreston356@gmail.com

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for PCA Members.**

One special, discount, or freebie
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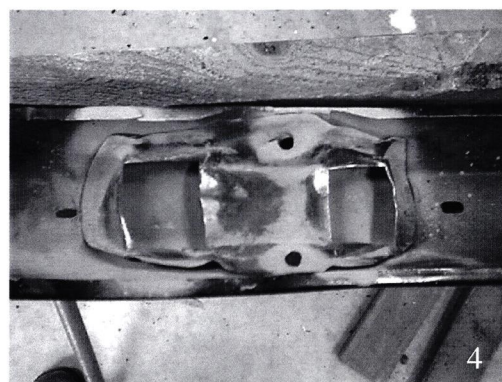
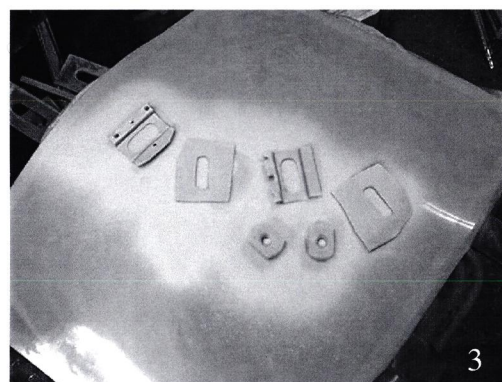
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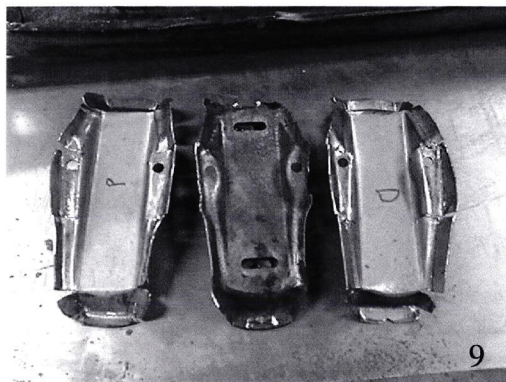
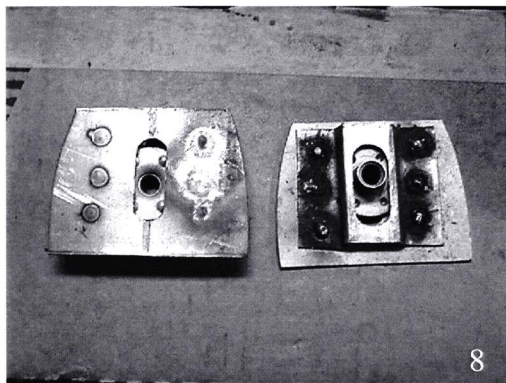
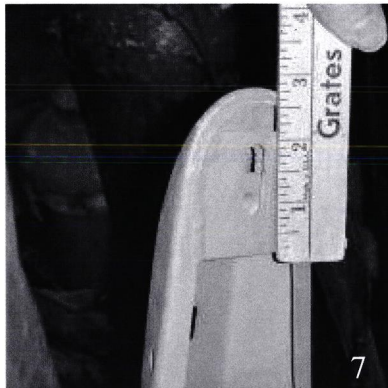
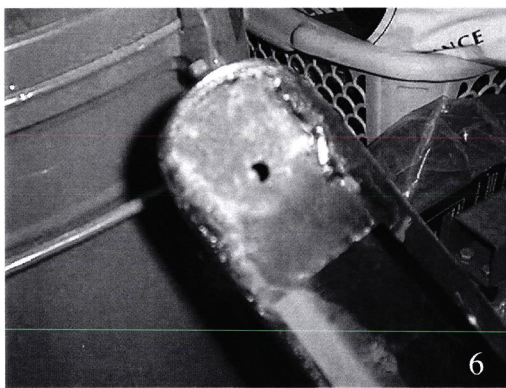


The Perpetual Home-Brewed Restoration By Phil Planck

As promised last time, this issue we are going to go over bumper repair. The last thing I expected when I removed the fairly nice looking black bumpers was for there to be a lot of rust. But, this was not to be the case. There were several rusted out areas on the outside of the bumper which were pretty easy to make patches and repair, so I am not going to go over that. What I will go over is the stamped brackets welded to the inside of the bumpers that the bumper “irons” (for lack of a better term) bolt to. All four (two front and two rear) had rust damage. The front brackets were repairable on the bumper, while new brackets had to be fabricated for the rear bumper. I could not find a source for these brackets, although probably one of the suppliers who makes T6 bumpers might sell just the brackets. The other issue I will cover is the “plate” welded on near the ends of the rear bumper where it is bolted to the quarter panel.

First the bumper brackets. These brackets have two sliding “caged” nuts to allow for adjustment of the bumper. On the front bumper, this area of the bracket was very rusty so I cut out this area, salvaged the “cages” and nuts, and made a new patch to replace the rusty metal. Photo 1 shows the “irons” bolted to the front bumper bracket. In photo 2 the “irons” are removed so you can see where I removed one side where it was rusted out around the caged nut. Photo 3 shows the cages, nuts and new patches (one for the area not cut out yet in photo 2) coated with weld thru primer. Next, the other bad side was cut out (4) and as much of the rust behind the bracket cleaned up as possible, then primed. Photo 5 shows the patches with the cages welded to them (nuts inside cages). I will not show the patches welded in, mainly because I did not take a picture, plus we now know all about welding in patches. This same procedure was done on both front bumper brackets. Now for a temporary break from bumper iron brackets. Someone had done an incorrect repair to the ends of the rear bumper where it attaches to the quarter panel. This is not a great picture, but

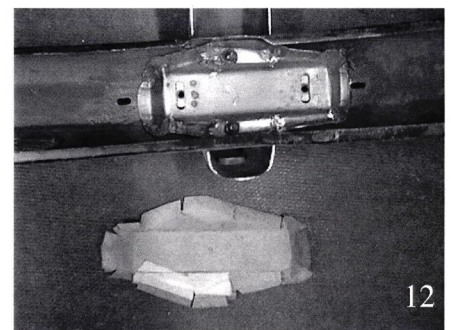
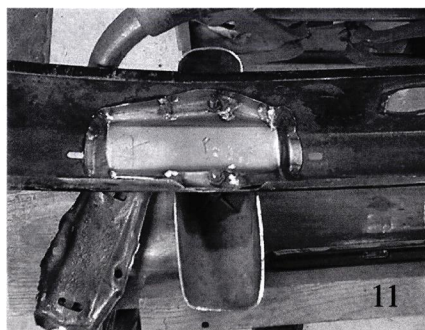




hopefully in photo 6 you can see the “terrible” welding job and the lack of an adjustment slot with caged nut. Someone just welded on a bolt on the back, then welded this plate to the bumper. I fabricated a new “bracket” with caged nut, but have not yet welded it to the bumper because I want to media blast this area before welding. Bruce Baker was kind enough to send me this picture (7) of a properly installed bracket with reference dimensions. Here are the new brackets with the caged nut in place (8), ready to weld to the bumper.

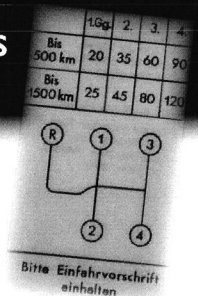
Now to the rear bumper brackets. These were very rusty and pitted. The rusted brackets were removed by grinding off the welds around their periphery. Next a cardboard template was made off of one of the rusty brackets (see photo 12). This was used to cut a blank of sheet metal to begin forming the new bracket. Rather than try to form the complex shape the was stamped out, I used the “cut and weld” method where you cut slits in the metal to form it, then weld up the seams. Photo 9 shows one of the original brackets between the partially formed replacements. Here the new brackets are being test fitted to the bumper (10) before welding up the seams. The bumper over riders are being used to snug the brackets tight against the inside of the bumper. You can also see the myriad of tools I used on this project.

Now the brackets can be welded up and picture 11 shows them again being trial fitted to the bumper. The original bracket can also be seen laying beside the bumper. This was the fun part. Now I had to make four little cages with slots for the nuts to slide in. These were hard for me to make because of there small size. You have to form a shallow hat section and put a slot in each cage. I used a drill press to make the slots before I formed the hat section. Then holes were punched in the flanges to plug weld the cages to the bracket, and don’t forget to put the nut in before you weld the cage on. These metric “weld nuts” that go in the cages are available from several sources. Photo 12 is a shot of one of the finished brackets ready to weld in, along with the cardboard template used to cut out the sheet metal blank and locate cut lines on the blank.



Four Speeds and Drum Brakes

By Tom Tate



As tough as this winter has been, the calendar has certainly been my friend as the cold months have flipped by. The Arizona trip in Jan for the auctions certainly provided some needed warm weather and the month of March started off with our annual trek to Sebring for the SVRA vintage races. As the years have gone by it seems that while the races are important and we always want to finish well, the real fun is spending time with old friends from all over the world that we only see at the track.

Connections are a lot easier with daughter, Kaitlee, in Orlando and Rob and I look forward to seeing her and her fiancé, Brian. This year we also met Bella, a shepherd mix that they got at the local Pound last Fall, so I guess that counts as starting a family. They certainly seem to be the perfect match in their new house.

Since we needed a car to drive to the track I used the internet to get a great deal on a rental from U Save auto rental company. Don't laugh, it's owned by the Penske empire. The selection looked decent in the online, but then why show the junk, right?

Needless to say the rental office was not at the airport so that involved a short ride in what could have been an old school bus. The mid size car that I wanted was not available so I was offered a full size pickup instead. They called it an upgrade. With no covered storage area to use for our gear (helmets, driving suits, etc) I held out for a sedan and was offered a red Chrysler Sebring. That seem to be a good fit given our destination but the rental clerk didn't see the connection. I tossed my bags into the trunk and drove back to the airport to pick up Rob who was coming in from Phoenix on a later flight. It was on that short drive that I figured out that the odometer didn't register tenths of miles and what I thought was 9200 miles was actually 92,000 miles. Inspecting the door jam showed that it was an '06. At least we weren't going to have to be careful with the car. That thing didn't owe the rental company anything, what a money maker even at \$20/ day.

We needed to be at the track early the next morning and had gotten up in the dark last year for a banzai run before sunrise that didn't work out that well so this year we had booked an additional night at the Kenilworth Lodge in Sebring. The name sounds like a resort from the '20's and that's exactly what it is, or was. We had stayed there last year and were happy with the rate. Years ago I heard someone say that when the day is over, the lights are off, and your head is on the pillow you can't tell if it's \$60/ night or \$150/ night. That may be true but in this case we knew the minute we opened our eyes. At least we had our own bathroom, even if it was one step up from the bedroom. It wasn't like we were spending any time there so it worked out just fine. Besides they offered a free breakfast each morning and we knew it was good because of all the retirees that showed up a 6am. Kind of like looking for a



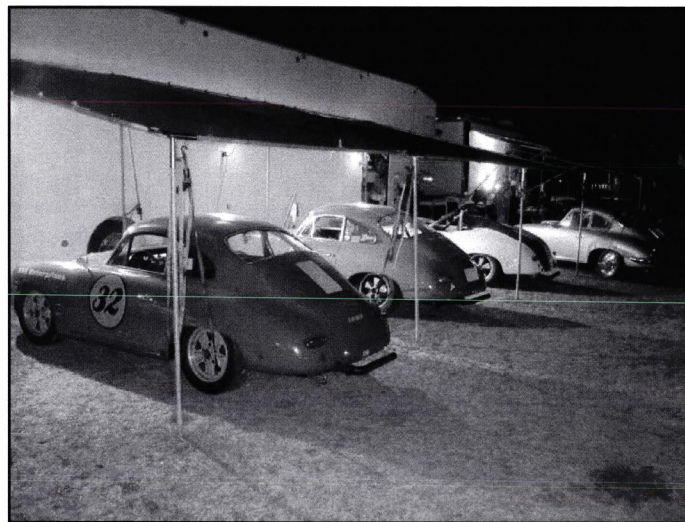
good highway restaurant based upon where all the truckers stopped. Not a bad idea but don't be fooled by the crowd at Hooters, it's not the menu that caught their eye.

Years ago the Porsche race team mechanics were issued overalls to wear at the track, some were red, some blue, depending on the year. Our friends from UK had worn their red outfits for the last two years and Rob had taken a number of photos. He did that because his wife is an excellent seamstress and he figured that she could knock out a couple of pair for us and the Skirmants pit would look more like a factory effort. My set even counted as a Christmas present and I couldn't wait to try it at the track. I had worn them around the garage a few times so they didn't look brand new, I didn't want to look like an amateur.

We must have looked like aliens at the breakfast table that morning but we went off to the track in our red overalls for a day of racing. There was a 30 minute practice session at 8:30 am and we were there in plenty of time to check the car over before driving to the grid. Bill and Anita were there from the UK and Bill's overalls looked just like ours only older. He suggested that we roll around under the car for a while to make them look well used but they were a big hit with everyone.

The practice and testing session went well for both of us and the car was running great. Vic was chasing an oil leak in his car and some heavy oil consumption in a customers car but #32 was just happy to see us and never missed a beat. Friday was more practice that saw Rob besting my time by 4 seconds. We were both faster than last year. I guess that my claim to fame from here on will be that I taught him everything he knows, not that I was faster. Such is the price of getting older.

Rob ran the Klub Sport Challenge on Friday afternoon that saw 28 Porsches in the field and 11 of them were 356's. The 356 class was won by John O'Steen driving Vic's car with Rob finishing somewhere in the middle. We gassed up #32 while the real mechanics pulled the engine on one car, disassembled the top end and replaced the rings to fight the oil burning problem and replaced the pushrod tubes on another to stop a leak.



The ring job took a total of 4 hours and only solved part of the problem and the oil leak got chased into the next morning to solve that problem. Meanwhile we followed a bunch of racers into town with #32 with a Sebring Police escort to the town center for a car show. The officer leading must have been told that race cars can't drive at low speeds since he took off like he was in the race himself. With Rob hanging on to the roll cage I got to the top of 3rd gear, which is near 90 mph just trying to keep up with the others. The center was all set up with a beer truck (free) and bratwurst for all. We stood around in our red overalls keeping the beer consumption numbers up where they should be and answering questions about racing. Just like real race car drivers. It was cool.

I started the one hour Enduro the next day and passed the car off to Rob at the halfway point with no fuss. He finished up with a good solid drive and put us solidly into the middle of the class. Vic and John won the class and so we were all able to celebrate the victory. Rob had brought a GoPro camera with him and we were recording laps in our car and in Vic's car and the comparisons were a real eye opener. Turns out that they were shifting where we weren't and we were shifting where they weren't. Turns out that the transmission in Vic's car was set up for the Sebring circuit which was why he could come out of the low speed hairpin under full power while we had to wait for the engine to get into the power band before it really started to scoot. And they were both in first gear. Even so it looked like Rob was only a couple of seconds behind the ringer. We still had as much fun as they did and probably more because there were more cars to play with back where we were driving.

I did a Qualifying race later that afternoon with the camera attached and I didn't have to explain how close the race was, everyone could see it after dinner on the laptop that Rob had brought. I was sure that there was going to be some black MG paint on the side of #32 after the driver tried to get past me but my paint was unmarked and the replay showed me coming out ahead. I may look that over a few times when I get older, like 100 times. The qualifying results put me 6th out of 13 cars scheduled for the Feature race on Sunday and I was happy with that.

“ROB HAD BROUGHT A GOPRO CAMERA WITH HIM AND WE WERE RECORDING LAPS IN OUR CAR AND IN VIC'S CAR AND THE COMPARISONS WERE A REAL EYE OPENER”

Late on Sat. was the 1 ½ hr Enduro and Rob was going to start that event. Unfortunately we were only 3 laps into the race when #32 locked up in third gear and our race was over. You can't drive out of the hairpin in third gear and you can't go down the back straight in third gear, you'd be in the way. We were hoping that it might have been something simple but alas the fulcrum plate had failed tossing some broken metal pieces into the shift forks. Repairs would've taken all night and there was only a 30 minute race on Sunday. Besides the track party put on by SVRA was Sat night and we didn't want to miss it.

As you can tell, the races are a lot of fun but winning them isn't really why we're there (don't tell that to Vic). It's the entire event that is really why we make the trip each year. The people, the place (what's not to like about 80 degrees?) and just the overall atmosphere is what it's all about. This year was the best ever and I know next year will be even better.

Can't wait. KTF

Other 356 Events around the East Coast

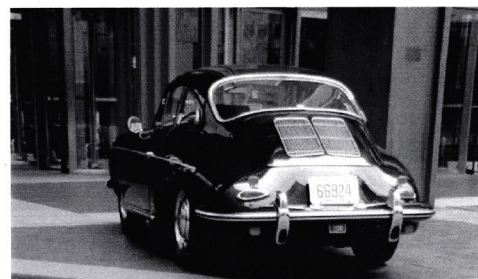
The Pittsburgh Regional Group of the 356 Registry

invites all 356 Faithful from all over the country to celebrate Porsche as the marque of the year at the **2011 Pittsburgh Vintage Grand Prix.**

Special hotel accommodations have been made at the Hilton Garden Inn and we also have scenic drives and social activities planned as well. Saturday and Sunday July 23-24 are the ultimate days to show your 356 so come one day or stay the entire week--this is an event you don't want to miss!

For details of the PVGP events that are Porsche related please visit the detailed Porsche Marque Schedule at:

www.pvgp.org



These Roads Were Made for Your 356

Last year, my wife and I drove the entire Blue Ridge Parkway, the Skyline Drive and 'Tail of the Dragon'. What a perfect 356 drive. If you have never driven the Blue Ridge, here is your chance to drive a road made for 356s. I have organized a four day Blue Ridge Parkway drive for 356s only May 9-12, 2011.



It is advertised in the Jan/Feb 356 Registry magazine on page 7 in the Upcoming Events.

Go to www.ultimatedrivingtour.net for more information, registration and itinerary. The event includes two days of driving the Blue Ridge Parkway, one day of driving the Tail of the Dragon, and one day of shopping in Pigeon Forge/Gatlinburg, Tn.

Please do not hesitate to contact me if you have any questions.

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RICHARD H. 'DICK' DITTUS 1930-2011

The Motor Cities Gruppe lost a great friend in Dick Dittus, who passed away on March 5th of this year. Dick was waiting to board a cruise ship with his longtime companion, Marilyn Flatt when he died.

Dick bought his first Porsche in the late 50's and had owned one consecutively ever since. His current car was a Boxster with the license plate "RSK SOUL". Dick and Marilyn were Gruppe and Registry members and joined in on many, many Gruppe driving events. We will miss him dearly. Below is his official Obituary.

RICHARD H. "DICK" DITTUS

Graduate of Detroit Catholic Central - class of 1948. Mr. Dittus, age 80, died on Saturday, March 5, 2011 in Miami, Florida. He was born on July 18, 1930 in Bristol, Connecticut to Richard William and Mary Agnes (Hobin) Dittus. He had been a resident of Bloomfield Hills, Michigan for the past 44 years, and formerly resided in Taylor, Michigan for 10 years. Dick graduated from Detroit Catholic Central High School in 1948, and attended Detroit Institute of Technology Pharmacy School. Mr. Dittus was a Pharmacist with CVS, Arbor, and Sentry Drug Stores for 35 years. He also had served as a Pharmaceutical Rep for Ciba/Giegy. He loved sailing and had participated in 25 Port Huron to Mackinac Races during the period from 1981-2006. He won two of the races and placed in many others. He was a member of the Bayview Yacht Club and Northstar Sail Club, and was a life member of the National Railroad Association. Mr. Dittus also loved cars, and was past-president of the VW Club of Detroit, and was a member of the Porsche Club of SE Michigan. He was the proud first winner of the "Press On Regardless" (POR) 24 hour road race in 1963. Family and friends will remember that Mr. Dittus enjoyed life - he loved to have good time - and he loved Irish music. He adored his family and always made time for them and their friends. He will be missed very much. Mr. Dittus proudly served in the U.S. Army and was stationed at Walter Reed Medical center.



Dick was an active member of two different Boxster forums, and was affectionately known there as "Cheeky ol' Coot"



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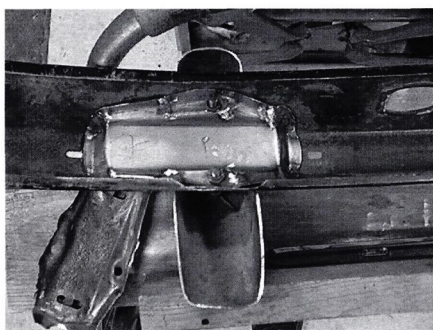
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